Prepared for

City of ARCATA

Engineering Department



# Community Charrette for Design Success

*Design Charrette and Preliminary Concept Design*

*Old Arcata Road Improvements Project*





**016136**
**July 2017**

Prepared by:

SHN Engineers & Geologists

Streamline Planning Consultants

Redwood Community Action Agency

omni·means ENGINEERING SOLUTIONS

DZC

SHN
Engineers & Geologists



Redwood Community
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Reference: 016136

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## Old Arcata Road Improvements Project

Prepared for:

**City of Arcata**
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736 F Street
Arcata, CA 95521

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## Project Background

Promoting pedestrian, bicycle, and alternative modes of travel is one of the City of Arcata's primary goals, and over the past few years, the City of Arcata has made a number of improvements dedicated to improving the safety and convenience of biking and walking within the city limits. In early 2016, the City's Transportation Safety Committee (TSC) identified the need to address the lack of adequate bicycle and pedestrian facilities along Old Arcata Road within the city limits. This project came about as a result of the recommendations from the TSC. The project was limited to the segment of Old Arcata Road between Buttermilk Lane and the intersection with Jacoby Creek Road.




*Figure 1. Old Arcata Road corridor between Buttermilk Lane and Jacoby Creek Road.*

Although funding for transportation and community planning is limited, the City recognized the need for a thorough community process to develop potential safety improvements along Old Arcata Road. The City was able to budget a portion of its internal Measure G funding, intended for public safety improvements, to embark on a community planning process to address the need for improved access and safety for all modes of travel along Old Arcata Road.

The team selected by the City to lead this project included SHN Consulting Engineers (SHN), Redwood Community Action Agency (RCAA), Streamline Planning (Streamline), Omni-Means, and DMZ Consulting (DZC). City staff provided regular direction to the project team and were responsible for much of the community outreach efforts. The TSC provided general recommendations to the project team and also participated in the community events.

SHN Engineers & Geologists

Redwood Community Action Agency

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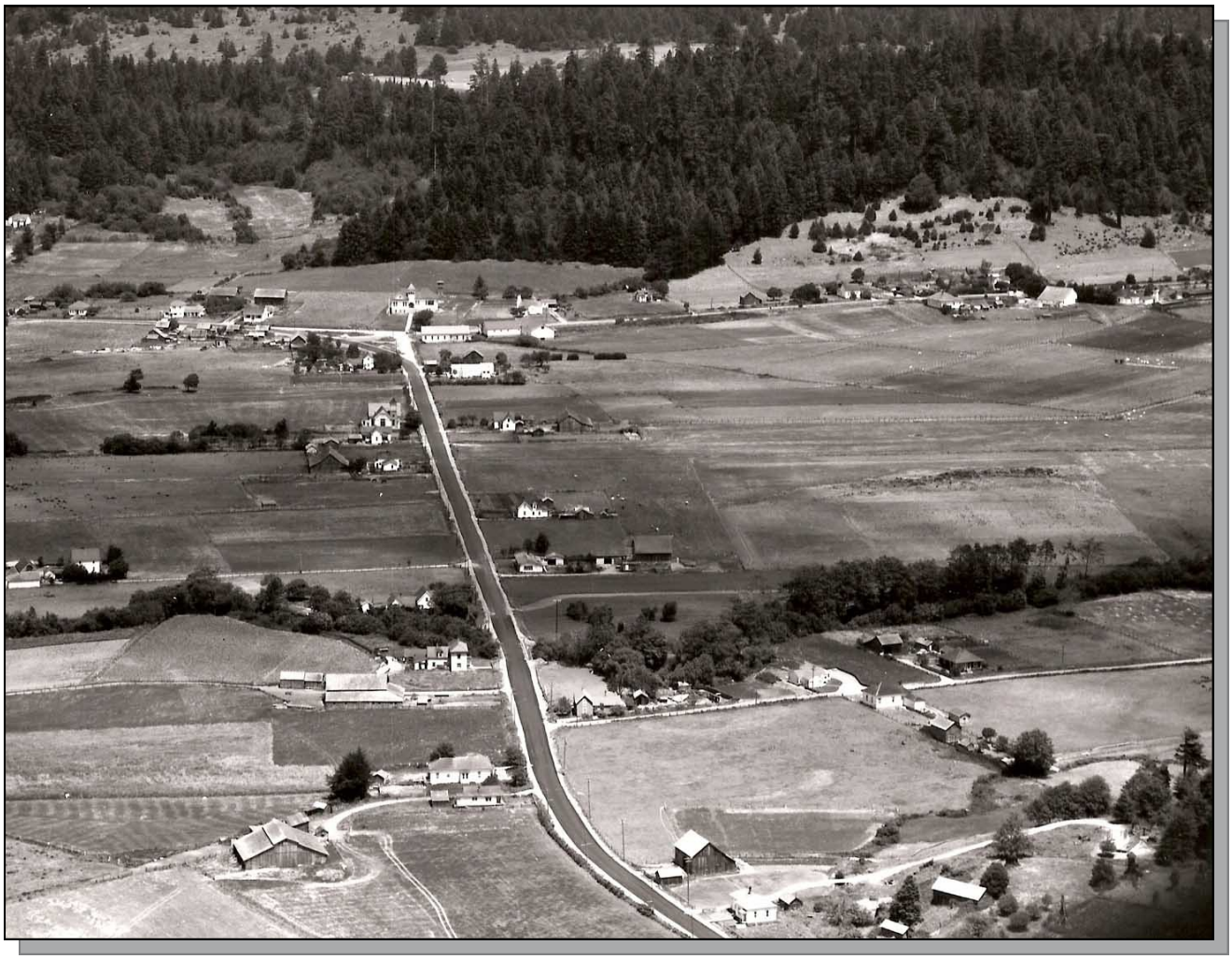
DZC

Streamline Planning Consultants

## Previous Project Attempts

In 2001, the City developed preliminary plans to modify the segment of Old Arcata Road between Jacoby Creek School and Jacoby Creek Road with the hope of improving safety, and improving bicycle and pedestrian access along the road corridor. The City had received a grant to construct a separated path along Old Arcata Road between Jacoby Creek School and Jacoby Creek Road. However, the Bayside community was not thoroughly engaged in the planning and conceptual design phases of this project and the City's proposed modifications were met with opposition from the community. This opposition led the City to abandon the project.

Due to the public opposition to the previous project attempt, the City decided to approach this project without any pre-conceived concepts or ideas; and instead chose to thoroughly engaging the community to understand their priorities and values.



*Historical (1945) photograph indicating the old school that was the landmark that people would see when traveling to Bayside from nearby Eureka, California.*

## Project Approach

The Old Arcata Road Design Charrette Project took place during summer and winter of 2016. From the beginning of this project, the City emphasized that the goal of this project was to develop a community-driven plan for improving multi-modal access and safety along the Old Arcata Road corridor. To achieve this goal, the City determined that any conceptual design alternatives should be developed through the charrette design process. A charrette is a collaborative session in which a group of stakeholders draft a solution to a design problem. Local residents, business owners, school representatives, and students and parents from the nearby schools were encouraged to participate in the charrette process.

The charrette process consisted of four different public workshops in which the public was asked to provide information on challenges with the existing roadway, provide ideas for improving the roadway, and then comment on the design concepts that were developed through this collaborative process. The role of the City and the consultant team was simply to facilitate these workshops, to condense the comments and ideas provided by the public, and to create visual simulations of some of the key design alternatives developed by the public.

The charrette process is discussed in greater detail later in this report.



*Open House participants viewing maps of the City's right-of-way and design alternatives.*

## Existing Conditions

Old Arcata Road is a regionally significant rural arterial route for southern Arcata and the Bayside community. It is part of an alternate north/south corridor to Highway 101, and provides access to unincorporated areas. Old Arcata Road also provides access to important facilities such as Sunny Brae Middle School, Jacoby Creek Elementary School, Mistwood School, the Bayside Grange, and the Bayside Post Office. Old Arcata Road is an important truck route and serves as an oversized load route.

The existing segment of Old Arcata Road within the project limits (between Buttermilk Lane and Jacoby Creek Road) is a two-lane road that passes through the community of Bayside, which has a long history as a unique rural community. The roadway has a dashed centerline and narrow shoulders, occasionally striped as bike lanes, which also serve pedestrians. The segment of road between Buttermilk Lane and Jacoby Creek School has a separated path along the western side of the road. This path ends abruptly at Jacoby Creek School and does not continue southward. This separated path is approximately four feet wide and is separated from the roadway by a strip of vegetation that varies in width between 2-8 feet. The segment of road between Jacoby Creek School and the intersection with Jacoby Creek Road has a few isolated segments of sidewalks on the eastern side of the road, but these segments are very minimal and do not provide a continuous path for pedestrian access.

The posted speed limit along the project corridor is 25 miles per hour. There are no stop signs along this stretch of road, but there are multiple speed humps and a crosswalk in the vicinity of Jacoby Creek School. Old Arcata Road experiences congestion during arrival and dismissal and special events at Jacoby Creek School. Parking is sometimes limited, and cars frequently can be seen parked in, and blocking, the bike lanes.

In fall 2016, The City made numerous pothole repairs to the roadway, and then re-striped the roadway. During the re-striping effort, the travel lane widths were reduced from 11-12 feet down to 10 feet, which resulted in wider bike lanes. Two crosswalks were also added at Golf Course Road and Anderson Lane.




*Bicyclist and motorists on Old Arcata Road in front of Jacoby Creek School in summer 2016, prior to roadway repairs and re-striping completed by the City of Arcata later in the year.*

## Project Objectives, Timeline, and Community Outreach

The primary objective of this project was to thoroughly engage residents, school communities, and businesses within the Bayside area to create a community-driven plan to improve safety for all modes of travel along Old Arcata Road, and to develop conceptual design alternatives based on community needs, ideas, desires, and concerns.

Charrette-style workshops and engagements were planned to maximize and deepen community participation. Additionally, the City and project team strove to ensure that community members had multiple ways to share ideas and help develop concept designs. To achieve this goal, multiple events and demonstrations were hosted in order to ensure that community members were able to participate and provide input. Events were held on different days of the week and at different times of the day in an attempt to accommodate as many different schedules as possible.



*Community members gather at Jacoby Creek School during the "walk audit" event.*




*Community members discussing their observations after the walk audit event.*

The overall timeline for the project is provided in Table 1 below.

**Table 1**
**Project Timeline**
**Old Arcata Road Design Project**

| Project Milestone | Date Completed |
|---|---|
| Community and School Outreach | August and September 2016 |
| Charrette Event #1: Kickoff Workshop | September 12, 2016 |
| Charrette Event #2: Walk Audit | September 26, 2016 |
| Develop Draft Concept Alternatives | Late September – Mid-October 2016 |
| Charrette Event #3: Pop-Up Demonstration | October 18, 2016 |
| Charrette Event #4: Open House | October 19, 2016 |
| Online Community Survey | October 20 – November 4, 2016 |
| Present Update to TSC and City Council | November 2016 |
| Prepare Project Report and Complete Project | November 2016 – February 2017 |

Community engagement was critical to the project, and it required a significant outreach effort to ensure that community members were made aware of the project and that they were given the opportunity to participate in the project. The project team prepared the outreach material, which City staff then disseminated to the public. Various methods of outreach were used in order to reach as many community members as possible. The project outreach efforts included:

- Radio public service announcements
- Social media (particularly the City of Arcata's Facebook page)
- Press releases to local papers, which resulted in at least one printed article
- Project website updates
- Email
- Flyers at local businesses and schools
- School newsletters and parent open house night at schools
- Direct calls and visits to businesses and schools
- Changeable LED message sign placed along Old Arcata Road
- Local TV station news coverage/interview with the project team



# The Charrette

The design charrette consisted of four events which were focused on obtaining community input and fostering community-driven ideas for improving multi-modal transportation and safety along the roadway.

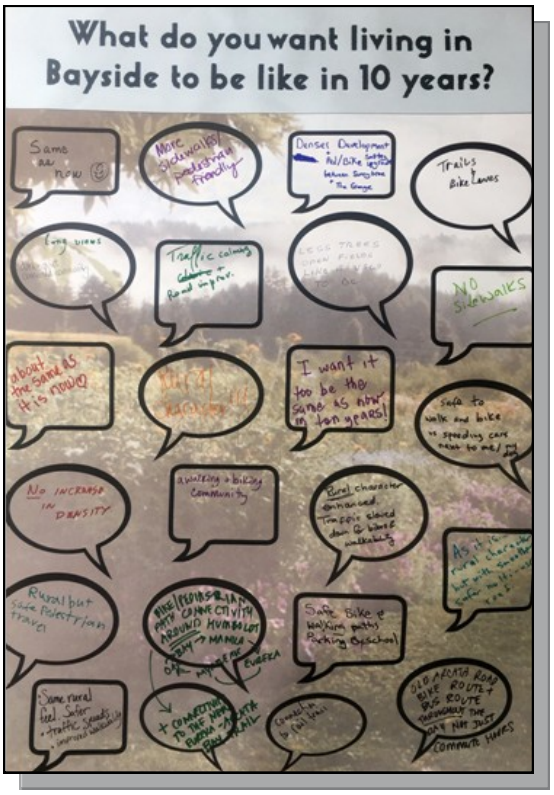
## Event #1: Kick-off Workshop

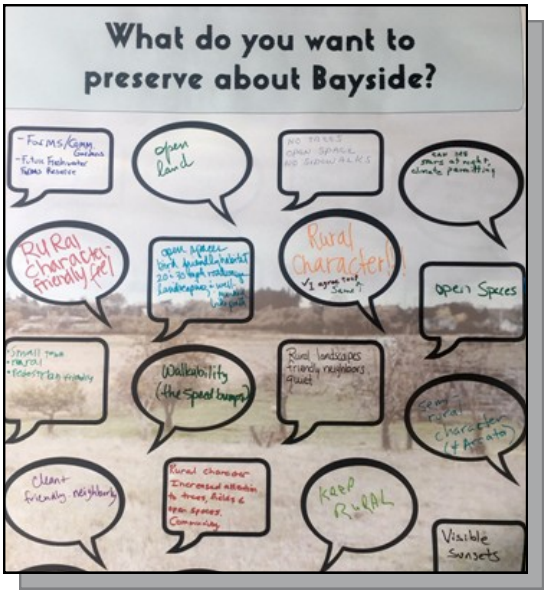
The Kick-off Workshop was held on the evening of September 12th at the Bayside Grange, and was attended by more than 90 people from the community.

After a brief open house and presentation, attendees were split into groups where individuals were encouraged to discuss their concerns, frustrations, and ideas for improving the existing configuration of the project area. Each group was provided with a series of project area maps along with Post-It notes and scaled cut-outs of various improvement options such as crosswalks, sidewalks, bulb-outs, traffic tables, and more. Participants were also invited to answer questions about what they valued about the existing roadway corridor, and what they wanted to preserve.



*Participants at the Kick-off Workshop.*




*Examples of "Icebreaker" questions.*

## Event #2: Walk Audit

The Walk Audit took place during the afternoon on September 26th at Jacoby Creek School, and was attended by more than 40 neighborhood residents, parents of youth who attend local schools, and other community members. The walk audit included a presentation and short discussion, followed by a group walk from the school to the Jacoby Creek Road intersection (and back). The walk audit gave participants an opportunity to experience the challenges of walking along this section of Old Arcata Road, and it also provided participants with an opportunity to observe traffic congestion and safety challenges during school dismissal. After the group walk, participants returned to the school to look at maps of the project area, note concerns, discuss solutions and brainstorm on both infrastructure and non-infrastructure opportunities for improvement.




*Community members participating in the walk audit to assess the walkability and pedestrian safety concerns along the roadway.*



*Group discussion between the project team and community members during walk audit.*



*Participants of the walk audit convened to discuss their ideas for the project.*

## Event #3: Pop-Up Demonstration

The Pop-Up Demonstration occurred on October 18th and consisted of full scale mock-ups of two of the potential roadway modifications that were identified by the community during the first two charrette events. These mock-ups were installed on the morning of the 18th and were taken down in the evening of the 18th. At least one project team member was present onsite throughout the day to answer questions and receive feedback from the community.

One of the mock-up alternatives simulated a continuation of the separated path in front of the Jacoby Creek School. This alternative involved eliminating the angle-in parking spaces in front of the school, installing a path along the school frontage, and adding planters to narrow the driveway crossings in front of the school. This alternative was demonstrated through the use of sidewalk chalk (for crosswalks), roofing felt (to simulate the pathway), and pallets with potted plants (simulating the planters).

The other mock-up alternative demonstrated what it might look like to narrow the Jacoby Creek Road intersection. The intent of narrowing the intersection was to slow turns in an area where vehicles are currently able to make wide, sweeping turns at high speed. The narrowed intersection was simulated by installing safety cones and potted plants (for beautification) in the roadway.

Both of the pop-up demonstrations remained in place all day, and resulted in robust feedback. Approximately 40 individuals provided written or verbal feedback during the pop-up demonstration, and many more provided their comments on the pop-up demonstration at the final charrette event or through the online survey.




*Pop-up infrastructure installation in front of the Jacoby Creek School, demonstrating a separated path, new crosswalk, parking alterations, and landscaped "bulb-ins."*



*Pop-up infrastructure installation at intersection of Jacoby Creek Road and Old Arcata Road, demonstrating a narrowed intersection with planted areas.*

## Event #4: Open House

The Community Open House took place on the evening of October 19th at the Bayside Grange, and was attended by more than 60 community members. The Open House showcased draft alternatives for the roadway modifications that were developed based on community feedback from each of the previous events. The draft alternatives also took into account comments from community members that submitted letters and emails to the City and project team.

The Open House was primarily focused on asking attendees what they liked, disliked, or would change about the design alternatives. During the Open House, the project team also gave a presentation which reiterated the project purpose, provided explanation for the project alternatives, and clarified the next steps for the project.




*Open House participants providing comments on the design alternatives.*

## Website

Throughout the duration of the Old Arcata Road project, the City maintained a project website which served as a source for all compiled community feedback and provided dates and times for each of the charrette events. The website also provided the public with general information about the project, instructed community members on ways to get involved with the project, and provided a link to the on-line survey for the project.

## On-Line Survey

An online survey, consisting of thirteen questions that closely mirrored the questions and materials presented at the Open House, was developed in order to provide community members with another opportunity to give their feedback on draft concept alternatives. The survey was available for two weeks and clearly indicated that the survey was intended to obtain feedback from individuals who were unable to attend the Open House. The survey was completed by 64 individuals. The survey link was distributed via email, social media and press release, and was available on the City's project website.

## Other Methods of Providing Feedback

In addition to providing feedback in-person and through the online survey, community members also utilized a number of other methods to present their ideas. The project team received more than ten letters from individuals and community groups regarding their ideas and concerns with the project. Presentations took place at two of the City of Arcata's TSC meetings, and the project was presented to the Arcata City Council on November 16, 2016. These were both publicly noticed meetings where public comment was taken in accordance with the Brown Act.




*The City's Website provided important information regarding the project and provided a link to the on-line survey.*

## Community Feedback/Challenges with the Existing Roadway

**High vehicle speeds –** One of the frequent comments made by community members was that vehicles often travel at excessive speeds along the roadway. Old Arcata Road is a rural road with higher posted speeds along segments located outside the city limits. The roadway does not have any stop signs, and there are few traffic-calming features within the project segment. The intersection with Jacoby Creek Road was specifically mentioned by many community members as a place where vehicles regularly travel at unsafe speeds.

**Unsafe passing –** A number of residents and community members recounted occurrences of being passed along the stretch of road between Jacoby Creek School and the Jacoby Creek Road Intersection. This is a particularly narrow stretch of the roadway with many residences and with no designated walking path. Many residents felt that the centerline along this stretch of the road should be striped with a double yellow marking to discourage vehicle passing.

**Unsafe parking in front of Jacoby Creek School –** The existing parking stalls along the Jacoby Creek School frontage are angled, back-out stalls, which create an unsafe condition for bicyclists and pedestrians because drivers backing out of these stalls have very limited view and are forced to back into the shoulder/bike lane/walkway in order to get out of the parking stalls.

**Lack of parking at Jacoby Creek School –** The existing parking lot for the school does not have an adequate number of parking spaces which results in parents having to park on the shoulder of the road, and often encroaching into and blocking the bike lane. The lack of adequate parking at the school also creates unsafe pedestrian conditions on the adjacent Hyland Street. Hyland Street does not have sidewalks, so when a significant number of cars are parked along the shoulder of the road, pedestrians are forced to walk in the roadway.



*Inadequate pedestrian facilities along roadway.*

**Limited opportunities for safe crossing** – At the time of the charrettes, there were only two crosswalks providing designated pedestrian access across Old Arcata Road within the project limits. Two additional crosswalks have since been added by the City across Old Arcata Road at Golf Course Road and Anderson Lane.

**Inadequate facilities for pedestrians** – Although there is a separated path along much of the roadway between Buttermilk Lane and Jacoby Creek School, there are practically no other designated pedestrian facilities located along the roadway, with exception to a few isolated areas where there are short segments of sidewalk.

**Jacoby Creek Road Intersection** – Many individuals commented that the intersection of Old Arcata Road and Jacoby Creek Road was in need of improvement. The primary concerns about the existing intersection were that it promotes excessive vehicle speeds, and that it is unsafe for pedestrians to cross either road at this intersection.

The segment of Old Arcata Road, south of the intersection (outside project limits), has a posted speed of 45 mph. Although the posted speed reduces down to 25 mph just south of the Jacoby Creek Road intersection, many residents commented that vehicles traveling from the south into the project area frequently travel at speeds well above 25 mph. The wide, sweeping turn of Old Arcata Road at the intersection was viewed by many as part of the reason why vehicles entering the project area are often traveling above the posted speed limit.



*Popular existing separated path between Buttermilk Lane and Jacoby Creek School.*

## Desired Improvements for the Roadway

One of the most common themes that was voiced by the community members throughout the charrette process was the need to improve safety for pedestrians, bicyclists, and motorists, while maintaining the rural feel and character of the Bayside community. A few individuals wanted to leave the roadway as it is (considered the "no project" alternative), but the vast majority of community members wanted to see some improvements to the roadway.

The most commonly-stated need was for improved walking facilities. Many participants supported the idea of continuing the existing separated path to extend the full length of the corridor. In conjunction with this, participants wanted to see the existing path widened and resurfaced. More than 75% of participants in charrette events indicated that they wanted either a separated path, a path/ sidewalk combination (with sidewalk in area of Jacoby Creek School) or other improved facilities, such as a Class I trail.

Other popular ideas for improvement included traffic calming features such as bulb outs or narrowed lanes, a double yellow centerline to discourage passing at unsafe speeds, safer and more frequent crosswalks, improved signage and pavement markings for school zones, modifications to the Jacoby Creek Road intersection, and a variety of bike-friendly improvements.

The Project Team and City staff compiled and considered hundreds of comments and ideas from community members throughout the charrette process. These comments and ideas served as the basis for developing conceptual design alternatives for the roadway improvements. These design alternatives were presented to the community during the Open House and then further refined based on feedback from the community .

A summary of the comments and feedback obtained during the charrette process is provided in Appendix A.

## Conceptual Design Alternatives for Roadway Improvements

### Corridor Alternative #1: Leave As-Is

As previously mentioned, there were members of the community who did not want to see any improvements made to the existing roadway. These individuals saw no need to modify the roadway and wanted to leave it as-is. While this was a minority opinion among participants, the "leave as-is" alternative was considered to be a valid alternative during the charrette process because the City wanted to reinforce the concept that any modifications to the roadway would be based on community-driven desires. Less than 6% of participants supported this option.



*The Old Arcata Road corridor in its condition as-is.*

## Corridor Alternative #2: Separated Path

The "separated path" alternative was the most widely supported alternative that came out of the charrette process. Many community members spoke favorably of the existing separated path along the northern segment of the roadway, and they felt that continuing this path along the entire length of roadway would significantly improve pedestrian safety and encourage more use. The separated pedestrian path also received support from many individuals who do not want the roadway improvements to alter the rural feel of Bayside.

The "separated path" alternative consists of two 10-foot wide travel lanes, 5-foot wide bike lanes on both sides of the road, and a 4-foot wide vegetated buffer strip and 6-foot wide walking path along the west side of the road. The vegetated buffer strip will help to improve pedestrian safety by creating as much distance from the travel-way as possible. It will also improve the aesthetics of the roadway, and may also serve as a Low Impact Development (LID) feature to provide treatment for stormwater runoff from the roadway.

In addition to the separated path, many felt that by narrowing the driveways in front of Jacoby Creek School, safety for bicyclists and pedestrians would be improved because vehicles entering and exiting the school campus would be focused into more distinct locations, and the walkways between the driveways would provide refuge for pedestrians.

Conceptual drawings of Corridor Alternative #2 are provided in Figures 2 and 3; and a full-sized version is provided in Appendix B.

## Corridor Alternative #3: Sidewalk with Curb along the Jacoby Creek School Frontage

This alternative is essentially the same as Corridor Alternative #2, except that rather than a separated path in front of Jacoby Creek School, there would be a sidewalk with curb in this area. Although a number of residents made comments about sidewalks with curbs as being too urban for Bayside, some residents felt that the Jacoby Creek School frontage was an area where a sidewalk with curb would be acceptable. This area is already more urban in feel, with a number of commercial buildings across the street from the school, and there is already a sidewalk and curb along a portion of the road in front of these commercial developments. Having a sidewalk with curb along the Jacoby Creek School Frontage was also supported by many who felt strongly about improving safety for the students.

Similar to the separated path concept (Corridor Alternative #2), the installation of a new sidewalk in front of the school would allow the driveways for Jacoby Creek School to be narrowed and focused. This alternative consists of two 10-foot wide travel lanes, 5-foot bike wide lanes on both sides of the road, and 5-foot wide sidewalks on both sides of the road.

Although there were some individuals who preferred this alternative, it did not receive nearly as much support and Corridor Alternative #2.

Conceptual drawings of Corridor Alternative #3 are provided in Figures 4 and 5; and a full-sized version is provided in Appendix B.

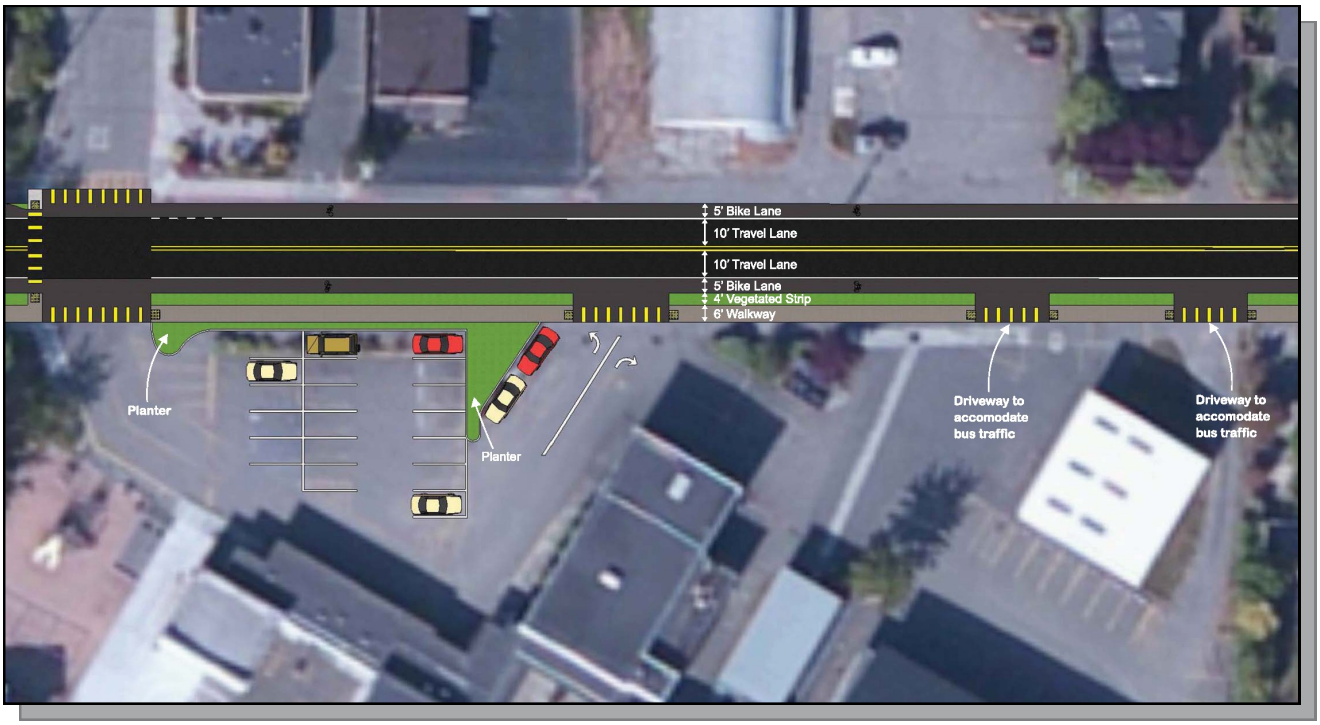



*Figure 2: Plan view of Corridor Alternative #2.*

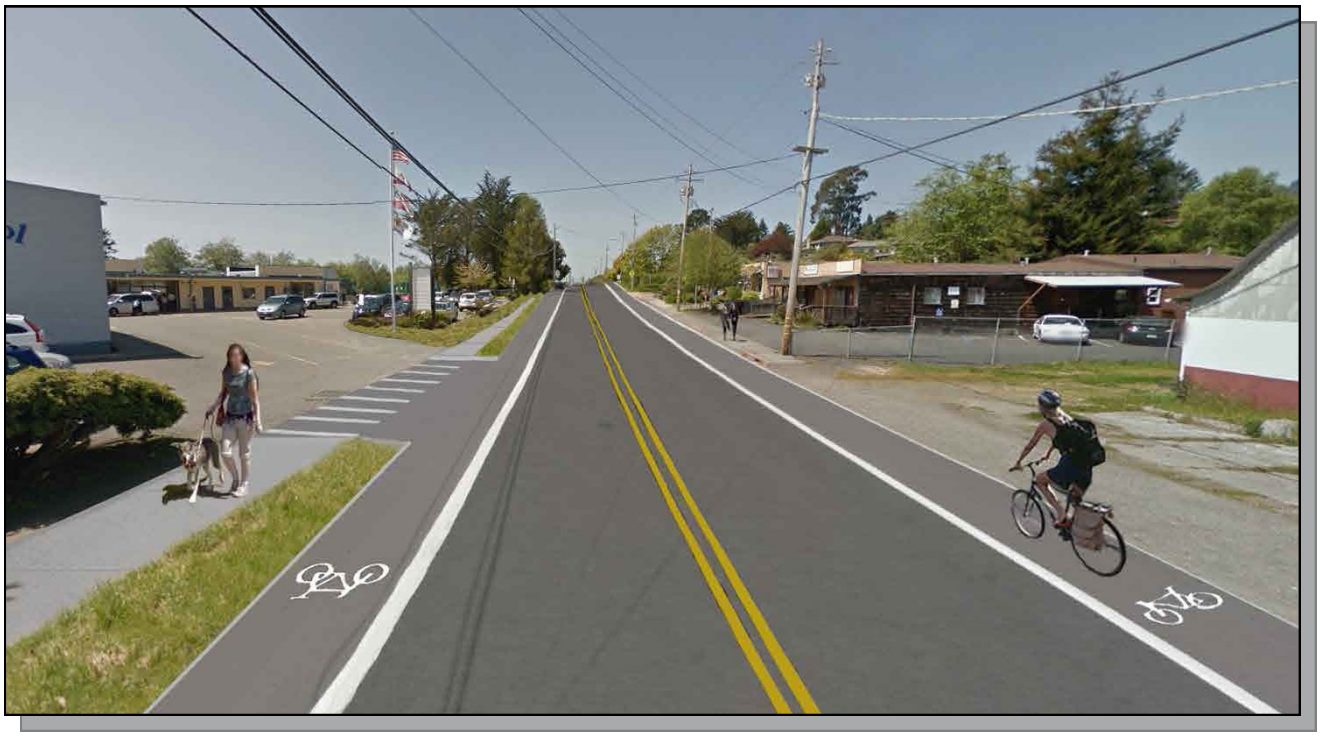


*Figure 3: Street view photosimulation of Corridor Alternative #2.*

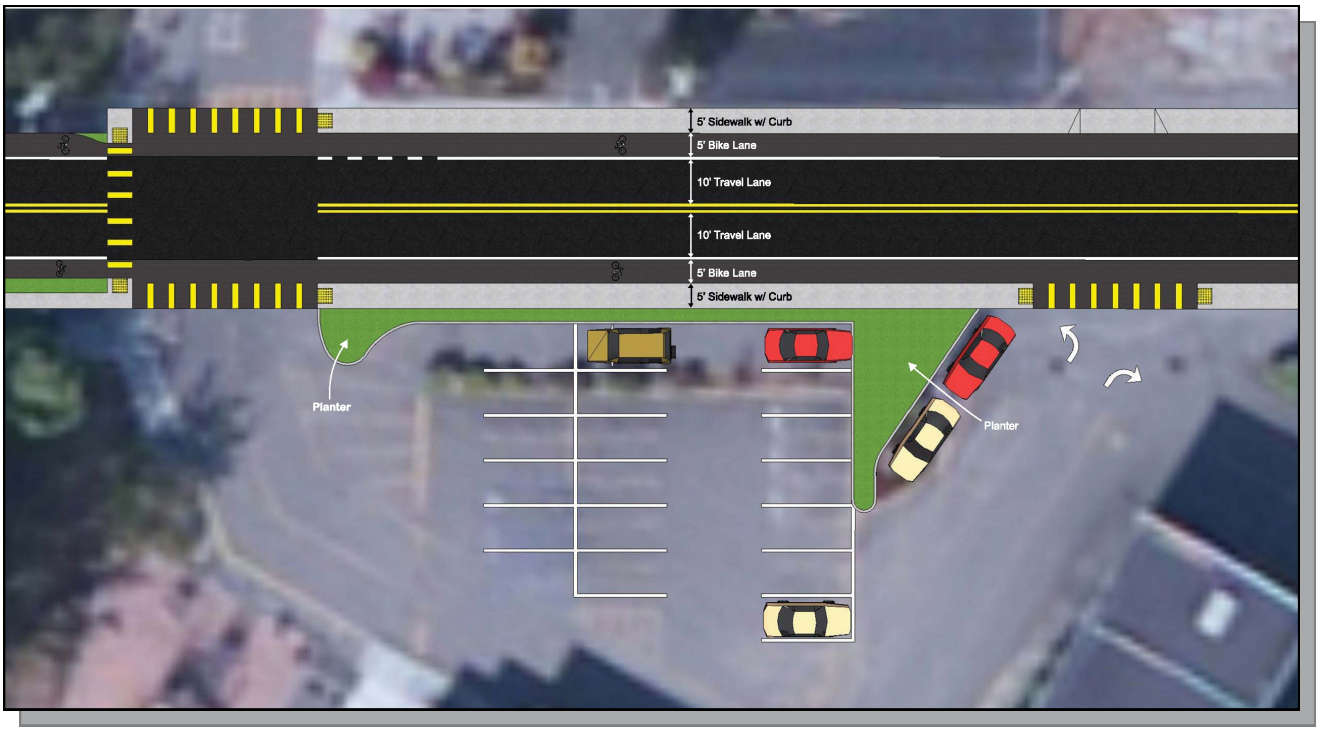



*Figure 4: Plan view of Corridor Alternative #3.*



*Figure 5: Street view photosimulation of Corridor Alternative #3.*

## Northern Segment Concept

The proposed modifications to the northern segment of the corridor were relatively minor and primarily consisted of improving what already exists in this area. Specific improvements included the following:

- Creating a small community park with benches and landscaped vegetation in the area where there is currently a grassy island with shrubbery that separates Old Arcata Road and Bayside Road.
- Converting Bayside Road into a shared road with "sharrow" markings (which are road markings used to indicate a shared lane environment for bicycles and automobiles). This short segment of roadway is already a corridor used by bicyclists and pedestrians, and by adding sharrow markings, bicycle safety will be improved because the sharrow markings will alert drivers to the likelihood that they will be sharing the road with bicyclists.
- Re-striping Old Arcata Road to provide wider bicycle lanes that are buffered from the vehicle lanes with an additional painted area or vegetated strip. The existing roadway in this area already has relatively decent layout for bicyclists, and the proposed modifications would attempt to improve upon the layout by narrowing the travel lanes and widening the bike lanes.
- Adding a pedestrian activated beacon to the crosswalk crossing Old Arcata Road.
- Some participants felt that the park area would serve as a good remote pick-up/drop-off location for Jacoby School students.

The majority of participants supported this concept. Very few individuals expressed opposition to the modifications described above. A conceptual drawing of this alternative is provided Figure 6; and a full-sized version is provided in Appendix B.




*Figure 6: Northern Segment Concept.*

## Jacoby Creek Road Intersection Alternative #1: Narrowed Intersection with Raised Islands

The "narrowed intersection with raised islands" alternative consists of the following:

- Reducing the width of Jacoby Creek Road at the intersection. This tightens the right-hand turn for vehicles turning on to Jacoby Creek Road from the south, which will force drivers to slow down when making this turn. Narrowing the width of the road also reduces the length of the crosswalk across Jacoby Creel Road which will improve pedestrian safety.
- Installing raised curb islands in the center of the road. The intent with this modification is to reduce vehicle speed by narrowing the roadway with a physical barrier. The raised islands will also help to focus traffic turning movements into more distinct areas, which should help to improve safety for all modes of travel
- Adding a pedestrian island in the crosswalk in order to shorten the distance that pedestrians have to travel before there is any refuge from traffic.
- Installing sidewalks with curbs along the east side of the roadway. Sidewalks provide an extra barrier of protection for pedestrians by providing additional vertical separation from the roadway.
- Modifying the traffic flow through the Post Office to allow for one-way traffic in order to make traffic flow more predictable in the general area of the intersection.
- Improving the aesthetics in the vicinity of the pump house. This could include replacing the existing chain-link fence with a split-rail fence, and modifying the facade of the pump house.

This option was considered acceptable by many of the participants, and was the preferred option for nearly half of all participants. Other than those who did not want to see any modifications to the roadway, the individuals who were less supportive of this option felt that it would not do enough to reduce vehicle speeds. A conceptual drawing of this alternative is provided in Figure 7; and a full-sized version is provided in Appendix B.

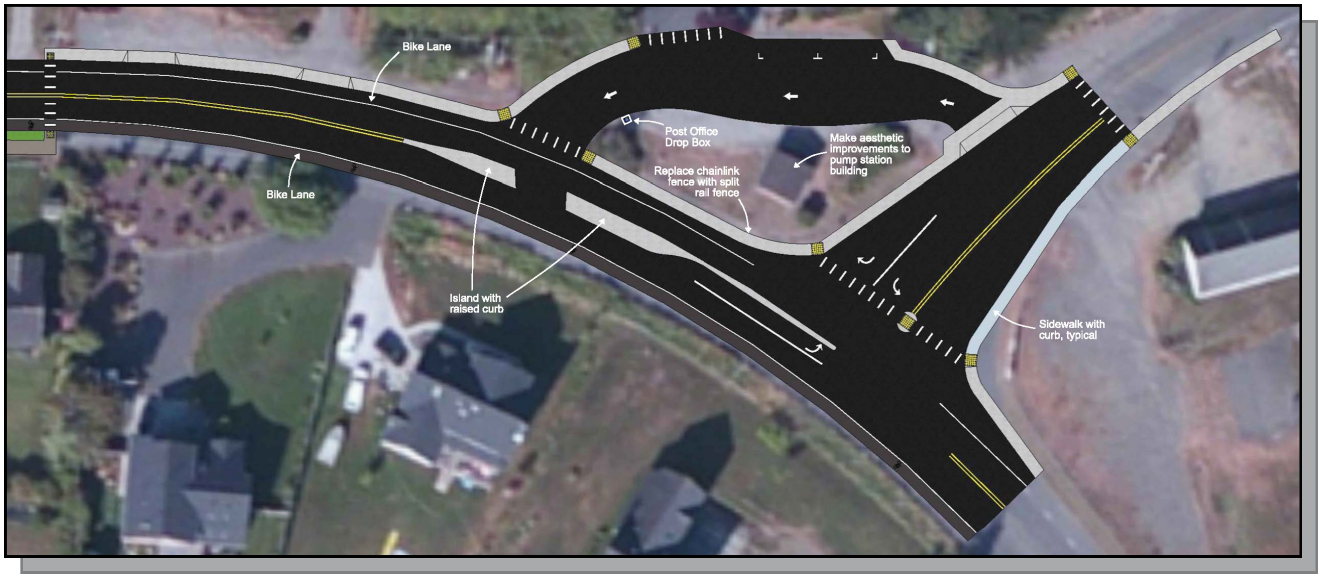



*Figure 7: Intersection Alternative #1.*

## Jacoby Creek Road Intersection Alternative #2: Roundabout

This option consists of modifying the existing intersection to include a roundabout with associated sidewalks and crosswalks. The intent of the roundabout was to reduce the number of conflicts for all modes of travel, and to act as a physical barrier to reduce vehicle speeds in the project area. The installation of the roundabout would also reduce pedestrian crossing distances and therefore improve safety. Some participants also felt that a roundabout could serve as a "gateway" feature that would help to distinguish the more residential area of Bayside from the more rural area to the south. Modifications to the Post Office parking lot are identical to those presented in Intersection Alternative #1.

The roundabout option was the most controversial design alternative that was considered for this project. The roundabout option engendered the strongest responses from participants in the design charrette, both for and against. More than 80 different individuals indicated their support for a roundabout during the course of the project, and about half that number indicated that they did not want a roundabout, preferred another alternative, or had significant concerns about a roundabout. Some felt that a roundabout would be too urban for the area, others were in opposition to the roundabout because not all motorists in our region are familiar or comfortable with how to drive through roundabouts (which can be a safety hazard), and some were opposed simply because they have a general dislike for roundabouts.

A conceptual drawing of the roundabout alternative is provided in Figure 8; and a full-sized version is provided in Appendix B.

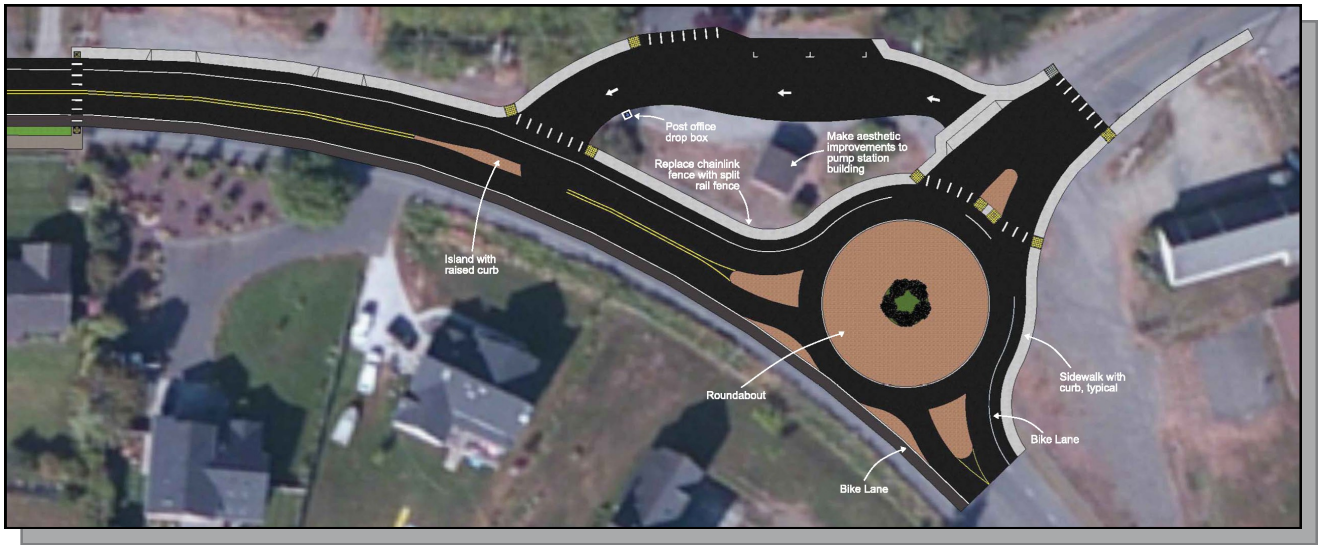



*Figure 8: Intersection Alternative #2.*

## Most Widely-Supported Design Alternative: Corridor Alternative #2

The cross-section shown in Figure 9 below presents the design alternative that received the most public support. It consists of two 10-foot vehicle travel lanes, two 5-foot bike lanes, and a 6-foot-wide walking path that is separated from the roadway by a 4-foot-wide vegetated strip.

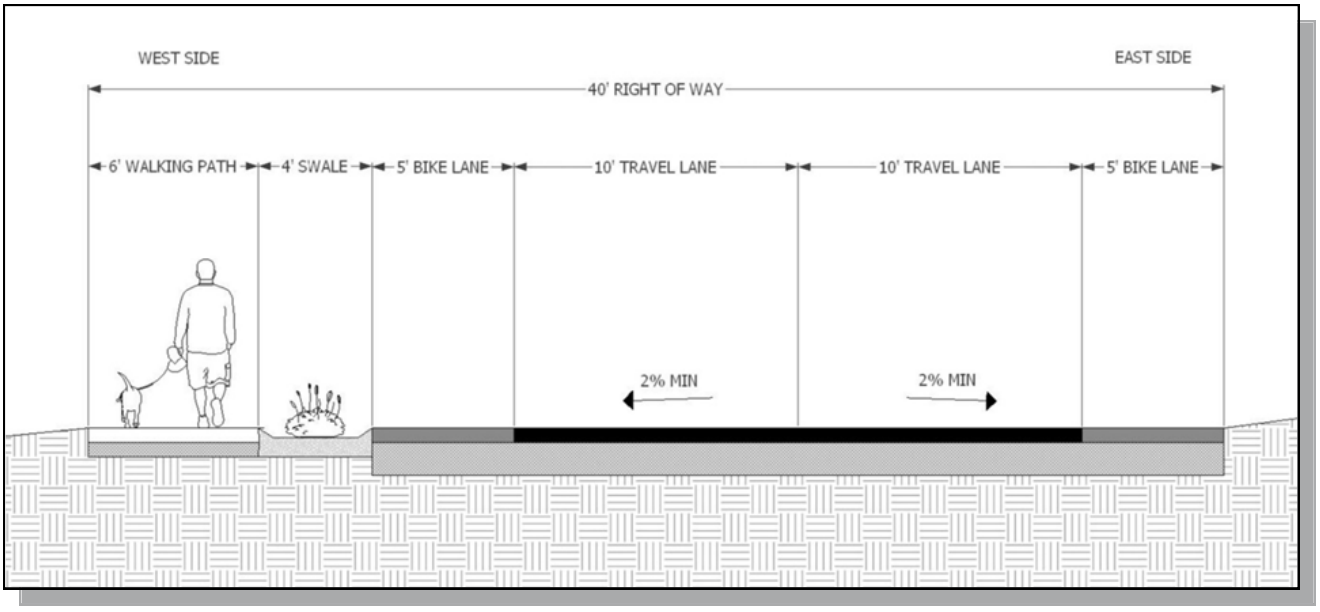



*Figure 9: Cross-section view of the most-widely supported design alternative, Corridor Alternative #2.*

# Engineering Evaluation and Considerations

## A. Traffic Engineering Review

Once the charrette process was complete and various conceptual design alternatives for the roadway improvements had been identified, a cursory traffic engineering review of each of these alternatives was conducted by Omni-Means. In addition to recommending modifications to the conceptual design alternatives, Omni-Means also evaluated the existing traffic counts and collision history for the Old Arcata Road corridor within the project limits.

The technical memorandum prepared by Omni-Means is provided in Appendix C. Omni-Means' recommended revisions to the conceptual design alternatives for the Old Arcata Road/Jacoby Creek Road intersection and the northern segment concept are highlighted in Figures 10 through 12.

The only recommended modification to the conceptual alternatives at Jacoby Creek School was to convert all mid-block crosswalks along Old Arcata Road to raised crosswalks with flashing beacons to improve visibility and pedestrian safety.

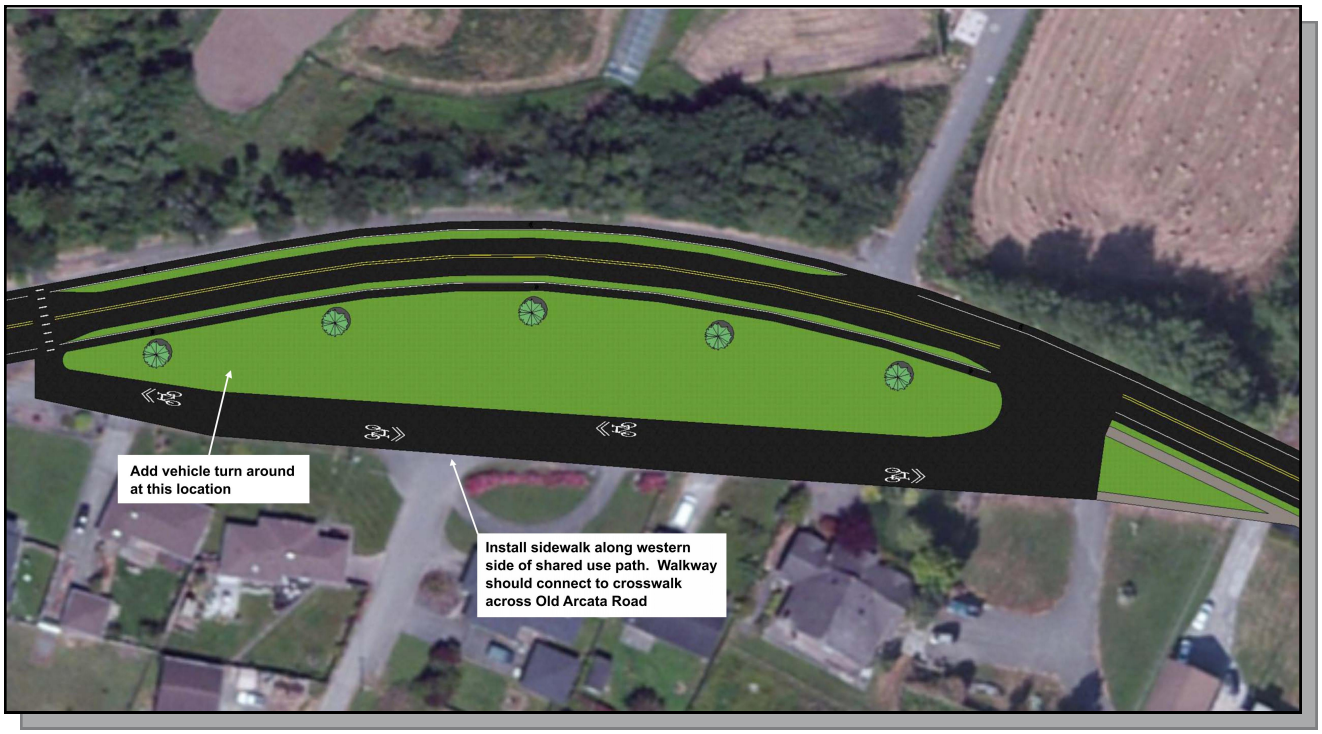



*Figure 10: Recommended Revisions to the Northern Segment Concept.*

In addition to providing general comments on the various design alternatives that were developed during the charrette process, Omni-Means also prepared a conceptual design for a roundabout at the intersection of Old Arcata Road and Jacoby Creek Road (Figure 13 on page 24). This conceptual design incorporates the comments made by Omni-Means regarding the roundabout design alternative, and it also has been designed to meet the standard fast path criteria for single-lane roundabouts, as well as the truck turn criteria for California Legal Trucks.

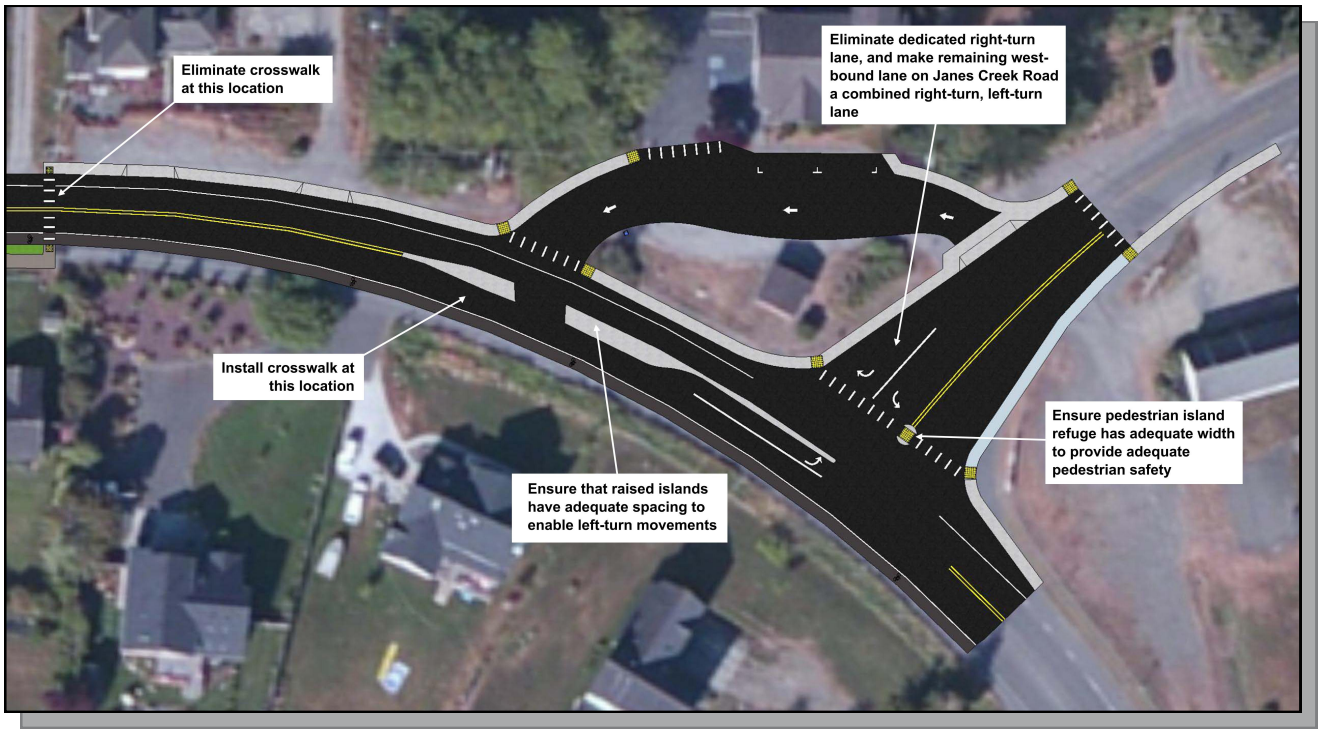



*Figure 11: Recommended Revisions to Intersection Alternative #1.*

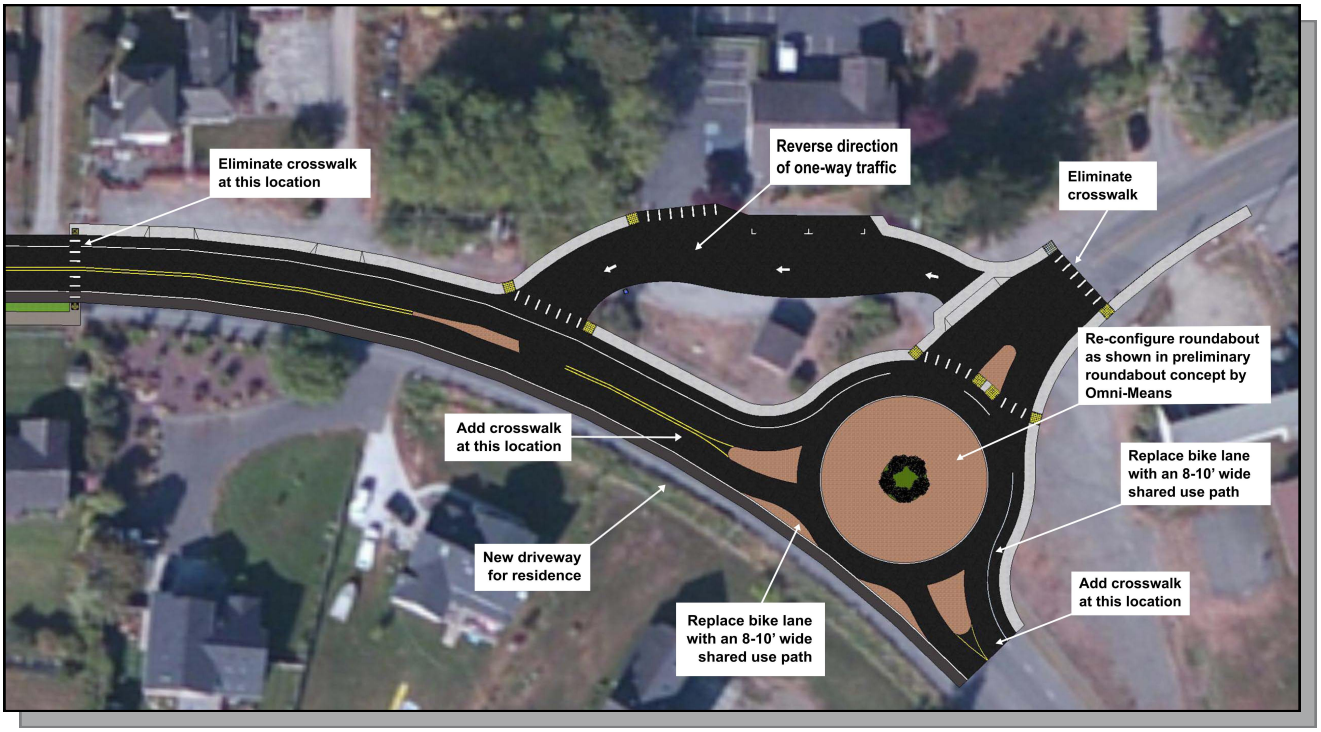



*Figure 12: Recommended Revisions to Intersection Alternative #2.*




*Figure 13: Roundabout concept prepared by Omni-Means.*

## B. Right-of-Way

The City's ROW along the Old Arcata Road corridor typically varies between 40 feet and 50 feet wide, with wider sections at either end of the project limits. At the northern limit of the project, the City's ROW extends to encompass Bayside Road and the strip of grass between Old Arcata Road and Bayside Road. At the intersection of Old Arcata Road and Jacoby Creek Road, the City's ROW extends to encompass the area of land just south of the Bayside Post Office where the pump house is located. The City limits are located on the northern side of the Old Arcata Road/ Jacoby Creek Road intersection, so any improvements to this intersection will have to be coordinated with and approved by the County.

In support of this project, the City confirmed the ROW limits along the Old Arcata Road Corridor, and prepared a preliminary ROW map, which is provided in Appendix D.

The conceptual design alternatives that were developed through the charrette process were limited to a 40-foot width in order to ensure that the potential modifications will fit within the existing ROW. However, in areas where the ROW is 50-feet wide (or wider), there is potential to modify the design alternatives to take full advantage of the existing ROW. Throughout the majority of the road corridor, land acquisition is not anticipated. The design alternative that is most likely to extend beyond the limits of the existing public ROW is the roundabout alternative. As can be seen in Figure 13, the conceptual layout of the roundabout prepared by Omni-Means extends beyond the public ROW along its western boundary, and on the south side of the Old Arcata Road/Jacoby Creek Road intersection. However, it is important to note that this layout is merely conceptual at this stage, and there may be modifications that could be made to this layout to stay within the existing ROW. This should be more closely evaluated during the next stage of the project.

There are currently a number of residences along the road corridor whose yards extend beyond their property limits and into the public ROW. Field mapping of the City's ROW was not conducted as part of this project, so specific instances where the ROW is being encroached upon were not identified. However, as the City moves forward with this project, it will be important to conduct a field survey to map the existing conditions of the road corridor and confirm the exact location of the ROW so that the specific locations where the ROW is being encroached upon can be determined.

## C. Roadway Drainage

Old Arcata Road currently drains to a variety of different areas along the corridor, but in general, runoff from the roadway and adjacent developments is directed to the western side of the road through various storm drainage networks.

Improvements to the roadway should maintain existing drainage patterns wherever possible. However, some of the existing drainage features within and adjacent to the roadway may need to be modified or relocated in order to take full advantage of the existing ROW limits.

The roadway modifications will trigger stormwater compliance requirements in accordance with the State MS4 permit, which is locally administered through the Humboldt County LID Manual. This manual provides guidelines for stormwater runoff mitigation requirements and includes a variety of LID strategies to meet these requirements.



*Vegetated swale at the City's recent Foster Avenue extension project.*

For roadway projects, one of the most commonly incorporated LID features is the construction of a vegetated swale adjacent to the roadway. The vegetated swale can be used to collect runoff from the roadway, convey runoff to the appropriate drainage features (drain inlets, culverts, etc.), and promote stormwater infiltration and treatment. Vegetated swales can also be used to provide separation between the roadway and adjacent walkways or trails.

As mentioned previously in this report, one of the most widely-supported design alternatives was a roadway consisting of two 10-foot travel lanes, two 5-foot bike lanes, and a walking path that is separated from the roadway with a vegetated strip. This vegetated strip could easily become a vegetated swale, which would provide the benefits described above. The City's recent Foster Avenue extension provides an example of how a vegetated swale could be incorporated into the roadway modifications.

## D. Utility Conflicts

There are a variety of underground and above ground utilities along the Old Arcata Road corridor. The below-ground utilities consist of a gas line, a water main, a sewer main (force main), and various storm drain networks. The above-ground utilities consist of electricity, telephone, and cable. The above-ground utilities are located on utility poles that are installed on both sides of the roadway. These utility poles will likely pose some challenges to any roadway modifications because they are located in the ROW and are likely to conflict with the proposed improvements. Without an existing conditions survey with ROW mapping, it is difficult to identify the specific challenges that the existing utility poles will pose to the proposed roadway modifications; however, preliminary field measurements suggest that the existing utility poles could interfere with the proposed bike lanes and walkways.

Potential solutions to utility conflicts could consist of relocating problematic utility poles or relocating the utilities underground within the road corridor. If the eventual design for the roadway modifications incorporates a vegetated strip between the travel way and a separated path, relocated utility poles could be installed within the vegetated strip. Undergrounding all utilities affords the most flexibility with the layout of the roadway and walkways, and would also significantly improve the aesthetics of the road corridor.

However, utility relocation could introduce significant costs to the project, especially if undergrounding of utilities is desired, because the need to relocate the utilities will be driven by the City. The City could coordinate with PG&E to determine the eligibility to participate in a PG&E program that converts electric overhead lines into underground lines. This program follows the California Public Utilities Commission's Rule 20 guidelines.



*Above-ground utilities are currently located on both sides of the roadway.*

## E. Project Cost Estimate

**Preliminary Estimate of Project Costs (2017)**
**Old Arcata Road**
**Cost Basis: (Separated Path, Intersection Alternative #1)**

**Construction Costs**

| Item No. | Item | Quantity | Units | Unit Cost | Total Item Cost |
|---|---|---|---|---|---|
| 1 | Mobilization | 1 | LS | $99,951 | $99,951 |
| 2 | Traffic Control | 1 | LS | $150,000 | $150,000 |
| 3 | Construction Staking | 1 | LS | $50,000 | $50,000 |
| 4 | Erosion Control & SWPPP | 1 | LS | $30,000 | $30,000 |
| 5 | Clearing & Grubbing | 1 | LS | $40,000 | $40,000 |
| 6 | Roadway Excavation | 3,230 | CY | $65 | $209,950 |
| 7 | Roadway/Walkway Demolition & Disposal | 58,080 | SF | $5 | $290,400 |
| 8 | AC Grinding | 132,000 | SF | $1 | $132,000 |
| 9 | Class II Aggregate Base | 1,565 | CY | $75 | $117,375 |
| 10 | PCC Curb (flush) | 5,000 | LF | $30 | $150,000 |
| 11 | PCC Sidewalk | 3,000 | SF | $12 | $36,000 |
| 12 | PCC Driveway | 640 | SF | $50 | $32,000 |
| 13 | Hot Mix Asphalt (Roadway) | 2,680 | TON | $150 | $402,000 |
| 14 | Hot Mix Asphalt (Separated Path) | 390 | TON | $150 | $58,500 |
| 15 | Swale Construction and Soil | 21,120 | SF | $5 | $105,600 |
| 16 | Swale Plants & Hydroseed | 1 | LS | $30,000 | $30,000 |
| 17 | Striping | 1 | LS | $40,000 | $40,000 |
| 18 | Road Signage | 1 | LS | $30,000 | $30,000 |
| 19 | Miscellaneous Construction | 1 | LS | $95,191 | $95,191 |
| | | | | **Construction Cost Subtotal:** | $2,098,967 |
| | | | | **Contingency (30%):** | $629,690.1 |
| | | | | **Construction Total:** | **$2,728,657.2** |

**Professional Services Costs**

| | |
|---|---|
| Environmental Studies & Permitting (5% Construction Fees) | $136,433 |
| Plans, Specifications & Estimates (10% Construction Fees) | $272,866 |
| Construction Services (CM, Admin, Testing) (10% Construction Fees) | $272,866 |
| **Professional Services Cost Subtotal:** | **$682,164** |
| **Contingency (30%):** | **$204,649** |

| | |
|---|---|
| **Total Estimated Project Costs:** | **$3,615,471** |

**Exclusions:**
Utility pole relocation
Utility undergrounding

## Recent Upgrades

Several improvements that received overwhelmingly positive support from the community during the charrette process occurred as part of the City's regular roadway maintenance. These improvements included patching and resurfacing of portions of Old Arcata Road, narrowing the driving lanes to 10 feet, restriping bike lanes, repainting pavement markings, painting a wider and more visible fog line, and working with the County of Humboldt to install school zone signage for Mistwood School at the Temperance Hall (just outside the project area). Additionally, new crosswalks have been installed at the Golf Course Road and Anderson Road intersections. Many of the community members expressed appreciation and approval of the City's efforts.



*Recent upgrades performed by the City include roadway patching and restriping.*

## Next Steps for Implementation

This Project Report and associated concept design alternatives can serve as the basis for future efforts to seek infrastructure funding for Old Arcata Road. While the city may be able to conduct some low cost improvements with its own resources, outside funding will be needed for a full implementation of the proposed safety improvements.

### Active Transportation Program

The State of California's Active Transportation Program (ATP), which supports projects that increase walking and biking, would be a key funding source for the city to consider. The ATP Cycle 4 call for projects is anticipated to be released in spring 2018. An ATP grant would provide for design and permitting of the project as well as funds for construction.

Successful ATP applications often score well under several criteria by demonstrating:

- A strong need for the project
- That the project is noted as regional transportation priority
- Safety concerns as noted by a history of bicycle and pedestrian-involved collisions in the last five years
- An existing barrier to walking or biking that once removed or improved would increase rates of walking and biking in the project area
- Thorough community engagement in developing the proposed project
- How the project would improve public health
- Cost effectiveness in proposed improvements
- Direct benefit to disadvantaged communities
- Leveraging of non-ATP funds

## Project Phasing

The most effective approach to project phasing will depend on the City's approach to seeking funding for this project. However, regardless of the City's approach to seeking funding for this project, one of the first tasks that should be conducted is existing conditions mapping of the ROW within the project limits. As mentioned previously in this document, there are a number of locations where the ROW is being encroached upon. By mapping the existing conditions of the roadway and establishing the limits of the ROW, the City will be able to identify specific locations of ROW encroachment. Once these locations are known, the City can begin notifying property owners where these encroachments are occurring, and they can work with the property owners to remedy the situation.

Existing conditions mapping will also identify the locations of existing utility poles and any other physical features within the ROW that will have to be addressed during the design phase of the project. This will help to identify the specific challenges and costs associated with the project.

Beyond existing conditions mapping, the phasing of the project will depend on the City's strategy for obtaining funding. It may be worth considering breaking up the project into various segments. For example, modifying the roadway from Jacoby Creek School to the intersection of Old Arcata Road and Jacoby Creek Road could be a standalone ATP proposal. Modifications to the Old Arcata Road/Jacoby Creek Road intersection could also be a standalone ATP proposal.

## Additional Considerations

**Public Transit** – The Old Arcata Road corridor is an area of the community currently not served by public transit. Recently, the Humboldt County Association of Governments and Humboldt Transit Authority determined that transit service along this corridor, including Three Corners, Indianola, and Bayside, is an unmet need that is reasonable to meet. They are currently in the process of identifying opportunities for adding a route and the needed infrastructure to support this effort. As part of the establishment of new bus stops and bus service, there may be opportunities to fund and implement certain elements of the design recommendations that emerged from this Project.

During the charrette workshops, community members offered ideas for potential future transit stop locations particularly around the area of the Bayside Post Office. The concept design alternatives developed for this project would not preclude future bus stop locations and would only complement potential ADA improvements for such a transit stop.

The City should be able to make a strong case for this project along Old Arcata Road for most of the above criteria, particularly having engaged in a thorough public participation process, demonstrating need and existing barriers to walking and biking, and showing benefits to public health. There was a pedestrian-involved collision within the project's boundaries within the past five years and other documentation of safety issues. It is recommended that the City consider potential leveraging funds to secure the most possible points under that criterion. Currently, Jacoby Creek School and the Bayside community do not qualify as a disadvantaged community (per free and reduced lunch statistics and median household income, respectively), so an application would need to maximize scoring points under the remaining questions/criteria.

The ATP has a category for Safe Routes to School projects for which this project would qualify because Jacoby Creek School is located directly in the project area and has participated in Safe Routes to School activities and parent surveys. The addition of education and encouragement activities to support an infrastructure project may add additional value to an ATP application and complement the safety measures being installed on the ground.

Before applying for ATP, it may be valuable to consider cost effectiveness in deciding a preferred alternative, such as a separated asphalt path is likely less expensive than a full concrete sidewalk and 3-way intersection improvements may be less expensive than a roundabout.

## State Transportation Improvement Program (STIP) Funding

The State Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the Transportation Investment Fund and other funding sources.

The City should work through the Humboldt County Association of Governments (HCAOG), as appropriate, to nominate the Old Arcata Road Design Project for inclusion in the STIP. Once programmed, the City may begin the project implementation process. It is important to note that there are timely use of funds rules associated with STIP projects that are established by statutes and outlined in the STIP guidelines.

## Additional Potential Funding Sources

There may be other potential funding sources that the city could consider for implementation of specific improvements. While Humboldt County currently is often not eligible for specific greenhouse gas reduction funding sources, this type of funding source could become available in the future. The Old Arcata Road Design Project proposes to create a contiguous route for walking and biking along Old Arcata Road which would support mode shift to reduce driving and thus greenhouse gas release.

Other potential funding sources to implement portions of the Old Arcata Road Design Project could be public transit funding to focus on improvements for a new public transit route along Old Arcata Road, Safe Routes to School funding for education and encouragement, and ADA accessibility funding.

**Safe Routes to School –** Safe Routes to School (SRTS) programs use education and encouragement as strategies to increase the number of students walking and bicycling to school. Typically initiated by school Parent Teacher Associations (PTAs), Parent Teacher Organizations (PTOs), and Site Councils, education and encouragement programs can help create safer walking and bicycling environments very quickly – before large infrastructure funding opportunities become available. These programs target students, families, and community members, are typically low or no cost to implement, and focus on fun. Engaging in education and encouragement activities is attractive to funders because it shows them that the school is engaged. It can help make a school more competitive for funding when grant opportunities arise. Funding for comprehensive, longer-term regional and single-district SRTS programs is available through the ATP and also through small funding sources often detailed through California's Active Transportation Resource Center (ATRC).

Further discussion on education and encouragement opportunities is provided in Appendix E. This appendix also includes discussion on place-making opportunities along the roadway.

**Historical and Cultural Resources –** The Old Arcata Road corridor has both cultural and historic significance, and it is expected that any significant modifications to the roadway will have to address potential impacts to cultural resources. A Cultural Resources Report was prepared by DZC as part of this project in order to provide an overview of the potential cultural resources that will need to be protected and preserved as part of any roadway modifications that are pursued.

The Cultural Resources Report is provided in Appendix F.

## Low-Cost Opportunities

A number of low-cost improvement ideas were presented by participants during the charrette process. These potential short-term improvements could be pursued by the City before grant funding is obtained for the project. These low-cost ideas included:

- Adding a pedestrian-activated flashing beacon at the existing raised crosswalk south of Buttermilk Lane.
- Making repairs to the existing separated path between Buttermilk Lane and Jacoby Creek School.
- Making aesthetic improvements at the City's pump station, which is located across the parking lot from the Bayside Post Office. These improvements could include removing the chain-link fence and replacing it with a split-rail fence.
- Adding sharrows on Old Bayside Road to formalize the existing shared use of this small segment of roadway.
- Working to explore additional school parking options, such as collaboration with local businesses to use lots after business hours.
- City staff could work with landowners along the Old Arcata Road corridor to cut back encroaching vegetation to improve visibility.

## Conclusion

The Bayside community is a very engaged community that is dedicated to improving safety while also retaining the rural feel of the area. Although some residents do not want to see any changes to the roadway, the majority of community members see the value in making modifications to improve safety for all modes of travel. Because the City will have to seek and obtain grant funding for this project, modifications to the roadway will not happen for a number of years.

The Bayside community was very involved in the charrette process, and the community-driven design alternatives that came out of the charrette process provide the City with great insight into what ideas and values they should focus on when developing any final designs for this project. It is recommended that the City continue to communicate with, and involve the Bayside community in the years to come.



# Appendix A

Community Comments from Charrette

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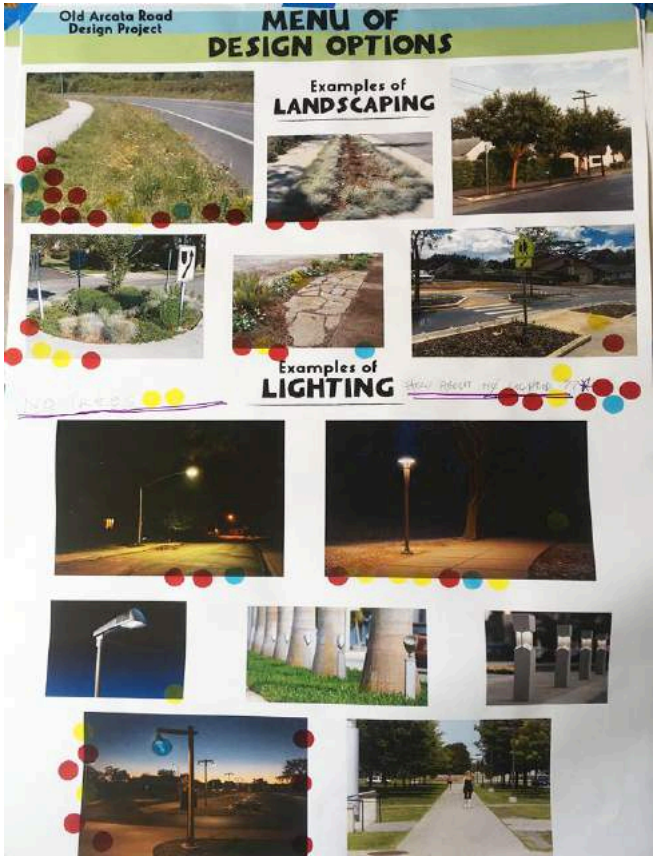
Old Arcata Road Design Project Kick-off Meeting – Community Input Received
Held September 12, 2016 at the Bayside Grange
*Note: This is ALL input recorded in various ways, it has not been synthesized by the project team.*

**Feedback on Examples of Lighting and Landscaping**
Sticky-dot "voting" to identify community preferences was part of the open house portion of the evening.

- Landscaping: strong preference for low-growing grasses, flowers and small shrubs
- Lighting: preference for downcast, pedestrian-scale lighting with simple modern look, as well as a written comment for "no lighting" that received many stickers, as well.



*Above: Photo of poster with sticky dot votes*

**Feedback on Icebreaker Questions**

1. What is one thing you wish could be improved about travel through Bayside?
    - Sidewalks or walking path (x5)
    - Slower traffic (x4)
    - Bike lane or trail (x4)
    - Fix potholes (x2)
    - Paving (x2)
    - Crosswalks with flags for pedestrians to have for safety
    - Protected bike lanes
    - Native California/ Pacific northwest beautification along sidewalk with stormwater drainage
    - Enforce speed laws
    - Only kids living in Bayside should attend Jacoby Creek School
    - More CHP and Sheriff presence to calm speeders
    - Well-marked bike and walking paths
    - Double yellow line on Old Arcata Road
    - Safe passing lane at Jacoby Creek School
    - We may be very accessible and safe now. It is a narrow road and dividing it up may not be possible.
    - Paving for better bike access and more patrol to ticket speeders
    - Speed bump just north of post office (comments: with crosswalk there; less noisy speed bumps)
    - Traffic calming measures
    - Roundabouts
    - Cars 2 lanes, 1 bike path, 1 sidewalk
    - Safer for bicycles and pedestrians and lower speed limits
    - Pedestrian and cycle safety
    - Traffic calming
    - Enforcement - speed laws followed and get people off cell phones while driving

2. What do you want living in Bayside to be like in 10 years?

- Same as now (x3)
- More sidewalks/ pedestrian friendly
- Denser development and ped/ bike safety upgrades between Sunnybrae and the Grange
- Trails and bike lanes
- Long views
- Dark and quiet connected community
- Traffic calming and road improvement
- Less trees, open fields, like it used to be
- No sidewalks
- Rural character
- Safe to walk and bike versus speeding cars next to me/ my dog
- No increase in density
- A walking and biking community
- Rural character enhanced. Traffic slowed down for bikes and walkability
- As it is… rural character but with smoother safer multi-use road
- Rural but safe and pedestrian travel
- Bike/ pedestrian path connectivity around Humboldt Bay - Manila – OAR – Myrtle Ave – Eureka, and connectivity to the new Eureka-Arcata Bay Trail
- Safe bike and walking paths, parking by the school
- Same rural feel, safer traffic speeds, improved walkability
- Connection to rail-trail
- Old Arcata Road bike route and bus route throughout the day, not just commute hours

3. What do you want to preserve about Bayside?

- Open land/ open space (x6)
- Rural character (x6)
- Farms/ community gardens
- Future Freshwater Farms Reserve
- No trees,  sidewalks
- Can see stars at night, climate permitting
- Friendly feel
- Bird-friendly habitat, 20 and 30 mph roadway, landscaping and well-marked bike path
- Small town, rural, pedestrian friendly
- Walkability (the speed bumps)
- Rural landscapes, friendly neighbors, quiet
- Semi-rural character (Arcata)
- Clean and friendly, neighborly
- Increased attention to trees, fields, open spaces and community
- Keep rural
- Visible sunsets
- Property values
- Mature trees
- Encouraging non-motorized transit for community health and wellness

4. What do you love about Bayside?

- Access to Arcata and HSU
- Don't live too close to highway 101/ noise pollution
- The cows
- Near town but feels like you're miles away
- The people, cows, birds, post office, Grange, rural feel, open pasture land
- Rural character/ country atmosphere (x4)
- Such a beautiful, safe stretch compared to the rest of all the county – please encourage this kind of meeting and attention to very, very unsafe areas near Pacific Union School for example
- Rural country character – no roundabouts please!
- Close to town but rural with many agricultural and large lots
- Nature, funkiness, friendliness, rural aspect, unstructured aspect
- Close to town but not in town, the trees, birds, cows, relaxed atmosphere
- Close to Arcata Forest and mountain biking trails
- Safe
- Not a thoroughfare for transients
- The views, the BeachComber Café, and the Bayside Park Farm goats
- Small rural community – close to town amenities, school community, very walkable for exercise
- Walking
- The community
- Safe, beautiful, peaceful, friendly, dark night sky
- Open space and bay view on Old Arcata Road
- Separated bike path between Anderson and Jacoby Creek School

**Small Group Design Teams**

**Challenges/ Problems:**

Walking infrastructure

- Lack of a walking path south of the school
- Lack of safe, continuous walking and biking facilities (x8)
- Student and pedestrian safety
- Intersections lack crosswalks/ visibility

Biking infrastructure

- Parking in bike lanes is a conflict (x3)
- Bike and ped paths that exist are narrow and there are conflicts between users

Motorized vehicle-related issues

- Speeding vehicles at Jacoby Creek Road intersection, which impacts the safety of bikes and pedestrians
- Speeding on Old Arcata Road in general (x5)
- Semi truck traffic through Bayside is problematic
- Radar speed sign is too close to Golf Course Road, should be moved further south
- Lack of clarity regarding turns into the post office
- Passing at dangerous speed near Golf Course Road as there is no double-yellow

Other challenges

- There is parking congestion at Jacoby Creek school – parking in bike lanes and blocking driveways
- Is there adequate right of way along Old Arcata Road for added trails and widened bike lanes?
- Concern about Caltrans closing Bayside cutoff and the corresponding increase or change in traffic along Old Arcata Road through Bayside
- Where will Humboldt Transit Authority bus stops be along Old Arcata Road? Concerns about limited space and infrastructure for these.
- Vegetation needs to be maintained and cut back to ensure visibility
- Ensure that improvements don't worsen drainage and flooding issues
- Jacoby Creek Road was a former logging road, so it needs improvements overall too
- Noise and pollution from traffic, especially truck traffic
- Too many utilities present above-ground and remnants of utilities don't get removed

**Opportunities/ Solutions:**

Walking infrastructure

- Extend the walking path along west side of the road south of the school
- More benches along walking paths
- Better pedestrian crossing at Jacoby Creek Road (x3)
- Wider ped/ bike path south of Jacoby Creek Road intersection (Class 1)
- Roundabout at Jacoby Creek Road intersection with crosswalks (x2)
- Pedestrian activated beacon with crosswalk at Jacoby Creek Road intersection (x2)
- Pedestrian flags at Hyland and Old Arcata Road
- Sidewalks along Hyland – issue with quick turns onto Old Arcata Road (x2)
- Improve surface and widen walking path/ continue sidewalk in front of school (x5)
- Pedestrian activated beacon at existing crosswalk at OAR and old Bayside Road
- Create bulb-outs at all entry points to the school and at Golf Course Road, plus narrow school driveways
- Raised crosswalk at Anderson and Old Arcata Road

Biking infrastructure

- Add separated biking path along Old Arcata Road
- Widen bike lanes
- Better sign and mark bike lanes to discourage parking in bike lanes

Motorized vehicle-related opportunities/ solutions

- Pave the road
- Change dashed yellow line to double yellow lines along all of Old Arcata Road (x3)
- The Jacoby Creek/ Old Arcata Road intersection is very dangerous – a roundabout with crosswalks on all sides would be a preferred option for some people
- Move radar speed sign further south into the county's jurisdiction so people slow down sooner (x5)
- Post speed limit at northernmost radar feedback sign
- Stop sign at Hyland
- Repave the road (x3)
- T-intersection/ 3 way stop at Jacoby Creek Road/ OAR with crosswalks (x2)
- Create a one-way street in front of post office from OAR towards Jacoby Creek, with a drive through mail drop box and a sidewalk on the side by the post office (to minimize people using this to cut the corner and complexity at intersection)
- Narrow lanes (if can still accommodate trucks) (x3)
- No U-turns at school

Other opportunities/ solutions

- Want an opportunity to see a map of the City's right of way along Old Arcata Road
- Need to work with Caltrans to understand the impacts of eliminating left turn from Bayside cutoff/ 101
- More enforcement is desired for speeding and parking in bike lanes – "a little goes a long way" (x5)
- Intersection painting in front of Jacoby Creek School is an option, where school kids can be involved in the design or painting and redo it each year or from time to time (x2)
- More incentives are needed for parents to use alternate transportation modes to get kids to school, or be part of shuttles, remote drop-off, etcetera
- Establish school shuttle (x3)
- Create additional school parking (purchase land across from school/ cooperate with businesses during peak hours?)
- Eliminate or reduce semi truck traffic through Bayside
- Transit stop at post office with bike racks
- Concern about increased pollution with a 3 way stop at Jacoby Creek/ OAR intersection
- Create a culture of walking and biking safety at schools
- Placemaking/ entryway features at city pump station, Jacoby Creek/ OAR intersection (x5)
- Add bike-friendly community signage
- Make old Bayside Road an official bike/ walk area
- Community workdays to maintain landscaping – native plants that are low-growing
- Reduce width of old Bayside Road to OAR junction
- Need pedestrian and bike improvements with crosswalks overall, but need to fit with historic and rural nature of the community (x10)
- Would like roundabout with art installed in it instead of landscaping/ hardscape as gateway feature

Other roadway design and project area improvement preferences

- Protected/ separated bike lane in front of school
- Like 3 way stop at Jacoby Creek Road/ OAR intersection
- Keep JCS/ OAR intersection as-is
- Pave part way up Anvick Road to reduce gravel spill
- Create parking area in old Bayside Road open space area with permeable paving for stormwater
- Make a turn lane going into Jacoby Creek School
- Reduce school zone speed limit from 25 mph to 15 mph
- No roundabout at Jacoby Creek Road (x4)
- Want "fluidity" along corridor, and clarity for pedestrians and all road users
- Examine signage, parking alternatives
- Several mentions of utilities being and issue and desire to underground them
- Narrow driveways near the school to minimize crossing distance
- At Jacoby Creek Road/ OAR intersection, consider traffic islands with plantings to direct turns and provide pedestrian islands
- Design features to limit U turns in business parking lots
- Plant native vegetation between the road and the path
- Add mural/ art/ gateway feature to fencing by the city pump station

**Overall project area/ site map, with representative segments indicated**
Note: Participants gave feedback about challenges and opportunities in the entire project area, as well as design ideas and preferences for each representative segment.
**From left to right, Segment 1 – 4 are shown within black rectangles.**




OLD ARCATA ROAD PROJECT AREA - OVERALL SITE

1"=200'

**Feedback from overall site maps**

Buttermilk Roundabout to Anderson
Issues: Lots of pedestrians from apartments and neighborhoods cross unsafely; speeds too fast accessing Sunnybrae School; drivers are not looking for bikes in the roundabout
Opportunities: Want a park or other use for open space between Bayside Road and OAR; want a "critter crossing" of some kind; want more bike racks; bicycle friendly community sign; sign warning drivers to look for bikes before roundabout

Between Anderson and Hyland
Issues: Everyone on the north side of the road has to cross OAR to access their mailboxes; no crosswalk at Anderson; visibility for drivers is poor at Anvick and Hyland; gravel from Anvick Road in bike path; issues with parking on Hyland and Golf Course Road too
Opportunities: Relocate mailboxes; add crosswalk; no parking on east side of road between Anvick and Hyland

Jacoby Creek School
Issues: Safety of kids is the top concern; traffic at arrival/ dismissal; speeds of cars while kids are walking/ biking; parking in bike lanes during arrival/ dismissal; parking configuration that exists where cars back into roadway; need a safe passing lane for periods of traffic congestion at school
Opportunities: Try to get 20% of students to walk/ bike; want more safety improvements on OAR on either side of school; have another lane to minimize traffic congestion; create a walk to school route and encouragement for walk/ bike to school; outreach to school on Parent Teacher night and at events; encourage and support carpooling plans; establish a school shuttle with drop-offs at Buttermilk and at post office

Vicinity of Jacoby Creek School
Issues: Businesses near school can't lose any parking; don't want sidewalks; frustrations for drivers trying to make turns from Hyland or Golf Course Road during peak traffic hours; intersection sight distance is bad at Hyland; no crosswalks at Golf Course Road; between Jacoby Creek Road and Jacoby Creek School, there is no safe, designated place to cross the road; need for traffic calming from here to JC Road;
Opportunities: Add parking; cooperate with businesses and school to share parking (?); add crosswalks

Intersection of Jacoby Creek Road and Old Arcata Road/ Post Office Area
Issues: Need to make turns slow and controlled; need to accomodate children, bikes and slow people for school zone; need to have a new school zone added here for Mistwood; post office in/ out adds more dangers for all road users; have to play "dodge the potholes" near post office; need safety improvements at Mistwood School; businesses across from Grange and users of the Grange park/ back up dangerously; flooding from Jacoby Creek Road onto OAR;
Opportunities: Roundabout; like traffic circles; islands with plantings/ medians; create new school zone for Mistwood kids; create a beautiful intersection and gateway; have a welcome sign; bus stop at post office; sidewalks to Grange; Jacoby Creek develop carpool

system and/ or bus transport to Sunnybrae shopping center and post office; speed hump near post office

South of JC Road and OAR intersection
Issues: Traffic speeds are too high
Opportunities: Add radar feedback sign; lower speed limit; add traffic calming

General comments:
Would rather money be spent on something more effective; NO roundabouts; improve fluidity of travel; want a community campaign to slow down on Old Arcata Road; speed bumps are designed for 15 mph traffic but speed limit is 25, this makes it hard to go over the bumps; narrow lanes; cars parked at residences force bikes into the roadway; need to repave and improve surface of road; aesthetics of roundabout are ugly and they are difficult for trucks especially log trucks which travel Jacoby Creek Road frequently; problems persist with illegal or dangerous passing along this whole stretch of OAR; concerns about bus/ transit access and limited infrastructure for this; want class 1 trail extended along the entire west stretch of road; electric cars are too quiet and are dangerous; limited width of right-of-way for improvements; want green space between road and path or sidewalk; keep a rural feel no matter what; too dangerous to walk or bike on east side of the street; issues with drainage; new lighting is invasive for property owners; dangerous for dog walking at many times of day; want wider fog lines; want more benches for "old walkers"; underground the utilities; make speed 35 mph on entirety of OAR; want county to repair Jacoby Creek Road past Echo Lane to catch those 13 kids on the bus; minimize flooding; avoid a two-direction bike lane; avoid a pedestrian and bicycle shared lane; want remote parking areas with permeable surfacing; want green flashing lights at all crosswalks; more enforcement needed for speeding and dangerous driving behaviors; want trees along road for traffic calming and to "make it a boulevard"; no light pollution or sign pollution; want pedestrian crossings to have "in-paving warning lights" instead of raised, to minimize light pollution; bulbouts for crosswalks; widen roadway; want better roadway marking overall; want driver education about bikes; recommend Foster Ave model for auto, bike and pedestrian traffic, landscaping and lighting; language matters - "humps" is better than "bumps"; creative signage; interested in 3 lanes/ passing lanes; encourage non-motorized travel for all in the neighborhood, not just students/ kids; have radar sign automatically send tickets to speeders; make this route less enticing as an alternative to 101; make this a one-way street north to south; make road off-limits to semi-trucks; noise pollution; more enforcement for distracted driving, cell phone use and DUI

**Comments on maps from sticky notes, by segment**

Segment 1 (Buttermilk Roundabout to just north of Anderson):

- (Outside the boundaries of this map) Need a better crosswalk across Buttermilk and Bayside Road (by La Trattoria) - roundabout seen as unsafe and there is lots of de facto crossing at this location
- Repave this stretch of OAR - "High-speed cyclists"
- Ideas for the large median area between Bayside Road and OAR: Parking area with permeable paving, sidewalk along OAR on this side, benches/ seating, more trees or plantings, a park, location for new bus stop, a remote drop-off location for Jacoby Creek School, beautification and art
- Pedestrian activated flashing beacon at existing crosswalk
- Roadway improvement ideas for OAR along this segment: Bike lane with signage, bike and pedestrian shared and demarcated shoulder, sidewalks (interest in both sides from different tables), separated paved paths
- Keep bushes and vegetation trimmed back
- Widen/ re-establish bike lane from here towards the south along OAR
- The area where Bayside connects to OAR on the south side needs defined vehicle access
- This is a de facto walking and biking path (Bayside Road)
- Interest in formalizing walking and biking paths along this stretch of Bayside Road

Segment 2 (Anderson to Anvick):

- Plenty of interest here in narrowed lanes (x4)
- Crosswalk across OAR desired where Anderson meets OAR (x3)
- Want a separated bike lane/ walking path (x3)
- Improve existing separated path which has patched/ broken concrete and is not level (x3)
- Trim/ maintain vegetation and improve visibility (throughout this stretch)
- Need to post speed limit sign where radar feedback sign is!
- Planting of native shrubs and trees along this whole segment of the roadway
- Some want wide enough area to park or bike
- Some interest in plantings along with lane narrowing
- Need uniform parking rules
- NO sidewalk on east side of road!
- Ensure bike lane on roadway is level
- Interest in locating mailboxes closer to people's homes so they don't have to cross busy roadway
- Some interest in protected bike lane
- Where Anvick meets OAR, concerns about lots of gravel where bicyclists travel. Consider working with property owners to pave the road apron and minimize gravel spillage.

Segment 3 (Hyland to Golf Course Road):

- Separated sidewalk desired in front of school, on only that side, ending after bus driveway (x6)
- Want crosswalks at Golf Course Road, crossing Golf Course and OAR (x3)
- Underground utilities and remove defunct utility poles and infrastructure (x3)
- Narrowed and defined lanes desired (x3)
- Interest in bulb-outs at all entryways to school as well as Golf Course Road and Hyland Street (x2) (planted or hardscaping)
- Frustrating to turn from Hyland at rush hour, many delays
- Interest in pedestrian flags for visibility when crossing
- Interest in flashing crosswalk
- Painted intersection at Hyland and OAR
- Colorful/ creative crosswalk
- Consider school zone speed reduction from 25 mph to 15 mph if feasible
- Some want a bike lane, turn lane and through lane here (?)
- Limit school exits
- Consolidate access to businesses and parking areas
- Narrow entrances to parking to minimize crossing distance for pedestrians
- Bike racks at school, bike maintenance tools and build-a-bike workshops
- Encourage walking and biking at school
- Define driveways in/ out of school for safety and clarity
- Unsafe to back out of parking spaces in front of school into OAR - if they are retained, make them back-in only
- Cars park along bike lanes along this entire stretch for school drop-off/ pick-up
- Some interest in another crosswalk directly in front of school
- Turn lane into school desired if possible
- Plantings and beautification along this segment of OAR (citizen committees to work on/ help with landscaping)
- No sidewalk with curb - do want sidewalks but not traditional raised curb
- No more raised crosswalks/ speed humps!
- Concerns about visibility at Golf Course Road
- South of school, want gravel or paved path that adjoins the sidewalk, on one side of OAR
- Some want Class I trail along all of OAR
- Want a safe way to walk from Jacoby Creek School to the post office

Segment 4 (Jacoby Creek Road – Old Arcata Road intersection and vicinity):

- Roundabout with crosswalks (x4)
- Three way stop (x2)
- Consider a one way from OAR to Jacoby Creek Road by post office, with sidewalks on side by post office and bulbout at Jacoby Creek Road intersection (x2)
- Need to indicate that there is no passing on OAR with a solid line not dashed line (x2)
- Narrowed lanes (x2)
- Want speed limit lowered in County jurisdiction and speed radar sign (x6)
- Want a crosswalk across OAR to get to post office, some want a planted median
- Want more school zone signs
- Need to fix potholes on road by post office
- Want benches, beautification, gateway in this whole area - on fence at pump station
- Concerns about clearance for trucks if lanes narrowed
- Protected bike lane
- Improve bike lanes - paint and designate
- Separated paved path to post office
- Want class 1 trail
- Put utility lines underground!
- Rural path for rounding this corner on foot, to church
- Designate a school zone for Mistwood School!
- Reflector and/ or rumble strips here (?)
- Cars park in bike lane on JC road to go to businesses, Grange, post office
- Jacoby Creek Road needs improved bike lanes
- Crosswalk across JC Road with flashing lights
- "Hub"/ gateway of Bayside here - could have placemaking, signage, beautification, art
- No intersection changes please
- Intersection art/ placemaking
- "New England style triangle" here
- Need a bus stop somewhere here
- Intersection with crosswalks and bulbouts
- New bikers don't know how to use roundabouts
- Fence by Grange has been hit a lot
- Need traffic calming
- Want vegetated divider/ median area/ pedestrian island and controlled turns

- Bayside Pride property in trust to City (indicated on map)
- Bulbouts at all crosswalks
- Narrow lanes south of Jacoby Creek Road on OAR
- Red blinking lights (?)

| **Comments from Comment Cards or Letters Received at Workshop** |
|---|
| Add painted white lines entering Jacoby Creek intersection, from Bayside Church. To create the look of a smaller lane, slow down traffic, before speed sensing sign. Or, move speed sensing sign into the county road between Bayside Church and the post office. |
| Jacoby Creek School idea – Remote drop off/ pick up, children walk from there, or, shuttle bus takes children back and forth from remote drop off site. Also – a remote cell phone parking lot where parents can stage while waiting for students to get out of class. |
| Please keep it simple. Paving, striping, no hard structures. And please get rid of the flashing speed signs, those are polluting my viewshed. |
| Glad to be here around so many enthusiastic Bayside folks. I live in downtown Arcata but am so impressed by the huge improvements that Bayside has made. As an HCOE school nurse I see dozens and dozens of school sites that are extremely unsafe and have NO walkability. If we can do something in neighborhoods like Pacific Union and in Manila, Ridgewood, Cutten, Fieldbrook and many others this would be a lifesaving effort. I don't see speed limits being enforced and wonder why. I know this is a big issue and requires community involvement. I will talk to my fellow nurses who know how urgent this issue is for all ages. |
| Bike lanes – minimum. Preferably apart from traffic. Roundabout at Old Arcata Road and Jacoby Creek Road. Repave. |
| Keep rural. No project. Keep it the way it is. |
| Please eliminate speed humps. They are noisy, and I think people then speed faster before, in between and after. This project should look at alternative traffic calming measures, such as narrowed lanes, improved signs and striping. More crosswalks are needed. Improved safety at intersections e.g. at Golf Course Road and Old Arcata Road. Roundabout at Jacoby Creek Road and Old Arcata Road. Maintain rural feel of road, keeping simple look and feel. Consider future traffic ramifications from elimination of Bayside cut-off. Figure out ways to improve ingress, egress at Jacoby Creek School. Preserve dark skies and eliminate bright lights in front of residences, e.g. dimmer, downward-facing lights. |
| Keep rural theme! No sidewalks, Fieldbrook does not have has new 40 road – Ok. To speeding all you must do is enforce speed limits both at school and Old Arcata Road. Lived in Bayside 35+ years. |
| Roundabout at Jacoby Creek Road. Sidewalk on north side of Old Arcata Road between Hyland and post office. Pave Old Arcata Road. Bicycle lane on both sides of road. |
| Separate bike lanes. Roundabout at Jacoby Creek. Need more police patrol, drivers still speed. |
| Protected bike lanes would be nice. Would we lose our casement space in front of our house where our mailbox is? |
| I spent 6 years trying to get parents at JCS to help their kids walk or bike to school. I will be writing a letter to the city with further comments. |
| No sidewalks. No trees. No roundabouts either. Jacoby Creek School should not allow kids to attend who do not live here. They are the problem. Double yellow line on Old Arcata Road would be nice. |
| Safety for children and disabled people must be a top priority. Extend the sidewalk from Jacoby Creek School to Jacoby Creek Road. |
| (1) Old Arcata Road is very narrow. We live close to the road and cannot lose any land. (2) Speed bumps work! One just north of Bayside post office. (3) Possible double lane on west side that could sustain a parking and a bike lane. |
| Crossing features: we would love to see flags at either side of the crosswalks so that pedestrians could wave them while crossing to increase visibility and safety. Parade street! |

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|---|
| Art walks. Raised crosswalks. Restore old intersection versus roundabout. Segregated walk/ bike. 25 mph starting well away from intersection of Jacoby and Old Arcata. |
| Please have a walkability audit at 7:45- 8:45 am. There is no comparison between morning and afternoon, they have different needs. Please bring APD, CHP and HCSO together to deal with speeding, cell phones (constant) and DUI. |
| (1) There needs to be a continuation of the sidewalk from the Bayside Road neighborhood to where the sidewalk restarts at the Meadowbrook apartments. It's very dangerous to walk/ bike now. (2) Please keep traffic slow – perhaps by putting a circle/ roundabout at the Jacoby Creek Road/ Old Arcata Road intersection. (3) A designated bike trail is a must! I frequently have to cross the yellow line to make space for cyclists. (4) Continue sidewalk by Jacoby Creek School to the post office. (5) And all the while, keeping Bayside small, rural and beautiful! Thank you! |
| I'd like to see a multi-use path (on one side) separated by a soft buffer with lighting. Underground the utilities. Reconfigure the traffic at Jacoby Creek School. |
| Make parking lot in front of Jacoby Creek School. Enforce speed limit during school drop-off/ pick-up. No sidewalk!!! Lighting (LED) – minimize lighting but use LED if needed. Have school parents and students at school paint traffic circles at school to get them involved. |
| Primary concerns: Safety – schoolchildren, pedestrians, cyclists, motorists. Crosswalk options – not flashy or painted, just visible. Bayside historic district historic land markers. Eliminate diagonal street parking for school. Access and use – all traffic existing at JCS turn right (SE) with roundabout at post office. Constraints – budget, setback? Cars – clearly designated traffic controls for through traffic. More efficient drop-off/ pick-up system for JCS. Clearly marked and enforced crosswalks for peds and cyclists. Repair or repave road at Bayside post office and Buttermilke Lane? Senior safety… Aesthetics – well marked ped and cycle pathes with nice landscaping. Better lighting but with fewer power lines. Any way to prevent total evaporation of "flyway pond" near JCS? Commercial considerations – parking, access to entry for coffeehouse, kombucha, gym, post office, other? Bayside from Beachcomber to post office could be enhanced commercially – very low key, if there were sidewalks or pathways and landscaping. |

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|---|
| (from letter brought to meeting, copy to be given to City also – parts related to OAR Design Project extracted here) Sharrows or share the road signs should be used at all roundabout entrances. Southbound on Old Arcata Road there are cars parked in the bike lane most of the time at the intersection with Anderson Lane. There is a no parking bike lane sign visible from this location. Despite efforts, there is no enforcement. In front of Jacoby Creek School, cars are now parking perpendicular to the bike lane adding a few parking spots and greater danger. The broken pavement in front of 1727 OAR is a bit much and should be spot filled like the car lanes. Just north of the intersection of OAR and Hyland, the speed bump as constructed creates a sand trap that covers the bike lane – recommendation: reshape the edge to allow drainage. The Anvick Road intersection has too much loose gravel and broken pavement. The bike lane becomes the drainage ditch. There seems to have been no oversight or quality control on filling the utility trench 50 feet south of the 1230 OAR driveway. Going 50 feet north, there is another utility trench that was filled correctly by cutting straight lines and leveling the fill. This location was also roughly filled for 6+ month before it was redone to its current state. Recommendation: utility trenches will always be part of bike lanes and should be filled correctly the first time and inspected. Just south of Anderson Lane, the bike lanes on both sides of OAR are bisected by a change in elevation from new pavement. Caltrans told me they don't do repairs like that because it's dangerous for bikes. Arcata shouldn't either. There is a solution that would address several of the issues listed above. The one mile between Buttermilk Lane roundabout and Jacoby Creek School should be redesigned with an 8 foot multi-use sidewalk with no curb, and a painted centerline for bikes and pedestrians in both directions. Parking spots can be provided when there's room next to the road. We need a class 1 bike lane. |
| (from letter with photos brought to meeting) Roundabout at OAR and Jacoby Creek Road. Create traffic island/ pedestrian refuges to shorten crossing of Jacoby Creek Road. Reduce curve radii to lower speeds. Stripe bike lane across Jacoby Creek Road (dashed stripes) and paint it green between the stripes. Stripe both sides of bike lanes to discourage drivers from parking in the bike lane. 6' wide bike lanes in front of school and other locations with wide shoulders, since pedestrians also use them. Back-in diagonal parking in front of the school along Old Arcata Road. Situational awareness/ visibility is higher when backing in to park (when arriving) rather than when backing to leave. Bayside Road/ Old Arcata Road Couplet/ divided boulevard with sidepaths (sidewalks) and either buffered bike lanes (class 2) or cycle tracks (class 4) on each side. This is really a bike lane, not a crosswalk across Golf Course Road (photo). Extend the bike lane across the intersection using dashed lines and paint it green between the lines. Encourage residents to place garbage and recycling cans outside the bike lane. |

Old Arcata Road Design Project Walk Audit – Community Input Received
Held September 26, 2016 at Jacoby Creek School
*Note: This is ALL input recorded in various ways, it has not been synthesized by the project team.*

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Comment card responses:

- I have long requested that there be a double yellow line all the way through Bayside to render it illegal to pass the car in front of another driver. Old Arcata Road is not only a school zone but also a residential area where people are backing out of their driveways and/ or entering the road. They should NEVER have to put up with passing, it's just too, too dangerous. Maintain the rural atmosphere of our historic community!
- The property owners who actually live right on Old Arcata Road should rightfully have more of a say as to what will happen right in front of their homes and buildings!

Letter brought to meeting:

I live at (address retracted, within project area) and I am a frequent pedestrian, cyclist and car driver on this street. As such, I am intimately aware of the urgent need for repair of this street. At the same time, solutions contributing to traffic calming are a crucial component to this project.
The one-mile plus stretch of Old Arcata Road between Jacoby Creek Road and Buttermilk Lane is in horrible condition and in stark contrast to the rest of the street at either end. It is a challenge to ride a bike safely in the bike lanes: they are jarringly rough requiring the dodging of pot-holes and crevasses and the boundary lines are nearly non-existent in many places. For cars, the roughness actually increases road noise, this to the detriment of households nearby.
This same stretch, because of its heavy use by pedestrians (including school children and residents needing to cross the road to pick up their mail) and cyclists, is in dire need of traffic calming. Car usage has increase quite noticeably over the past year and many of these cars travel at speeds between 30 mph to 40 mph (the posted speed limit is 25 mph).
Corrective actions:

- A series of speed humps modeled closely after the one already on Bayside Road (from Union to Crescent) should substantially slow the traffic closer to 25 mph,
- A roundabout and crosswalks at the Jacoby Creek Road intersection would make for a dramatic improvement in traffic calming and safety,
- A couple more digital mph feedback signs could help,
- Clear delineation lines and colored bike paths and pedestrian paths would improve safety,
- A smooth repaved roadway would improve safety and reduce road noise,
- Attractive landscaping would be the icing on the cake.

Comments about Jacoby Creek School and immediate vicinity (segment 3):

- Teacher parking (?)
- Cars turn both right and left from 2 lanes
- Minimum bike parking at school
- Bus stop?
- Contaminated brownfields site in front of school – Danco property
- Parking in front of school and blocking bike lanes is a problem
- Satellite parking past the garden for school
- Sidewalk money via where (?)
- Need school zone designated for Mistwood and school zone signage for this location, too
- Need to establish remote drop-off locations (x8)
- At JCS, it is problematic when parents park and leave their vehicle in the pick-up lane

- JCS doesn't have a clear policy about bicycling for students, such as when/ where to walk your bike, which direction to bicycle when leaving the school campus
- Cones to prevent parking in areas on JCS property/ lot are ignored, observed some knocked over when vehicles just ran them over and parked anyway
- There are many dangers of head-in parking here (JCS parking lot)
- Hard to go north from JCS lot/ make left turns, which influences how drivers park and behave
- Two crossing guards has been extraordinarily helpful – "this is what makes it work" (x6)
- Kids said "widen sidewalks around and going to the school!"
- Plenty of non-JCS related traffic present at the same time as arrival and dismissal
- Need a pedestrian refuge/ median island for crossing guards and pedestrians crossing OAR at Hyland
- Remote drop-off requires safe walking facilities!
- Buy Danco property across the street from the school to add parking and deal with brownfields issue
- Make a no left turn exit from JCS
- Require out of district students to use community center or other remote drop-off
- Idling policy at school (?)
- Bus stop at Arcata Community Center – need clarification about whether it's possible to reinstate this
- South end of campus – crosswalks, nearer to other bike racks too
- Free-for-all at driveway exit at JCS
- How to better reinforce policies for arrival and dismissal?
- Pre-crosswalk stripes (?)
- Parents observed jaywalking
- Clear ways students are supposed to walk through campus are needed
- Parent drivers do NOT follow rules
- Not enough bike parking and it's so hectic that families who bike to school must arrive early
- Parents park in "faculty" lot and pull out when their child arrives
- Encourage carpooling
- JCS is no longer a charter school, which is why buses can't go out of district anymore (?)
- Many years ago there was no protocol for school pick-up/ drop-off – this is an improvement
- Wide driveways in front of the school make pedestrians vulnerable
- Parents park across the street; jaywalking adults with kids and kids run across alone, too
- Parents could park up the side streets
- Work with adjacent property owners to provide teacher parking?
- What is policy for student pedestrians?
- Is there space for a left turn lane for those exiting the school?
- Need a crosswalk on the south end of the school parking lot
- Cars stop in crosswalk and then don't know what to do, unsure whether to drive/ reverse
- Concerns about health and safety of crossing guards
- Many poles in the narrow sidewalk
- More input/ surveys from students
- Do education of parents first – get buy-in! Determine policies and enforce
- Relocate stop sign at south end at school (?)
- Build culture of safe routes to schools – reminders and notes in weekly news notes
- Need path in front of school for walking

- Clear south pedestrian entry to school
- School trim vegetation on walkway where parents pick-up/ drop-off
- How to narrow lanes where there are already so many U-turns in front of school?
- Want more benches along this stretch
- City should notify residents that their bushes/ vegetation is in the city right of way
- Parking does occur in basketball court area for events
- "dead zone" in school lot could be pedestrian island
- Eliminate or clearly demarcate turn lanes for pick-up drop-off lanes leaving campus
- Need clear walking route from Golf Course Road to new crosswalk
- Can striping be done now?
- Could real parking exist on west side of roadway if the roadbed was shifted? Perhaps loading/ unloading in some location only.
- School staff should patrol the parking lot to prevent jaywalking

Comments about southern project area (segment 4 and in-between 3 and 4):

- Grange events and crossing from Grange to parking areas is a challenge
- Mistwood school parking is very limited
- Grange could be a remote drop-off location for walking to Jacoby Creek School
- Trash is plentiful in bike lane and on shoulder (while walking on audit, also observed on a regular basis by residents)
- Lots of poles in the sidewalk, sidewalk is uneven
- Garbage cans are often in the way of walking or biking areas
- Bike lane markings and fog line painting are nearly invisible
- Very uneven surface on east side of OAR
- How can parking in the bike lane be discouraged? Enforcement, education of those attending events at JCS, create/ designate more parking, have a curb or small barrier of some kind
- Concerns about bike lane maintenance – if bike lanes are created, they need to be maintained for smooth safe surface
- What happens to funds that residents have to pay for permits into a "sidewalk fund"?
- Illegal passing is problematic throughout the corridor
- Trash day is Tuesday morning, really trying to get trash company to educate customers to keep trash cans out of bike/ ped areas and pick up any trash that falls
- Spring Hill Road has no stop sign and a big sweeping turn
- Doesn't feel that unsafe to bike on OAR at most times of the day, but only at peak times
- Like the paved, separated path idea. Even a dirt or gravel path would be acceptable as long as can push a stroller or wheelchair on it.
- Limit ingress/ egress in front of post office, can it be closed off on north end?
- Rolling or non-existent stops are common and were observed at JCR/ OAR intersection
- Curb by post office is a tripping hazard for pedestrians and a barrier to bicycling – remove the curb, make a large curb cut, or have a ramp
- "No parking" area at pump station is used for parking and no control/ organization over this
- Vegetation in roadway – trimming needed
- Bumps in roadway are loud, want peace and quiet for neighbors near the JCR/ OAR intersection
- Lots of noise pollution occurs in "transition zones" where drivers are speeding up, braking or turning
- 25 mph zone starts at city limits, want it to go further into county to the south and east

- Want placemaking, beautification and signage!
- Perfect application for roundabout with crosswalks at OAR/ JCR
- ½ the cars were observed doing 35+ mph at the radar feedback sign just north of JCR intersection with OAR
- Through AB321, school speed limits can be in a larger geographic area or speed limit can be reduced to 15 mph, can look into applicability here
- Maintain bike lane access – reflective bumps on fog line, regular maintenance and cleaning
- Need double yellow line (x7)
- Walking along road feels okay for adults, but isn't safe for kids
- Roundabout could slow traffic and function as a gateway
- Speed and sound needs to be reduced
- Rubberized asphalt (?)
- Want a level footpath, no curbs and gutters, separated by a grass strip
- No urban colors for bikeways, no urban art
- Noise pollution and light pollution are problems for a rural area – want no lighting and minimal signage
- Flashing crosswalks are good and visible
- Yellow bott's dots are loud and not desirable
- Bicyclists prefer the safety of having colorized bike lanes
- Education needed (for all ages and modes of travel) – (x5)
- Mistwood Montessori (?) – need yellow crosswalks
- Hire traffic cop for large school or Grange events
- Want weighted voting for property owners
- Plentiful concern and interest in where City of Arcata ROW is, where it is 40-50' and variations occur (x7)
- More designation of bike lanes needed to discourage parking in them
- Need a clear crosswalk from the Grange to the post office (where people naturally cross)
- Reflective fog line
- Shuttles to school events, education to inform people where else to park
- Fencing options that fit best and exist here (?)
- Can cars cross left turn 4 yellows (?)
- Green lights in road, button-activated flashing crosswalks in school area
- "Bayside Historic District" – look into
- Concerns about logging trucks and emergency vehicles and extra wide loads at roundabout
- Like the roundabout at Buttermilk; need better ped and bike crossings away from the roundabout though
- Don't want stop signs here at intersection – concerns about exhaust and noise
- New England style triangle here would be a good alternative
- Want a walking path in front of post office to connect two crosswalks (new)
- Want crosswalks at Jacoby Creek Road between Grange and post office, and across OAR either just past post office or further north (directly opposite electrical box) (x8)
- There are already streetlights at locations where crosswalks could be installed
- Entryway signage needs to be accurate – Welcome to Bayside would not work because Bayside begins further south, maybe "welcome to Bayside Historic District" once established?
- Potential for beautification at pumphouse/ intersection

- Concerns about gravel lot west of Grange and its use as a playground for Mistwood students, especially the integrity of the fencing around it which has obviously been hit. Need to designate school zone and slow traffic for the kids who play right next to roadway!
- Drivers careen around the curves onto and from OAR
- Work with county on traffic calming further south!
- Property owners want parking in front of their homes, but takes up a lot of the available right of way. Explore creative alternatives!
- Move letter drop box to opposite side to improve flow at post office
- People "gun it" near city limit in both directions, increase slow drastically and exhaust
- Want flashing lights at new crosswalks if they are installed
- Bicyclists can safely ride in the roadway if traffic is slowed here
- "in-ground lighting" at JCR (?)
- A narrow intersection and sharper turn at JCR/ OAR would naturally slow traffic
- Post office was a remote drop-off, parents were making unsafe turns

Comments about northern project area (segments 1, **2** and in-between):

- Make loop at area near Bayside Road, or parking/ drop off area – parks property (?)
- Immediately begin walkway/ path at south end of Bayside Road for better transition
- Between Anvick and Anderson, no lanes for walking
- Increased shrub trimming, etc
- Prefer that the existing separated path be continued southward (x9)
- Narrowing of roadways desirable
- Beautification = slow down
- Drainage issues if sidewalk is installed, no curbs, less is better, no colors, limited signs, not urban, reduced noise pollution, no lighting
- Initial speed table too high, causes too much noise, change angle – turn to a hump rather than a table
- Extend sidewalk, narrow driveways
- Adjust angle of crosswalk table – too steep
- Fire hydrant near potential drop off area (?)
- Anderson lane – kids can't cross, low visibility, cut bushes south of Anderson and clear in front of farm
- Improved drainage south of Anderson
- 2 way, class 1 bike path, close all parking, accommodate all travelers on separated path
- Islands to narrow down road
- Flashing lights at crosswalks are not needed
- Please make a kid-friendly play zone and park in area between Bayside Road and OAR (x3)
- Vehicles consistently park on sidewalk at this compound (where OAR and Anderson meet)
- Lots of places where vegetation limits visibility or encroaches on bike lane
- No invasive plants please
- Gravel on bike lane from Anvick road
- No curbs!
- At farm crosswalk, fragment of Old Bayside Road, put signs (?)

Other notes from participants and facilitators during audit:

- More accountability needed by post office, schools, Grange, etc
- Increased education to all drivers about what to do at new infrastructure

- Balance safety and rural feel! (x10)
- Double yellow line all the way through
- Do not want any speed bumps, sidewalks, trees or roundabouts. Leave Bayside alone. Too many kids going to Jacoby Creek School are from out of the area, therefore could not walk to school. Only kids living here should be enrolled.
- I like design option C, minimal signage necessary. F is way too busy looking. I like bulb-outs and D – colorized sidewalks.
- Just want double yellow line, two way (?), bike lane marked on each side only – cheaper, cost-effective. No sidewalks. No trees on roadway. Don't need lighting.
- Need to design so that human behavior is accounted for.
- There are only desirable sight distances at intersections if and only if cars are not speeding!
- There are only accessible ramps for wheelchair or stroller use if it is new construction
- There are high volumes of auto and pedestrian and bike traffic at commute times
- Dumpster blocks line of sight for southbound pedestrians and cyclists (not sure of location?)
- Bike lanes in entire project area on east side of road still needed, even if there is a separated path throughout
- Concerns about bike/ ped conflicts if sharing a path, designate areas for bikes and peds, consider colorized asphalt to make very clear
- When accidents occur on 101, it routes traffic through OAR which can't accommodate this volume
- Walking along west side of road feels safer
- How will Bayside property owners provide input that affects their properties?
- If OAR is repaved, will people drive faster?
- Need education about parking places and shuttles
- Fence styles help give Bayside a rural feel
- Want more street sweeping into shoulder and bike lane if possible
- Bulbouts do not fit the rural area

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Recommended Education and Encouragement Strategies for Jacoby Creek School

<u>Description:</u> Safe Routes to School programs use education and encouragement as strategies to increase the number of students walking and bicycling to school. Typically initiated by school PTA's, PTO's, and Site Councils, education and encouragement programs can help create safer walking and bicycling environments right away – before large infrastructure funding opportunities become available. They target students, families, and community members, are typically low or no cost to implement, and focus on fun. Engaging in education and encouragement activities is attractive to funders by showing them the school is engaged. It can help make a school more competitive for funding when grant opportunities arise.

<u>Education Strategies:</u>

- Research existing school guidance policies to understand expectations of student pedestrians and bicyclists as well as adult drivers in the arrival and dismissal area. Develop arrival and dismissal map for all modes of transportation and distribute to students and parents through parent handbooks.
- Reinstate the annual Arcata Bike Rodeo
- Educate and engage the Country Club and other local businesses to work with the school to reinforce safe behavior by students and parents.

Encouragement Strategies:

- Develop an Arcata Safe Routes to School committee.
- Regularly include pedestrian safety, bicycling safety, parent role modeling and other Safe Routes to School topics in weekly newsletter.
- Superintendent or principal acknowledge good behavior and offer rewards/incentives for good behavior.
    - Students demonstrating safe walking or bicycling skills receive an incentive.
    - Parents being good role models in the arrival/dismissal area, or walking their student to school are acknowledged and their child/ren receive an incentive.
- Superintendent or principal observes arrival/dismissal area behavior and corrects bad parent behavior by issueing 'tickets' to offenders. (The former JCS principal did this.)
- Provide support for walking and bicycling parent/teacher champions at JCS
- Establish an off-site Remote Drop Off location for students who live too far to walk to school and have parents drop them off so they can walk the rest of the way. Potential locations could be the Bayside Grange or on the north end of the project area at Bayside Rd. and Old Arcata Road.
- Require out-of-district families to use a Remote Drop Off and have the school bus pick them up from there and drive them the rest of the way to JCS.
- Research the possibility of having the City enact AB321, the Safer Schools Act, which would reduce the speed limit to 15 mph and extend the school zone from 500 feet to 1000 feet.
- Coordinate regular Walk to School Day events (Walking Wednesdays on the first Wednesday of the month) and encourage students/families to participate. Use the walk as a teachable moment to reinforce pedestrian safety skills with students.
- Prohibit students from walking on Old Arcata Road in front of the head-in parking spaces.
- Create PBIS expectation stations on walking and biking to/from school that instructs students on the safest way to enter/exit the school on foot or bicycle.
- Establish staggered arrival times for each grade to reduce congestion in the morning.
- Encourage residents to pull trash cans out of the walking path on trash day.
- Encourage the City of Arcata to establish an ordinance to require residents to pull trash cans off the public right of way on trash day.
- Utilize a remote drop off and enlist a school bus as a shuttle service for special events to alleviate parking constraints.
- Hire a traffic enforcer for special events.
- Encourage carpooling to JCS and support this effort by assisting families who live nearby to connect.

Immediate follow-up activities:

- Coordinate an International Walk to School Day event at JCS (on Oct. 5, 2016)
- Conduct monthly Walk to School Day events (first Wednesday of the month)

Old Arcata Road Design Project Pop-up– Community Input Received
Held October 18th at Jacoby Creek School
*Note: This is ALL input recorded in various ways, it has not been synthesized by the project team.*

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Comment card responses:

- Need to plan designs for no or little landscape maintenance- be realistic. Native plants look great only if you can maintain them.
- Path great (x8)
- Also should still fix/widen existing path - out of door zone of parked cars along OAR north of school
- Discourage crossing south of school where no crosswalk
- Interested in ped-scale lighting.
- Could main school crosswalk be south of school so Hyland crosswalk does not back up traffic?
- Is too much of a burden to school to have a second crosswalk and staff a crossing guard.
- Sidewalk/path is great
- Remote drop off north of school along OAR
- Widen existing path to 6 feet.
- Roundabout is needed! Parking should not take presendence. Safety and softening of corners should be a priority.
- Lives 8 driveways down. Would love a safe zone to walk in. Path- Yes!
- Rural- Needs double yellow line throughout, bike lanes, no curbs- path as long as no sidewalk and only in public ROW. Ensure access to private properties. Ensure emergency vehicles can get everywhere!
- Roundabout at Jacoby Creek but no trees in middle. "Welcome to Bayside" if is low lying sign.
- Observed between 9 – 11 a.m. in front of school: passing other cars, multiple u turns in road, significant speeding from a couple drivers, drivers obviously texting.
- 2 Jacoby Creek residents want a roundabout and separated paved path
- School volunteer says. Don't like it, don't want to lose parking, waste of the city's money, works well as-is.
- Walker who walks everyday loves the idea of continuous path
- Yes to curb/gutter sidewalk in front of school- from teacher
- Bicyclist very grateful for newly restriped and wide bike lane
- Need dog poop bag dispensers
- School garden leaders says need enforcement for speed, passing, cell use, parking in bike lane. Like separated path and remote drop off. Dog walks everyday.
- Groundskeeper at school- okay will removing existing landscaping and replacing with bulb-ins, buffer strip. Dog bags.
- Want to see sidewalk on Hyland because there is no safe place to walk with all the cars parked.
- Parent of kids, lives 2.5 miles from school- Deliveries, and school bus does come through main drop off area so bulb-out might be tight. Might not want to lose parking but not that bug a deal. Resurface OAR especially bike lane. If safe remote drop off on east side near JC rd. would use!

Number of non-reserved parking spots available in school lot through the pop-up day:
09:00 - 0
09:30 - 1
10:00 - 1
11:00 - 2
11:30 - 2
12:00- 2, 4, 6
13:00 – 3, 4
14:00 - 0
15:00 – 0

Other Community Comments

Hi -
The October 18th Pop-up Demonstration was terrible. JCS already has a lack of parking and taking away the parking in front of the school ludicrous. I came to volunteer at the school at 9:30 today and there was no available parking, which I have never before encountered while volunteering in the last 2 years.

The majority of parents park on the street at pick up time. Those coming in from OAR tend to park on the street over by the side of the gym. I have a concern that this street parking may be jeopardized with the new designs. I just wanted to bring to your attention that if street parking is taken away on this side of the school you will be having a significant amount of parents either crowding into the gym lot (which is not supposed to happen), more parents parking in the workout gym lot across the street of the school (which is not supposed to happen and is already a mess) and the rest of the parents will have to pass the school and drive all the way down to the turn about for a U turn to park on the west side of school (which is already inundated with cars). I see this a creating more chaos and potential hazards for our children.

I have not been able to make the planning meetings but I do hope that they consist of parents from our school who understand the parking issues not only community members who have not experienced the day to day chaos of pick up/drop offs.

Thank you for your time,

hi there,

i haven't made it to any of the meetings you have scheduled, but we have lived on hyland street in bayside for a long time - until moving in the middle of arcata a year or so ago - and have children at jacoby creek so i am very much in favor of improving the area for safe walking and biking.

one specific thing i would like to mention concerns the placement of crosswalks in close proximity to roundabouts.

i am australian and in australia roundabouts are an absolutely common and integral part of the traffic system....which isn't the case here. most locals have fumbled their way into a reasonable idea as to how the roundabouts work...but you still have whacky traffic situations arising on a pretty common basis. so it pays to be watching the traffic carefully as a driver coming through either of the roundabouts which have been put on old arcata road.

but the placement of cross walks co-located with the roundabout is a very unsafe situation. as a pedestrian, instead of having to double check that traffic sees you from two directions, you are now required to watch all traffic approaching the roundabout (which is often a combined total of quite a few vehicles) as well as traffic coming from the other direction in assessing whether it is safe to cross the road.

because americans do not indicate their intentions on roundabouts in terms of their intended direction of travel (which is standard road rules and practice in other countries that use roundabouts as a matter of course), the pedestrian has to look at many more moving targets because any person coming from any direction may be headed your way.

moreover, as a driver yesterday i stopped for a pedestrian to cross old arcata road (heading toward union) which meant that the vehicle behind me which was also traveling south on old arcata road had to come to a stop in the middle of the roundabout, and another couple of vehicles behind them which obstructs the function of the roundabout and creates a traffic hazard in and of itself.

these various conditions make it quite treacherous to attempt a crossing at the designated cross walks. a child especially could not be reasonably expected to make that safety assessment, even though having a specific crosswalks invites them to think that they can cross in that location with reasonable confidence..

it's much safer and less stressful in terms of assessing (often distracted) moving targets to cross further down the road across the grassy median strip. and i would argue that a better placement for the cross walk is to set them back at least 50 (or 100?) from the roundabout so that the driver has left behind the variable focus of the roundabout and is simply faced with a cross walk/pedestrian to consider. the pedestrian also only has to pay attention to two way traffic again at that point and if a car does stop for a pedestrian it is unlikely to back up traffic all the way back through the roundabout itself.

if you haven't tried using the current cross walks (especially at the intersection with union) i would strongly recommend that you all give them a try when there is anything more than very light traffic because they really are built for disaster in their present iteration. as a pedestrian it's really an unreasonable act of faith when the average american driver is not very respectful of cross walks coupled with the fact that they are already trying to navigate the unfamiliarity of a roundabout to begin with.

because of this, it comes as no surprise to me that most folks crossing at the roundabout at buttermilk choose to cross over to the roundabout itself and then cross from there, rather than trusting the traffic to notice you on the cross walk when they are paying attention to other incoming cars instead. by crossing onto the traffic circle itself, as the pedestrian you are not just flouting the rules, but you may be making it safer for yourself by giving yourself less moving targets to watch out for, and making yourself more obvious and visible to approaching traffic from all directions.

these are my two bits worth as one from a country rich in roundabouts :)

i very much support their introduction here - and i very much support cross walks which are clearly signed and have a place to land between lanes for such busy roads - but the current placement of the cross walks right next to the roundabouts is really exacerbating the hazards to walks, bikers and motorists alike.

thanks for all your good work,

To Whom It May Concern:

I am an avid bike commuter *[address retracted, lives south of project area]*, and have concerns about the safety and high density of traffic on the Old Arcata rd.

Most of my concerns stem from Old Arcata roads ability to serve as a bike commuter route, which both enhances bike commuting and safety, but also promotes the bike-ability culture that Humboldt county Arcata boasts.

Many of the trucks come down from Kneeland and go out the Indianola rd to the 101. But much of the traffic is due to the unsafe crossings at the corridor, the "nicer" drive compared to the slow 50 mph corridor that is really unsafe for commuters who live in my area. This in turn ads commuter traffic on Old Arcata Road. I am personally afraid and tired of having to cut across the corridor at Indianola during rush hour traffic, I dread when the day comes I come upon, witness, or participate in a crash. It is very unsafe.

But the bike ability of Old Arcata rd, and the preserving the road as a farm community, rural agriculture, "asset" cannot be stressed enough. Old Arcata rd is the farm corridor of Arcata Bottoms, boasting great farms and small ones like mine. Please fight to protect the road for bike communities and the families that reside and enjoy the rural atmosphere of the bottoms.

I am a home owner *[address retracted, within project area]* and have been since 1994. My home has been located here for 50+ years, in the same spot on the property as it was when sold to me. I bought this property because of the rural nature of the neighborhood, and have no desire to see it turned into a planned community development. Every day there are many, many walkers and cyclists that use the road, at all times of the day, including school children, families walking dogs, pushing strollers/baby joggers; running teams from schools; even the occasional skateboarder; there are have NEVER been any accidents or incidents, either from vehicles or pedestrians.

Transversing rural roads requires attention and commonsense rules: walk facing traffic, ride 'with' traffic. Crossing the road means looking in both directions for no approaching traffic. Doesn't everyone know this??? Bayside is made up of rural roads: Old Arcata, Golf Course, Jacoby Creek, Anvick, Graham, etc. This is our character.

In my mind, the main issue with safety is the speed of vehicular traffic that at times exceeds the posted 25 mph speed limit. The walking/cycling lanes as marked provide enough room; the road has recently been re-striped with both white and yellow lane markings. Enforcement of the speed limit with APD patrols on a periodic basis, even if it turned the area into a 'speed trap' for a period of time with speeders ticketed, would make the point that this road runs through our neighborhood and is NOT the freeway. Even perhaps more signs, like the flashing one on K Street with a crosswalk marked, would perhaps slow vehicles down. And I might add that it is not only the cars that speed, but delivery trucks and other larger vehicles, including some from the City of Arcata, that consistently speed.

I urge the City Planners NOT to destroy our rural neighborhood. Our homes are individual in style, our landscaping is individual, we do NOT want to be turned into a citified neighborhood. There are plenty of those in Arcata and Bayside is not one. For those people who are urging changes to our neighborhood, I say: if you don't like what's here, take other routes to get where you're going. Keep Old Arcata Road free of potholes and with visible lane markings; monitor the speeders; use available funds to fix things that are broken.

I will not be able to attend the community meeting tonight but want to make my opinions known. Thank you for your considerations.

Old Arcata Road Design Project Open House – Community Input Received
Held October 19th at the Bayside Grange
*Note: This is ALL input recorded in various ways, it has not been synthesized by the project team.*

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Comment card responses:

- A class 1 bike/pedestrian lane from the post office to the Buttermilk roundabout on the southwest side of OAR would be best.
- The current quality of OAR's surface is one of the worst. It is a major throughway for bikers between Arcata and Eureka. A smooth road surface is more important to me than any other part of this project.
- Let's have two-way sidewalks, two-way bike lanes, and roundabout at Jacoby Creek, No left turn exiting JCS.
- The bike lane and sidewalk will add to the community. However it will not cut down any traffic and congestion at JCS. When parents drop off students they should only make a right hand turn out of the parking lot. A round about should be installed by the post office. If the start of school could be staggered K-3 and 4-8 dropped off at different times there would not be as much traffic. Stop signs installed at crosswalk in front of school would ensure cars had to slow down to stop. If the Arcata Police would patrol OAR even ½ hr. before and after school their presence would enforce the speed limit. Drivers speed along OAR all the time and talk on cell phones. Citizen's patrol would not be effective as it takes someone in authority before people fallow rules and laws. Please consider the above suggestion.
- No left turn into or out of JCS during school hours
- Thanks you, thank you, and thank you for filling potholes. I was opposed to round about at Jacoby Creek but upon reflection I support it as it slows traffic. Slower traffic is safer traffic.
- Is there a plan to add bus infrastructure at HTA bus stops being discussed regarding the OAR bus route from Arcata to Eureka? Areas are: Bayside Park, Jacoby Creek Rd. I can't recall if a bus stop was discussed for JCS. * Accessible stops of course.
- Visibility from the Old Arcata Road/Golf Course road for bikers isn't great. Mirrors?

Other notes from facilitators during audit:

- Will OAR be repaved? The pothole patches make riding bikes difficult. Rides in lane instead.
- PGE put in 12x12 holes to check gas lines. Poor patch. Will lead to road failure. Get them to fix.
- What's with double yellow line - Can't turn left from drive way
- Salamander/wildlife crossing tunnel at Beith Creek
- Salmon x-ing decal at Beith Creek
- Green pedestrian sign maybe but less sign pollution "people zone" twinkling okay
- Mural in road- distracting?
- Tell Emily about Ali's offer to share the survey on Next Door
- Add hash marks to pavement to give feel
- Ensure that modifications don't negatively impact residential driveways.
- Undergrounding utilities (dry) as part of project. Remove poles adds to available right of way.
- Enhance wildlife corridors across OAR if mitigation is required.

Comments about Jacoby Creek School and immediate vicinity (segment 3):

- Review turning radius of emergency vehicles at entrance to school (Bulb-out)
- Need 2 lanes entry into JCS
- School events- park in bike lane
- Back field at JCS- turn into parking lot

Comments about southern project area (segment 4 and in-between 3 and 4):

- Back out parking in front of post office is somewhat dangerous. Current parking layout at post office is not too bad.
- Bus access is very important and needed. Bus stop at school/coffee shop would be great.
- Roundabout would be most effective in slowing traffic. Existing area of intersection is not attractive so adding a roundabout would not eliminate anything that is work preserving.
- Three-way intersection won't do much to slow traffic.
- Is there going to be a bus stop near the post office?
- Will work in front of the post office trigger comments from Federal ownership (Post office)
- Picket fence near triangle property by pump station (historically appropriate).
- People may choose to drive through post office parking lot to avoid intersection. Need to create driveway to deter traffic from entering post office parking lot.
- Move speed blinking sign south of intersection
- Three way intersection seems safer for biking when going south and turning onto Jacoby Creek road
- Roundabout- what about adjacent driveways (1895 OAR)

Comments about northern project area (segments 1, 2 and in-between):

- Need sidewalks on Hyland to keep people from having to walk in the middle of the road when lots of cars are parked along the side of the road

| | | |
|---|---|---|
| *Keep Old Arcata Road as is after filling potholes and restriping complete in November + annual and as-needed maintenance* | Nothing. We NEED sidewalks and bike lanes. | Add sidewalks |
| | Like the maintenance goals being met, but need a sidewalk on south side of OAR starting from end of old Bayside Rd (Old Rd) all the past Jacoby Creek School to Jacoby Creek rd. | Fill potholes in bike lanes as well as street. Current fillings are very harsh for road bikes. |
| | It works<br>It's affordable | Sidewalks and lighted crosswalk<br>Double yellow line the lenth of the project. Paint, Visual friction OK |
| | Do nothing. Keep Bayside as it is. | No sidewalks. Don't need them. Don't want any in front of any of my parcels. |
| | I agree, keep Bayside rural- lower maintenance costs | A sidewalk at the Grange/Post office to OAR. A flashing sign south of JCR- warning from the south. |
| | I like filled potholes, smoother pavement and bright stripes. | Flatten/Smooth out bike lane between JCR and Anderson Road (Please no majorly raised patches) |
| | I like narrower road and wider bike paths. | A dedicated bike lane and refular road maintenance.<br>The most unsafe aspect of OAR is its condition<br>Add many of the other features being proposed, this is good but definitely not enough.<br>Where is the parking for school events? If you have bike lanes on both sides of OAE. My 2 driveways always get blocked during school events- what is the parking solution? So it's not against the law to park in a bike lane??? |
| Gateway | What would you add to this concept? | No |
| *Would you support a "Welcome to Bayside" gateway sign located somewhere near Jacoby Creek Road?* | Continue separated path with separated grass buffer down Jacoby Creek Rd. | 19 |
| | JCR has many daily walkers as there access for neighbors to the creek. The road doesn't leave enough room for walkers to safely do the walk. The road is straigt so the 35 mph speed limit is gnerally ignored. | Too Urban! |
| | Work with Co. to keep the berries, bushes, grass from encroaching on the bike path. Too crowded with 2 cars at the same time. | I second this ^ |
| | Provide more room for cyclists and walkers by clearing encroaching brush and/or add a trail along JCR. | There's already an Arcata City Limits sign on the east side of the road in the Post Office property (on OAR). It'd be confusing to announce 2 different towns' names in such a small space. |
| | Less signage | It's not factually accurate. Bayside begins at Indianola Road and Old Arcata Road. But I support vegetation to denote an "entrance" to a more congested community with TWO schools. |
| | Maybe a 35 mile sign on the Co. part of OAR south of JCR to help slow down before entering the 25 mile zone. | Absolutely not! Please don't bring sign pollution or light pollution to Bayside! |
| | More signs maybe not so good, but something not too big and with a rural feel might be okay. | These sign examples are corny! Phony!<br>The entrance to Bayside isn't at Jacoby Creek it's down by the cut-off. |
| | Vegetation as an entry signal for congested area. Art as beautification for traffic calming. Anything to increase walkability such as softening the pedestrian walk area from the hardscape building and utility infrastructure. Maybe a "slow down" sign or "approaching education" sign would be better. Overall: Better maintain overgrown plants. Dangerous for passing bicyclists. | |

| | | |
|---|---|---|
| | I agree ^ | |
| Jacoby Creek Road Intersection<br>Sticky Notes on map B | North end of section | Post office |
| | Crosswalk is too close to corners. Visibility in adequate cross at Golf Course. | Please remove ugly cyclone fence and have something that looks more rural. |
| | Yes, crosswalk too dangerous here. | There could be some parallel parking in lot across from PO<br>No cars backing into school kids, bikes, commuting.<br>Need to beautify this pump house and keep access to this side (no parking on this side).<br>Wheelchair ramp near north exit<br>Remove curb so cyclists can get through path at north end. |
| Jacoby Creek Road Intersection<br>Sticky Notes on map C | North end of section | Post office |
| | Put crosswalk under existing street lights if possible!<br>Visibility hard here with vegetation (just north of the island on west side of road) | Plan for new regional bus around the bay. Stop here?<br>Where is the bus stop?<br>Could we have some more parallel parking here (at pumpstation) instead of angled parking across the road?<br>Bus stop in PO parking area cause only will be there a few minutes at a time. If emergency access needed can be taken over for that.<br>Please keep the parallel parking in my opinion we have plenty of parking at the PO during the day. This angled parking is a problem in the front of the school so why bring it here?<br>Pave and landscape around the citys lift station at PO. It could have striped and added parking.<br>Why not continue sidewalk around lift station. People will still want to walk on north side of road it they are living on that side. |
| *Option A: Narrow Jacoby Creek Road Intersection by removing pavement, restriping fog line and adding low-lying landscaping.* | What do you NOT like about this concept? | What do you LIKE about this concept? |
| | Cars will drive over the fog line (at high speeds) | Slows northbound traffic onto JCR (but no safe bike and ped crossing) still supports Mistwood School zone. |
| | The stop sign for vehicles turning right off of JCR isn't necessary and could be changed to a yield to the high amount of visibility to North bound traffic on OAR | Safer for bikes, avoids cars cutting the corner and slows down turners |
| | Needs a crosswalk and perhaps a better merge with Post Office traffic. | Less is more |
| | Needs actual curbing to make it work | I thought this was non-intrusive and it slowed me down. |
| | Cars will drive over the painted lines to maximize their speed around the turn. | Narrowing of turn options. Safer corner for the school at this corner (Mistwood). Visibility maintained with low landscaping. |
| | It is still not bike friendly, drivers do not have increased awareness of cars here. | Slows cars down before they turn on to OAR. Keeps Bayside rural. Less expensive, less intrusive than roundabout. |
| | Needs increase awareness for drivers speeding down JCR. | I like the shorter crossing distance with a neck down of this intersection. Landscaping would be very nice. |

| | | |
|---|---|---|
| | Needs a crosswalk south of JCR with a stop sign on OAR to stop those cars that are speeding towards Arcata or a "slow down" sign. "You are going 45 mph". | Minimalist and effective, least impact on existing community rural feel of option A-C. |
| | Will this slow down northbound traffic on OAR? Clearly it will force people to slow to turn onto JCR. | I like this concept better than roundabout but am unsure if this will slow down traffic on OAR (it will slow down people turning onto JCR). |
| | Terrible idea to cramp us at this turn. | I like narrowing this intersection and slowing traffic moving through it. |
| | | I love narrowing this intersection! Please remove chain link fence and add something more aesthetically pleasing. |
| | | Pain the pumphouse white like an Ag. Outbuilding. |
| Option B: Pedestrian island, Post Office road updates | What do you NOT like about this concept? | What do you LIKE about this concept? |
| | Cars parking at PO would need to back into traffic which might not see them. | Looks simpler for a bike to navigate than roundabout option. |
| | Fast lane is faster, children are not speed bumps. | Would work for walkers better |
| | Would this encourage traffic to "cut through" the PO? | Easier for pedestrians to navigate |
| | In reality, pedestrians cut across dirt field at Mistwood and cross JCR at the crosswalk shown by old school house. | Like one-way in front of the post office. |
| | | Like pedestrian crossings |
| | It looks like a urban street | Gives path of travel through difficult area and not as obtrusive as roundabout. |
| | Does it indicate that there is a school at this corner? | Like the one-way traffic through PO |
| | Kind of looks like an intersection on Broadway in Eureka. | Find a way to discourage drivers from short-cutting through PO |
| | No angled parking! Keep the parallel parking! | Safer walking JCR to JCS |
| | Why put angle parking here when its recognized as a danger in front of the school? | |
| | Don't like the raised pedestrian islands. | Why not make bike path continue south on OAR? |
| | I don't like the one-way flow of traffic into the post office. | Good flow of traffic! |
| | | Best of the options shown. |
| | | Better flow through post office |
| | | It harkens to the historical "Bayside Corners" |
| | | Traffic claming and channelization with the barriers/islands and the pedestrian island. |
| | | The additional crosswalk on JCR from PO to grange. |
| | | Narrowing lanes at this intersection will give feeling of small-townenss which is what we want. This intersectionis way too big now. |
| | | I love the plan for the most part would add from south, add hash lines going into Bayside (like So. Manila )to slow traffic. Also, move digital speed sign further south in county road. !!! - Slow Down the Fast Side. 3 way okay. Complete stop. |
| | | This is less obtrusive than the rotary, but I don't think it will be very effective to slowing traffic. |
| | | This is a new concept that needs to be further discussed in the community BEFORE any ideas/concepts to before a public hearing or review by ciry transportation committee. |
| *Option C: Roundabout* | What do you NOT like about this concept? | What do you LIKE about this concept? |

| | | |
|---|---|---|
| | Big truck not able to get around. | Keeps flow of traffic moving |
| | I think there is too much going on for a roundabout: PO, Mistwood, Grange, JCR and OAR traffic. People going around a roundabout tend to center on driving it to the exclusion of other traffic, such as bike traffic. | Removes stop leaving JCR which is tedious for bikers |
| | Difficult bike access to post office for cyclists approaching from the north. | Slows drivers entering Bayside Northbound |
| | No more roundabouts! | Love it! Just move crosswalks away from roundabout |
| | Will this roundabout come with public education for bicyclists? | Must discourage drivers from short-cutting through PO. |
| | Traffic circles more dangerous for bikes and pedestrians. | I am partial to roundabouts |
| | Cars going over outer edge into bikes? Not safe and confusing. | Slows oncoming traffic and separate bike lane |
| | More crosswalk to the south before roundabout | More rural community feel than option B will work to slow down traffic well. |
| | If I was going south on OAR and turning to go up JCR and someone was trying to cross the crosswalk in front of Mistwood to PO? Then I would stop in the roundabout and then if someone entered the roundabout then I feel I am a sitting duck and could get rear ended. | Big yes for this concept (facilitates turns and calms traffic) |
| | When bikes go around slightly in the car lane, can the cars go slower/stop easily? | Yes!! Would really calm and slow traffic coming into Bayside. |
| | Absolutely against this roundabout- this is an historic community with its own rural character. | Having a crosswalk under the existing street lights |
| | It looks very urban and doesn't fit the rural residential feel/ambiance of Bayside (x2) | I like that this would slow traffic coming into Bayside. |
| | NO WAY | Looks like it will slow slow slow... |
| | Looks like a round about | Yes to this- FLOW FLOW FLOW |
| | Stop signs and accessible green space | This would slow traffic, can it be done so it's not a big behemoth of concrete? I like the 1 way through the post office. I like crosswalks but I'm worried if traffic isn't slowed. They may be dangerous. The crosswalk at the south end of the project immediately north of JCR still seems to be in a blind spot of the curve and seems dangerous. |
| | Roundabout are very bicycle unfriendly, NO ROUNDABOUT | |
| | The roundabout is huge! What about a traffic calming circle? | |
| | It is huge. | |
| Jacoby Creek School Section | What do you NOT LIKE about this concept? | What do you like about this concept? |
| *Option A: Separated path* | No provision for sidewalks on Hyland Street | Pedestrian sidewalks and bike lane x2 |
| | Less parking for school | Seems safer |
| | What does the green "path" represent? | Separated path- very nice |
| | What happens to all JCS street parking? | Removal of pedestrians in bike lanes prevents bikes from merging among cars. |
| | Narrow bus entry, will it work? | Really good! |
| | A wider, shared path with a center stripe seems safer | Safe for bikes |
| | Do not want any sidewalks or trees | more car-bike visibility |
| | The bus entry is way too small. Bus can't pick up/drop off in main lot. Could we doa trial of bus drop off in front lot before making permanent changes? | Double yellow lines excluding possibility of passing the sidewalks! |

| | | |
|---|---|---|
| | Bulb-out on east side of OAR in front of beachcomber | Keeps the pedestrians further away from the traffic lanes. |
| | Bayside looks like a potential hazard for northbound cyclists.<br>Is landscaping really needed? Make sure actually maintained unlike Samoa Blvd. Grass on rock? | Great Idea! Grass buffer nice, double yellow line great!<br>A bike path on both sides is great! |
| | The grass strip seems unnecessary. Make the area/road more parent friendly, not less. The school needs a lane in front of it for through traffic. | Much safer for pedestrians going north |
| | It take parking away. Makes the school less friendly for the community.<br>Losing parking spaces | Much better than option w/o separation!<br><br>Squeeze road down near school max ped area |
| | May be squeezing too much in, need space for traffic to bypass during heavy traffic times (crossing guards wave cars through). | Narrowing of opening (except the bus needs a wider entry)<br><br>Parking changed from diagonal at JCS |
| | | Bulb-outs for traffic channeling, additional east sidewalk<br>I feel much more safe with the grass seperation<br>I like continuation of existing separated path thatapproaches the school from the north.<br>I like the landscape median buffer between traffic and seperated path. Path is nice.<br><br>No JCS street parking (good thing), Have drop off location at bus stop in Sunnybrae to bus kids in (reduces morning traffic, parking issues)<br>Safe walk and bike lane<br>I like the feel of this concept.<br>More crosswalks will make this town more pedestrian friendly. |
| *What surface would you prefer for a separated path along OAR?* | Asphalt | Concrete |
| | 11 | 8<br>Flat; that is with no curbs! |

| | | |
|---|---|---|
| *Option B: sidewalks in front of school* | What do you NOT LIKE about this concept? | What do you like about this concept? |
| | Peak period is the issue here in regards to ped/bike safety and traffic flow. This design does not tmprove traffic flow at peak periods. Need turnout/drop off lanes east and west sides? | Looks like sidewalk can be bigger if no grass separation |
| | Prefer separated path | I like the grass separation - even trees |
| | I second this suggestion ^ | Wheelchair accessibility on sidewalks |

| | | |
|---|---|---|
| | Okay | Vegetation does not block sight lines |
| | Prefer separated path<br>No sidewalks please. No trees either | Narrowing of JCS cars exiting<br>I like the pedestrian sidewalk and continued/continuous bike lanes and additional crossing areas. |
| | Loss of parking for JCS | Grass buffer is a good idea |
| | JCS needs more parking, not less. | The narrowing down of the driveways |
| | Blub-outs on east side of OAR look like potential hazards for northbound cyclists. | I like that there is no buffer to maintain and I like the sidewalk concept. |
| | Prefer the separated path option A with buffer | Love the continous path sidewalk/crosswalk which the school's wide driveways disrupted. Great that you eliminated the street parking which now has to back up onto OAR to leave parking space. |
| | Prefer separated path concept- seems like a waste. Peds can share a path and bike each have a lane.<br><br>Need to make sure the traffic/crossing guards at the school can still allow two lanes of traffic druing high traffic times at the school, this allow cars to bypass and move through when others are turning into the school and minimizes traffic back ups. | Sidewalk at the school are a good idea, narrowing driveways for the school is a very good idea, like cross walks across school driveways. |
| Mural | Yes | No |
| *Would you support involving local students in designing a street mural at Hyland and OAR?* | 19 | 14<br><br>Very disorienting (altered visual perception) to older folks or folks with poor vision and maybe others to have such color and design in the roadway. We don't expect it, can cause confusion and be dangerous.<br>Could be confusing like at 10th and I street intersection where the wheel went in. |

| Northern Project Area<br>Sticky Notes on Map | North end | Center |
|---|---|---|
| | Kids dismount to walk bike across crosswalk | Native landscaping would be good for the citys ROW here. Low maintenance.<br>Road is very rough and uneven after sewer line install from contractors heavy equipment.<br>Is this just for cars or is there a bike lane still? |
| Would you support adding a pedestrian activated flashing beacon at the raised crosswalk south of Buttermilk Lane? | Yes | No |
| | 27 | 5 |
| Old Buttermilk/ open space between OAR and Buttermilk | What do you NOT LIKE about this concept? | What do you like about this concept? |
| | Bikes are required to ride with traffic. How will you sign crosswalk/bike crossing? | The beacon |
| | Needs sidewalks | Landscaping of Island |
| | Two way bike traffic on one road is problematic and illegal as on Bayside rd. | All Good |
| | This lens of land could lend itself to a small park, we have none in Bayside. | Good! |
| | Second that motion ^ | Native vegetation |
| | The green needs to be a park. There is none in Bayside. | Side road is logical bike path |
| | Meh - seems unecessary. | Bike not up against cars |
| | Not enough park | Native landscaping of the city ROW island |
| | The new roadway that the recent dashed lines that were added are a little too narrow for the road wide cars. | Bayside rd is a dead end road so no sidealks should be needed until sidewalk starts by street entrance. |
| | Unknowns of maintenance costs for green space area. | Makes it safer! |
| | Park, Park, Park! Not car park. | Park |
| | Would like park to be trees and landscaping with benches. | Greenspace |
| | Please keep the bike lane on the main road as well so cyclists commuting through the area can stay on the main road. | Narrowing of opening of east-side |
| | | Area away from cars/less cars |
| | | A safe area for bikes to navigate this section of road |
| | | Would there be a paved/dedicated pedestrian area linking the sidewalks both north and south of this section of road? |
| | | Flashing beacon at crossing. Park like setting remains. Shared use path separated from OAR. |
| | | Cleaned up sidewalk on Bayside end, park area in the middle |
| | | Like the use of the unused area |
| | | Great Idea to Use this space as a remote drop off for JCS . I think this needs to be fleshed out in the community first before it goes to council or any public hearings (i.e. Trans. Committee) |
| | | We need more green safety crossing signs all along the Bayside corridor. |

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# Appendix B

Design Alternatives

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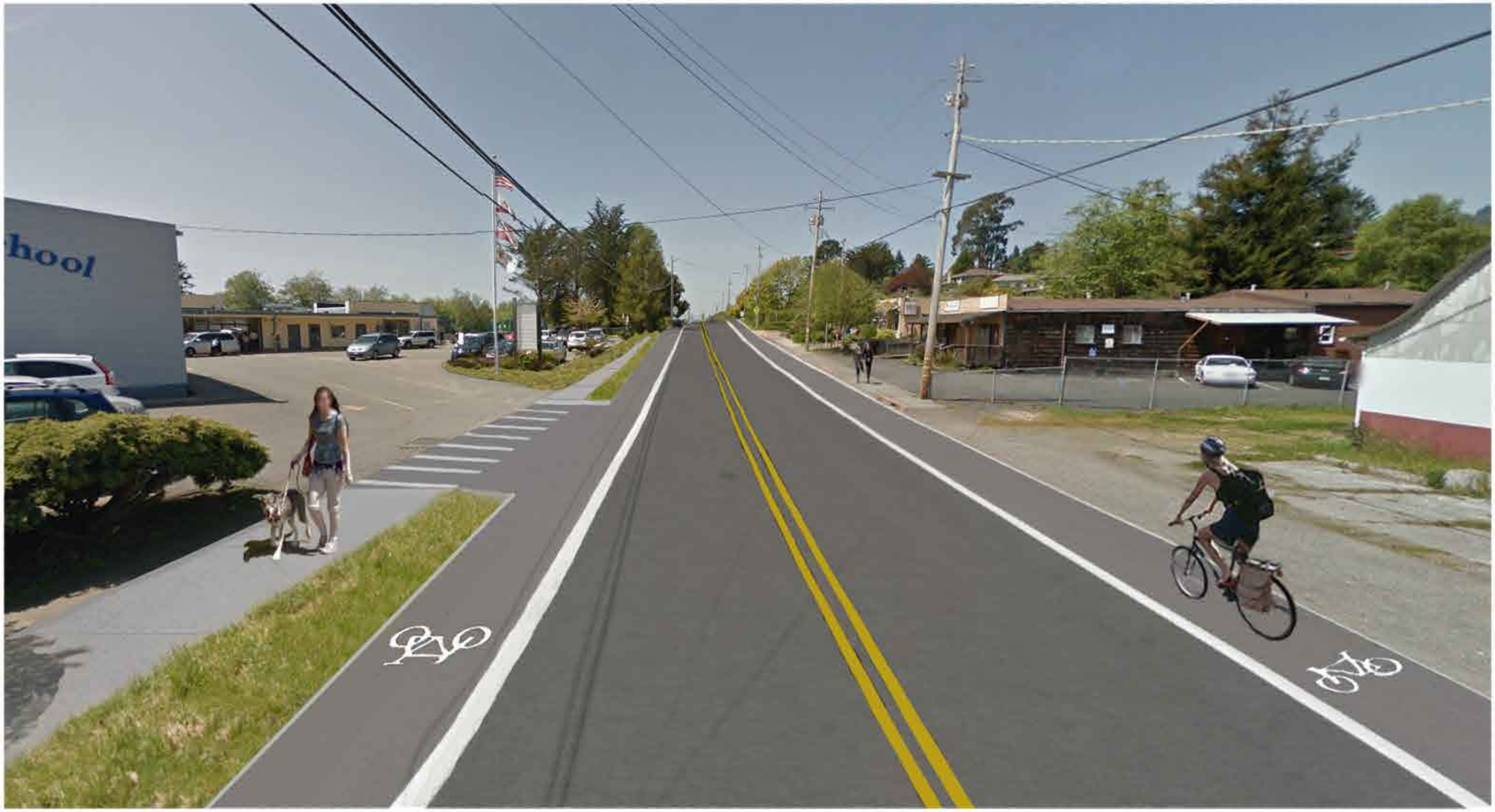
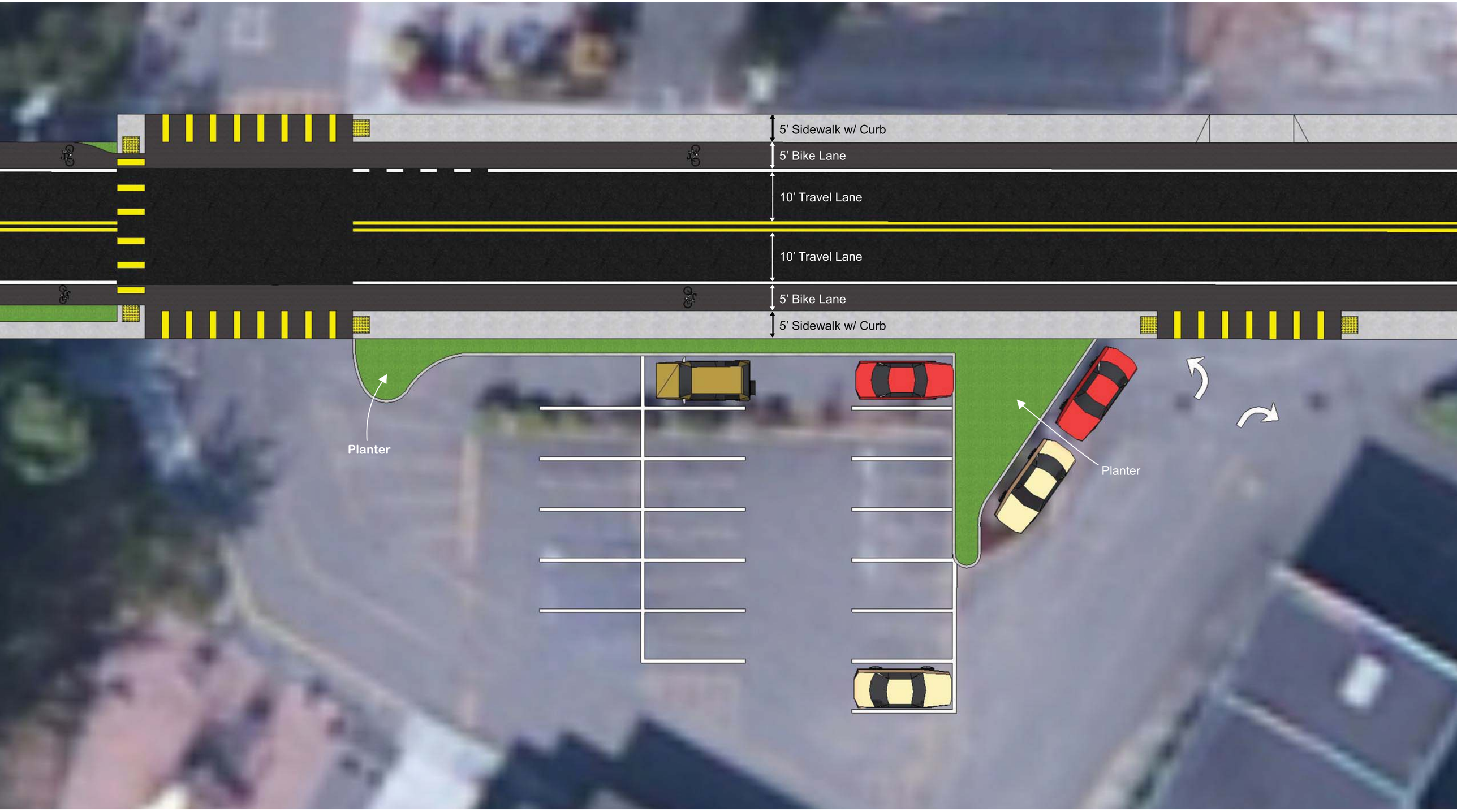
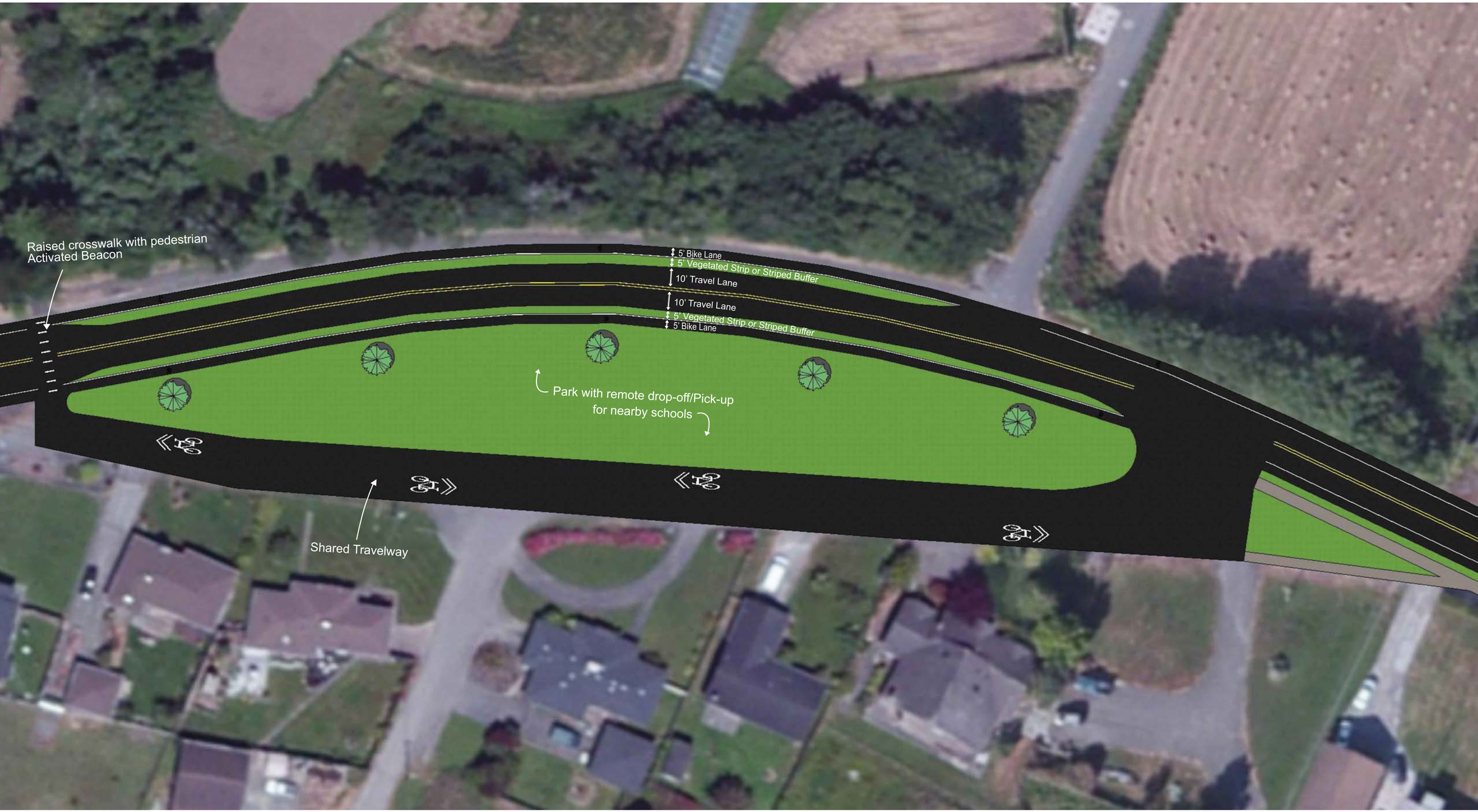
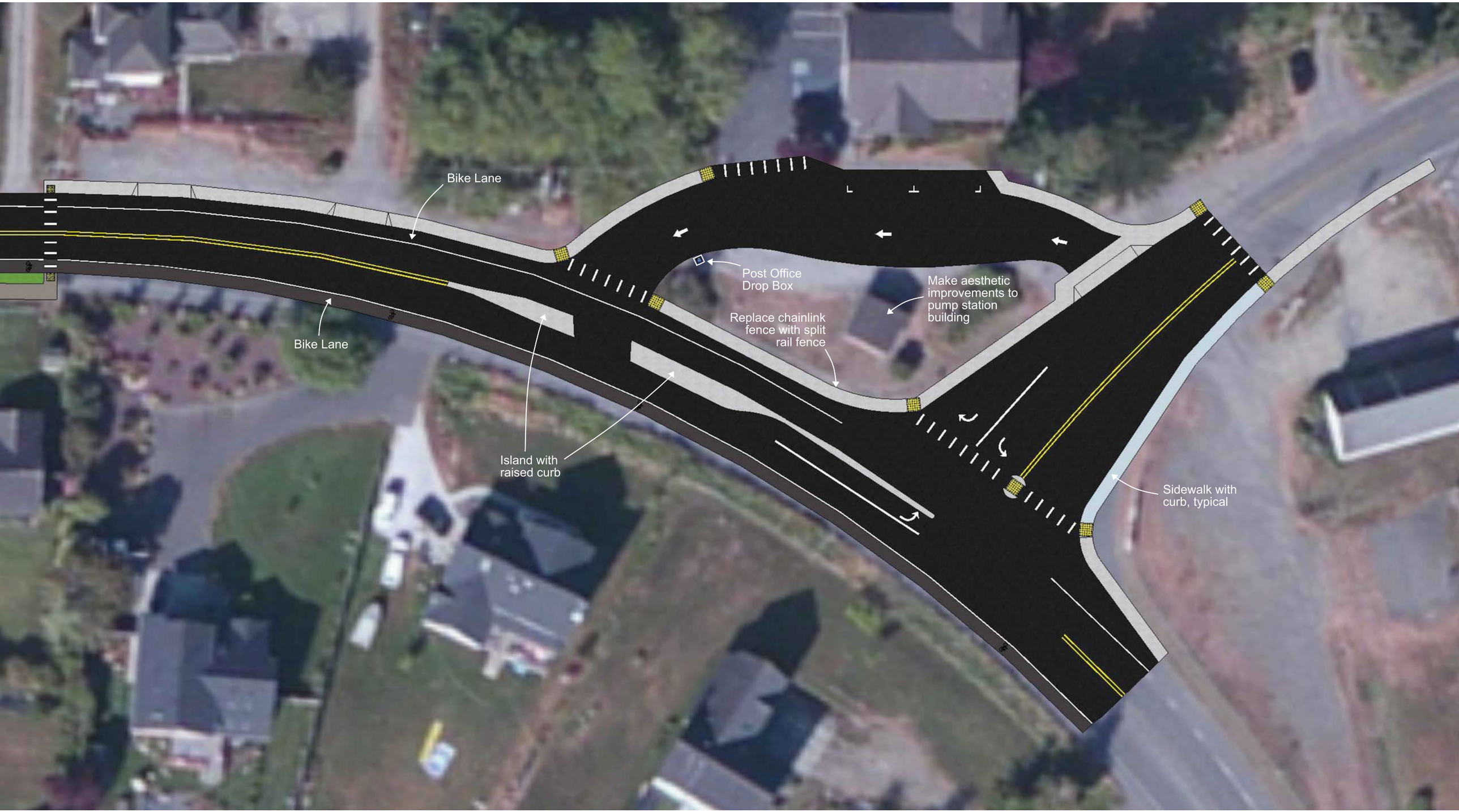
5’ Bike Lane
10’ Travel Lane
10’ Travel Lane
5’ Bike Lane
4’ Vegetated Strip
6’ Walkway
Planter
Planter
Driveway to accomodate bus traffic
Driveway to accomodate bus traffic

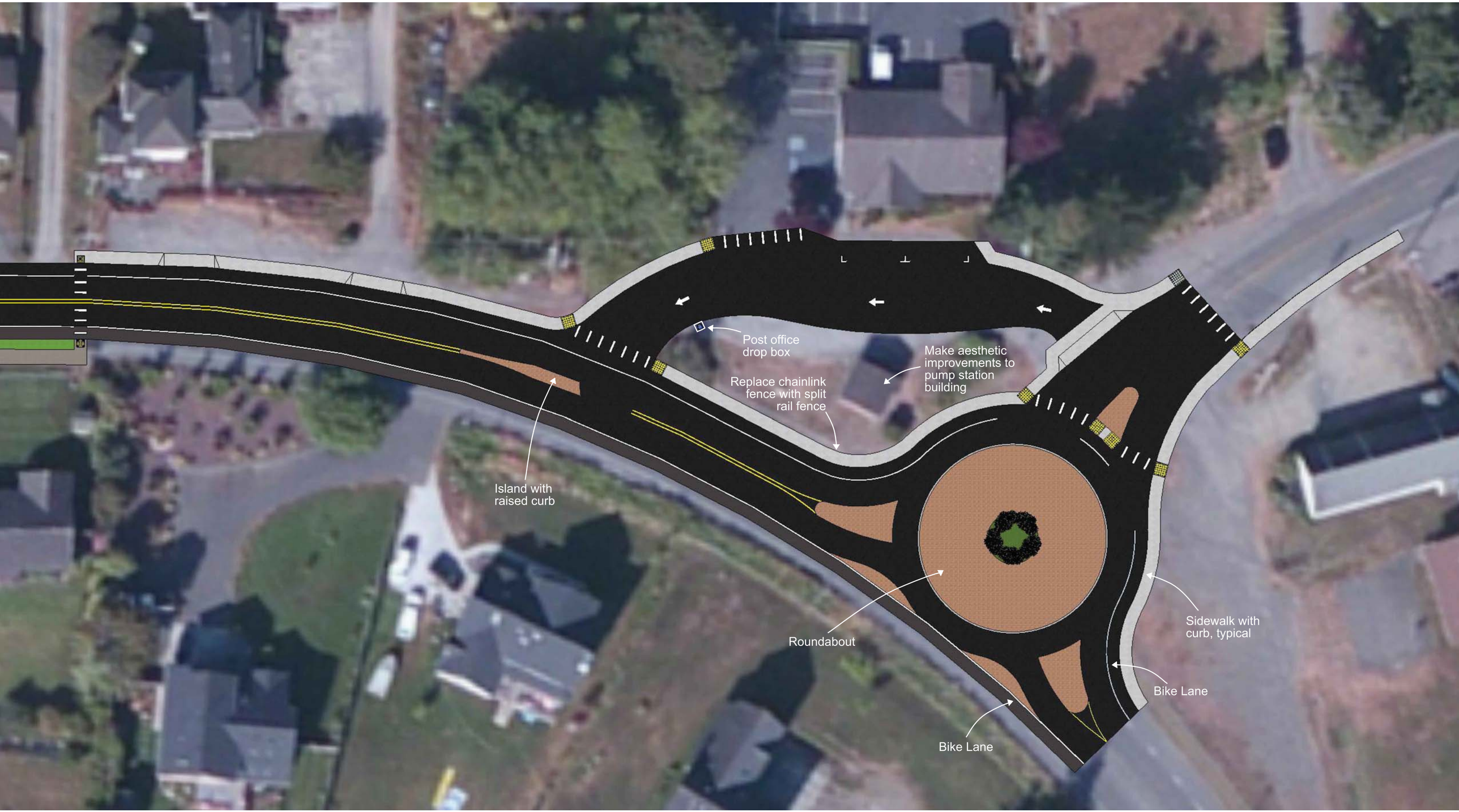

hool


5’ Sidewalk w/ Curb
5’ Bike Lane
10’ Travel Lane
10’ Travel Lane
5’ Bike Lane
5’ Sidewalk w/ Curb
Planter
Planter




Raised crosswalk with pedestrian Activated Beacon
5' Bike Lane
5' Vegetated Strip or Striped Buffer
10' Travel Lane
10' Travel Lane
5' Vegetated Strip or Striped Buffer
5' Bike Lane
Park with remote drop-off/Pick-up for nearby schools
Shared Travelway


Bike Lane
Bike Lane
Post Office
Drop Box
Make aesthetic
improvements to
pump station
building
Replace chainlink
fence with split
rail fence
Island with
raised curb
Sidewalk with
curb, typical


Post office drop box
Make aesthetic improvements to pump station building
Replace chainlink fence with split rail fence
Island with raised curb
Roundabout
Sidewalk with curb, typical
Bike Lane
Bike Lane

# Appendix C

Traffic Engineering Evaluation by Omni-Means

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# Technical Memorandum

| | | | |
|---|---|---|---|
| **To:** | SHN Consulting Engineers & Geologists Inc | **Date:** | April 4, 2017 |
| **Attn:** | Jared O'Barr, P.E. | **Project:** | Old Arcata Road Design Charrette |
| **From:** | Kamesh Vedula P.E., T.E.,<br>Russ Wenham P.E., T.E. | | |
| **Re:** | Old Arcata Road Corridor Improvements - Revised Memo | **Job No.:** | 45-6108-06 |
| | | **File No.:** | C2193MEM002.DOCX |
| **CC:** | | | |

## Introduction

SHN Consulting Engineers & Geologists Inc. retained Omni-Means to evaluate the existing conditions and conceptual alternatives developed (through significant public outreach efforts) to improve the traffic circulation for all modes of traffic on the Old Arcata Road corridor in Bayside, California. The following were evaluated:

- Existing conditions
  - Existing roadway conditions
  - Traffic Assessment
  - Safety Aspects
- Intersection Improvements at Jacoby Creek Road & Old Arcata Road
  - Alternative I: Island Improvements
  - Alternative II: Roundabout Improvements
- Roadway Improvements along Old Arcata Road
  - North of Anderson Lane
  - Adjacent to Jacoby Creek Elementary School

The conceptual layout of the proposed roundabout is presented in **Appendix** of thIS memorandum. The assessment of the feasibility of the above improvements was conducted from both traffic circulation and safety perspectives.

In addition, SHN requested that the suitability of a single- lane roundabout at the intersection of Old Arcata Road & Jacoby Creek Road be determined, through the evaluation of existing traffic volumes and a preliminary conceptual layout developed through the community design charrette process.

This technical memorandum presents a brief overview of the existing traffic conditions and safety aspects of the Old Arcata Road corridor between Anderson Lane and Jacoby Creek Road. In addition, this memo presents an evaluation of the preliminary concepts of the roadways and intersections developed through the community design charrette process. Furthermore, a brief evaluation of a roundabout alternative at the intersection of Old Arcata Road and Jacoby Creek Road is also presented within this memo.

# Evaluation of Existing Conditions

The following section presents a brief assessment of the existing traffic circulation and safety (crash data) for all modes of the Old Arcata Road corridor.

## Existing Facilities

Existing conditions indicates the following conditions at Old Arcata Road and Jacoby Creek Road:

- Old Arcata Road is a two-lane arterial street through the Bayside Community. Currently, no continuous pedestrian facilities or Class II bike lanes exist on the corridor of Old Arcata Road (between Anderson Road and Jacoby Creek Road).
- Jacoby Creek Road is a two-lane minor arterial street through the City of Arcata. Currently, no continuous pedestrian facilities or Class II bike lanes exist on Jacoby Creek Road (within the vicinity of Old Arcata Road).

## Traffic Assessment

Traffic counts were obtained between 2005-2006 at select locations along Old Arcata Road. Although the counts were obtained approximately 10 years ago, it is assumed that the region is unlikely to add new development that would result in a significant increase in traffic volumes. Traffic counts were provided for the following locations:

- East of Hyland Road
- Immediately south of Jacoby Creek Elementary School
- North of Anderson Lane
- West of Hyland

These 24-hour counts were performed on weekdays when Jacoby Creek Elementary School was in session and in the absence of inclement weather. Following the assessment of the traffic counts, it was determined that the Average Daily Traffic (ADT) on Old Arcata Road is less than 3000 vehicles Therefore, it is assumed that the usage of the traffic counts provided would be suitable in the determination of potential improvements along Old Arcata Road for both motorized and non-motorized users.

## Safety Aspects

Evaluation of the collision data (recorded between the years 2013-2015) from the TIMS and SWITRS databases indicates a low collision frequency on Old Arcata Road. Between 2013 and 2015, only two (2) collisions were recorded within the corridor of Old Arcata Road. The collisions were recorded at the following two intersections:

- Collision I - Old Arcata Road & Hyland Street
- Collision II - Old Arcata Road & Jacoby Creek Road

Records for Collisions I and II indicate the presence of both minor and severe injuries.

Collision I, a collision between a vehicle and a pedestrian, was recorded in the vicinity of the Jacoby Creek Elementary School during the PM peak hour of a weekday when school was in session. Collision II, which occurred at the intersection of Old Arcata Road & Jacoby Creek Road, was recorded during the off-peak hours of the weekend. Caused by driving under the influence, Collision II resulted in the overturning of the vehicle involved. The Appendix of this

memo presents a summary of the raw data of the collision records obtained along this segment of Old Arcata Road.

Due to its unique geometric configurations, the proposed roundabout at the intersection of Old Arcata Road and Jacoby Creek Road has the potential to reduce high-severity collisions in the future at this location.

Proposed roadway improvements for the creation of complete streets along Old Arcata Road in the immediate vicinity of Jacoby Creek Road has the potential to reduce future vehicle-pedestrian collisions.

# Evaluation of Proposed Improvements

The following section presents an evaluation of the conceptual layouts for the proposed improvements along the Old Arcata Road corridor between Anderson Lane and Jacoby Creek Road.

## Intersection Improvements: Jacoby Creek Road & Old Arcata Road

The proposed improvements to the intersection of Jacoby Creek Road & Old Arcata Road includes both the addition of raised concrete islands, striping improvements and the implementation of roundabout alternatives. The following section presents a brief evaluation of the improvements considered at this intersection.

### Alternative I - Island and Striping Improvements

The conceptual layout of Alternative I provided by SHN presents the construction of raised concrete islands and modifications to existing striping at the intersection to improve traffic operations. These preliminary concepts may benefit from the following improvements:

- Minimize the length of the pedestrian crosswalk at Jacoby Creek Road by constructing a standard intersection at Old Arcata Road & Jacoby Creek Road. Results obtained from the assessment of existing traffic volumes indicates that southbound Jacoby Creek Road does not service adequate traffic volumes to warrant dedicated right- and left-turn pockets. Therefore, the replacement of the dedicated turn lanes at southbound Jacoby Creek Road with a single left/thru movement lane would not only conform this intersection to standard lane geometries, but also minimize the crosswalk length.
- Ensure that pedestrian refuge island at crosswalk on Jacoby Creek Road has adequate width to eliminate the potential for pedestrians to get injured by trucks/ large vehicles completing a left-turn from Old Arcata Road to Jacoby Creek Road. Alternatively, replace the dedicated turn lanes at southbound Jacoby Creek Road with a single left/thru movement lane.
- Ensure that raised islands have adequate spacing to enable safe left-turn movements out of the Post Office Driveway.
- Relocate the proposed crosswalk at the intersection of Old Arcata Road and residential driveway approximately 200 ft south, to the existing intersection of Old Arcata Road & Post Office Driveway. Construct this crosswalk as a raised pedestrian feature with flashing beacons.

### Alternative II - Roundabout Improvements

The conceptual layout of Alternative II provided by SHN presents the construction of a roundabout at this intersection to improve existing traffic operations. The preliminary concept for the roundabout alternative may benefit from the following improvements:

- Eliminate dedicated bike lane in the circulatory roadways of the westbound approaches in the proposed roundabout.
- Provide a 8-10 ft-wide shared use path (which accommodate both bicycles and pedestrians).
- Reverse direction of entry at the Post Office Driveway to reduce potential queuing at the northeast leg of the roundabout. Reversal of the direction of entry would further prevent unnecessary circulation of traffic approaching the Post Office along eastbound Old Arcata Road.

The Appendix to this memo presents a conceptual layout for the geometric configuration for the proposed roundabout at the intersection of Old Arcata Road and Jacoby Creek Road. This preliminary roundabout concept presents a 3-way, single-lane roundabout with an inscribed circle diameter (ICD) of 120 feet. This roundabout concept has met the following design checks:

- Standard fast path criteria for single-lane roundabouts
- Truck turn criteria for California Legal trucks

The proposed roundabout also provides Class II bike lanes for all approaches. Additionally, a shared-used path of width 8-10 feet is included on all approaches to maximize accessibility to non-motorized users. Crosswalks (that connect to the proposed shared-use path) are provided at all approaches to the roundabout.

In addition, the concept shows the reversal of the entry direction to the Post Office Driveway to provide access to all directions (such that an exit by a left-turn movement can be completed by a U-turn through the roundabout. The reversal of the entry direction has also resulted in the relocation of the  Post Office Dropbox (see Figure 1 in **Appendix**).

## Roadway Improvements: Old Arcata Road

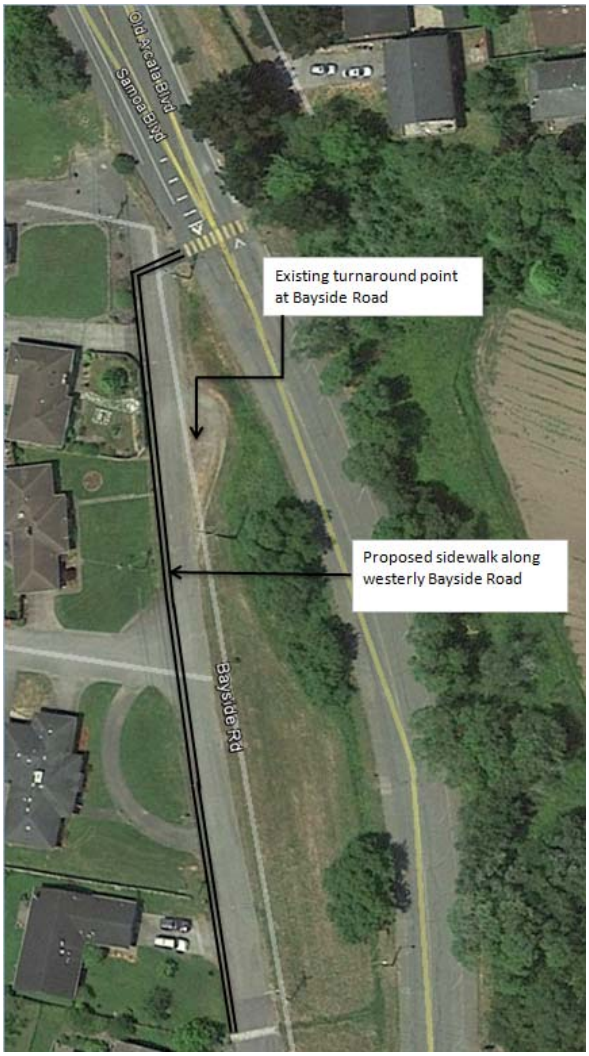
The proposed roadway improvements to Old Arcata Road inc. The following section presents a brief evaluation of the improvements considered for the two roadway segments of Old Arcata Road.

### North of Anderson Lane

The conceptual layouts of the roadway improvements on this segment of Old Arcata Road envisions the implementation of a complete streets program. The preliminary concepts may benefit from the following improvements:

- Provide a continuous sidewalk of width 4 ft on the westerly side of Bayside Road that provides access to the raised crosswalk at the intersection of Bayside Road & Old Arcata Road.

**INSERT 1**
**EXISTING TURNAROUND AT BAYSIDE ROAD**




Insert 1 presents a Google Earth aerial of the existing Bayside Road. As indicated, a turnaround point created by drivers is present approximately 90 ft south of the existing midblock crosswalk at Bayside Road/Samoa Boulevard & Old Arcata Road. Provide a similar turnaround for this concept.

## At Jacoby Creek Elementary School

The conceptual layouts of the roadway improvements to Old Arcata Road within the immediate vicinity of Jacoby Creek Elementary School implements complete streets components. The preliminary concepts may benefit from the following improvement:

- Convert all midblock crosswalks along Old Arcata Road to raised crosswalks with flashing beacons to improve visibility and pedestrian safety, especially for school children.

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# APPENDIX

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# Appendix A

# Conceptual Layout of Roundabout

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# *Preliminary Roundabout Concept*




2/1/2017 5:27 PM O:\PRJ\2193\2193EX001.DWG

## OLD ARCATA ROAD CORRIDOR IMPROVEMENTS

## Bayside, California

omni·means ENGINEERING SOLUTIONS

February 1, 2017
2193EX001.dwg

# Appendix B

# Summary of Collision Data

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## TABLE A-1
## SUMMARY OF COLLISION DATA

| Collision Date | Case ID No | Time of Collision | Severity [1] | No. Injured | No. Killed | Primary Rd | Secondary Rd | Crash Type | Violation Category/ Primary Collision Factor | Ped Collision | Bicycle Collision | Weather | Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/29/2013 | 6141439 | 12:16 | 4 | 1 | 0 | Old Arcata Rd | Hyland Street | Vehicle/Pedestrian | Unsafe Starting/ Backing | Yes | No | Clear | Pedestrian was on roadway or shoulder |
| 4/20/2014 | 6491763 | 5:56 | 3 | 1 | 0 | Old Arcata Rd | Jacoby Creek Rd | Overturned | Driving Under the Influence | No | No | Clear | - |

*Notes:*
*1. Measure of Severity*
*0 - Property Damage Only (PDO)*
*1 - Fatal*
*2 - Injured (Severely)*
*3 - Injured (Other Visible)*
*4 - Injured (Complaint of Pain)*

## TABLE A-2
## SUMMARY OF RAW DATA FOR YEAR 2013

| CASEID | POINT_X | POINT_Y | YEAR_ | LOCATION | CHPTYPE | DAYWEEK | CRASHSEV | VIOLCAT | KILLED | INJURED | WEATHER1 | PEDCOL | BICCOL | MCCOL | TRUCKCOL | ETOH | TIMECAT | MONTH_ | CRASHTYP | INVOLVE | PED | PRIMARYRD | SECONDRD | DISTANCE | DIRECT | INTERSECT_ | PROCDATE | JURIS | DATE_ | TIME_ | BADGE |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5639689 | -124.083 | 40.87648 | 2013 | 1201 | 2 | 1 | 1 | 11 | 1 | 1 | A | Y | | | | Y | 2100 | 1 | G | B | D | RT 101 | SUNSET AV | 148 | N | N | 3/7/2013 | 9125 | 1/21/2013 | 1825 | 15771 |
| 5911121 | -124.082 | 40.89356 | 2013 | 1201 | 2 | 1 | 1 | 1 | 1 | 0 | B | | | | | | 1200 | 7 | E | I | A | RT 101 | WEST END RD | 660 | N | N | 1/14/2015 | 9125 | 7/29/2013 | 1136 | 19190 |
| 5924046 | -124.078 | 40.86601 | 2013 | 1201 | 0 | 4 | 3 | 11 | 0 | 1 | A | Y | | | | Y | 1800 | 1 | G | B | F | BAYSIDE RD | BAYSIDE CT | 0 | | N | 1/17/2014 | 1201 | 1/10/2013 | 1530 | 561 |
| 5947535 | -124.09 | 40.87488 | 2013 | 1201 | 0 | 4 | 3 | 3 | 0 | 1 | C | Y | | | | | 1800 | 2 | G | B | B | ALLIANCE RD | M ST | 10 | N | N | 2/1/2014 | 1201 | 2/7/2013 | 1529 | 463 |
| 5947539 | 0 | 0 | 2013 | 1201 | 0 | 5 | 4 | 17 | 0 | 1 | A | | Y | | | | 900 | 2 | H | G | A | UNION ST | MARTIN LUTHER KING JR PKWY | 350 | S | N | 2/1/2014 | 1201 | 2/15/2013 | 812 | 463 |
| 5997232 | -124.092 | 40.87927 | 2013 | 1201 | 0 | 3 | 2 | 9 | 0 | 1 | A | | Y | | | | 1800 | 1 | D | G | A | ALLIANCE RD | FOSTER AV | 0 | | Y | 1/21/2014 | 1201 | 1/30/2013 | 1601 | 447 |
| 5997236 | -124.078 | 40.86601 | 2013 | 1201 | 0 | 2 | 4 | 5 | 0 | 1 | A | | Y | | | | 1200 | 1 | A | G | A | 7TH ST | UNION ST | 0 | | Y | 5/27/2014 | 1201 | 1/29/2013 | 930 | 525 |
| 6069840 | -124.083 | 40.87875 | 2013 | 1201 | 0 | 4 | 3 | 8 | 0 | 1 | A | | | | | | 900 | 3 | D | C | A | SUNSET AV | G ST | 86 | E | N | 2/11/2014 | 1201 | 3/7/2013 | 744 | 463 |
| 6079175 | -124.101 | 40.87551 | 2013 | 1201 | 0 | 5 | 2 | 9 | 0 | 1 | A | | | Y | | | 1800 | 4 | D | C | A | JANES RD | HAEGER AV | 0 | | Y | 2/19/2014 | 1201 | 4/19/2013 | 1700 | 562 |
| 6079187 | 0 | 0 | 2013 | 1201 | 0 | 4 | 2 | 8 | 0 | 1 | B | | | | | | 1800 | 4 | G | B | A | WEST END RD | FIRE HYDRANT EAST SIDE RD | 208 | N | N | 2/18/2014 | 1201 | 4/4/2013 | 1616 | 463 |
| 6079188 | -124.075 | 40.90225 | 2013 | 1201 | 0 | 2 | 4 | 8 | 0 | 2 | A | | | | | | 1800 | 4 | D | C | A | GIUNTOLI LN | RT 299 | 30 | W | N | 2/18/2014 | 1201 | 4/9/2013 | 1537 | 509 |
| 6080248 | -124.091 | 40.8805 | 2013 | 1201 | 0 | 4 | 4 | 4 | 0 | 1 | A | | | | | | 900 | 3 | C | C | A | SUNSET AV | WESTERN AV | 0 | | Y | 2/8/2014 | 1201 | 3/28/2013 | 817 | 512 |
| 6118181 | -124.076 | 40.8678 | 2013 | 1201 | 0 | 4 | 2 | 3 | 0 | 1 | A | | Y | | | | 1800 | 5 | H | J | A | PARK AV | BAYVIEW ST | 0 | | Y | 2/22/2014 | 1201 | 5/2/2013 | 1514 | 447 |
| 6118182 | -124.087 | 40.86569 | 2013 | 1201 | 0 | 6 | 4 | 9 | 0 | 1 | A | | | | | | 1800 | 5 | B | C | A | G ST | 5TH ST | 0 | | Y | 2/22/2014 | 1201 | 5/4/2013 | 1544 | 561 |
| 6118183 | -124.088 | 40.87111 | 2013 | 1201 | 0 | 1 | 3 | 9 | 0 | 1 | C | | Y | | | | 1800 | 5 | D | G | A | 11TH ST | J ST | 0 | | Y | 2/22/2014 | 1201 | 5/6/2013 | 1554 | 561 |
| 6137497 | 0 | 0 | 2013 | 1201 | 0 | 1 | 4 | 8 | 0 | 1 | A | | | | | | 1500 | 6 | A | C | A | ALDER GROVE RD | WEST END RD | 279 | W | N | 3/10/2014 | 1201 | 6/17/2013 | 1252 | 552 |
| 6141364 | 0 | 0 | 2013 | 1201 | 0 | 2 | 2 | 22 | 0 | 1 | A | | Y | | | Y | 1800 | 5 | E | I | A | ARCATA SKATE PARK | SUNSET AV | 0 | | Y | 2/27/2014 | 1201 | 5/28/2013 | 1641 | 561 |
| 6141439 | -124.066 | 40.84608 | 2013 | 1201 | 0 | 3 | 4 | 21 | 0 | 1 | A | Y | | | | | 1500 | 5 | G | B | E | OLD ARCATA RD | HYLAND ST | 528 | S | N | 2/27/2014 | 1201 | 5/29/2013 | 1216 | 509 |
| 6190688 | -124.081 | 40.8924 | 2013 | 1201 | 2 | 7 | 4 | 8 | 0 | 1 | A | | | | | | 600 | 8 | E | I | A | RT 101 | ARCATA OVERHEAD | 100 | N | N | 3/20/2014 | 9125 | 8/18/2013 | 407 | 16478 |
| 6217297 | -124.075 | 40.86779 | 2013 | 1201 | 0 | 3 | 4 | 0 | 0 | 1 | A | Y | Y | | | | 2100 | 8 | H | - | - | PARK AV | BAYVIEW ST | 186 | E | N | 4/4/2014 | 1201 | 8/14/2013 | 1943 | 563 |
| 6245113 | -124.082 | 40.87225 | 2013 | 1201 | 0 | 4 | 3 | 22 | 0 | 1 | A | | Y | | | | 1500 | 9 | H | G | A | 14TH ST | L K WOOD BL | 0 | | Y | 4/14/2014 | 1201 | 9/5/2013 | 1458 | 569 |
| 6245117 | -124.078 | 40.86601 | 2013 | 1201 | 0 | 4 | 4 | - | 0 | 1 | A | Y | | | | | 1800 | 9 | G | B | E | UNION ST | 17TH ST | 0 | | Y | 4/14/2014 | 1201 | 9/12/2013 | 1500 | 569 |
| 6252311 | -124.091 | 40.87536 | 2013 | 1201 | 0 | 6 | 4 | 1 | 0 | 1 | B | | | | | Y | 300 | 10 | C | E | A | ALLIANCE RD | 15TH ST | 200 | N | N | 11/22/2013 | 1201 | 10/19/2013 | 145 | 7 |
| 6268543 | -124.085 | 40.87302 | 2013 | 1201 | 0 | 4 | 4 | 8 | 0 | 1 | A | | | Y | | | 1500 | 10 | D | C | A | 14TH ST | H ST | 20 | E | N | 11/17/2014 | 1201 | 10/3/2013 | 1313 | 546 |
| 6282106 | -124.074 | 40.90148 | 2013 | 1201 | 0 | 3 | 4 | 3 | 0 | 2 | A | | | | | | 1200 | 10 | C | C | A | WEST END RD | ALDER GROVE RD | 0 | | Y | 4/22/2014 | 1201 | 10/2/2013 | 924 | 521 |
| 6282110 | -124.088 | 40.8652 | 2013 | 1201 | 0 | 2 | 4 | 12 | 0 | 1 | B | | | | | | 2400 | 10 | D | C | A | SAMOA BL | H ST | 0 | | Y | 4/22/2014 | 1201 | 10/15/2013 | 2121 | 569 |
| 6282117 | -124.076 | 40.86644 | 2013 | 1201 | 0 | 6 | 2 | 9 | 0 | 1 | A | | Y | | | | 1200 | 10 | D | G | A | FICKLE HILL RD | HILL ST | 0 | | Y | 4/22/2014 | 1201 | 10/19/2013 | 1047 | 521 |
| 6282121 | -124.078 | 40.86601 | 2013 | 1201 | 0 | 2 | 4 | 10 | 0 | 1 | A | Y | | | | | 2100 | 10 | G | B | B | BAYSIDE RD | UNION ST | 0 | | Y | 4/22/2014 | 1201 | 10/29/2013 | 1909 | 563 |
| 6298226 | -124.088 | 40.86851 | 2013 | 1201 | 0 | 4 | 4 | 9 | 0 | 2 | A | | | | | | 1500 | 11 | A | C | A | I ST | 8TH ST | 0 | | Y | 5/16/2014 | 1201 | 11/7/2013 | 1234 | 447 |
| 6319927 | -124.083 | 40.8973 | 2013 | 1201 | 2 | 5 | 4 | 1 | 0 | 1 | A | | | | | Y | 300 | 12 | A | C | A | RT 101 | RT 299 | 100 | S | N | 5/30/2014 | 9125 | 12/13/2013 | 158 | 16478 |
| 6342201 | -124.087 | 40.86487 | 2013 | 1201 | 0 | 2 | 3 | 8 | 0 | 2 | B | | | | | | 2400 | 12 | D | C | A | SAMOA BL | G ST | 0 | | Y | 5/19/2014 | 1201 | 12/17/2013 | 2145 | 599 |

**Row highlighted in yellow indicates Collision I - Old Arcata Rd/ Hyland Street*

## TABLE A-3
## SUMMARY OF RAW DATA FOR YEAR 2014

| CASEID | POINT_X | POINT_Y | YEAR_ | LOCATION | CHPTYPE | DAYWEEK | CRASHSEV | VIOLCAT | KILLED | INJURED | WEATHER1 | PEDCOL | BICCOL | MCCOL | TRUCKCOL | ETOH | TIMECAT | MONTH_ | CRASHTYP | INVOLVE | PED | PRIMARYRD | SECONDRD | DISTANCE | DIRECT | INTERSECT_ | PROCDATE | JURIS | DATE_ | TIME_ | BADGE | JURIDIST |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6375313 | -124.089 | 40.90838 | 2014 | 1201 | 2 | 5 | 4 | 8 | 0 | 1 | A | | | | | | 2100 | 1 | E | I | A | RT 101 | GUINTOLI LN | 388 | N | N | 42322 | 9125 | 41670 | 1815 | 20376 | |
| 6377567 | -124.082 | 40.89541 | 2014 | 1201 | 2 | 3 | 4 | 5 | 0 | 1 | A | | Y | | | | 1800 | 2 | B | G | A | RT 101 | RT 299 | 175 | S | N | 42322 | 9125 | 41689 | 1742 | 18771 | |
| 6379072 | -124.077 | 40.87045 | 2014 | 1201 | 0 | 5 | 3 | 12 | 0 | 1 | A | | Y | | | | 1800 | 1 | D | G | A | UNION ST | 13TH ST | 0 | | Y | 41799 | 1201 | 41642 | 1640 | 585 | 1201 |
| 6381685 | -124.087 | 40.86487 | 2014 | 1201 | 0 | 3 | 4 | 9 | 0 | 1 | A | | | | | | 1500 | 1 | D | C | A | SAMOA BL | G ST | 0 | | Y | 41797 | 1201 | 41661 | 1221 | 589 | CA012 |
| 6381689 | -124.086 | 40.87066 | 2014 | 1201 | 0 | 3 | 3 | 0 | 0 | 3 | A | | | | | | 1800 | 1 | D | C | A | H ST | 11TH ST | 0 | | Y | 41797 | 1201 | 41654 | 1610 | 569 | |
| 6381693 | -124.077 | 40.86133 | 2014 | 1201 | 0 | 4 | 3 | 17 | 0 | 2 | A | Y | | Y | | Y | 1500 | 1 | A | B | F | SAMOA BL | UNION ST | 106 | E | N | 41797 | 1201 | 41655 | 1242 | 569 | |
| 6381697 | -124.089 | 40.87135 | 2014 | 1201 | 0 | 6 | 3 | 12 | 0 | 1 | A | | Y | | | | 1200 | 1 | D | G | A | K ST | 11TH ST | 0 | | Y | 41797 | 1201 | 41664 | 1147 | 551 | |
| 6381701 | -124.086 | 40.87066 | 2014 | 1201 | 0 | 5 | 4 | 10 | 0 | 1 | A | Y | | | | | 1800 | 1 | G | B | B | H ST | 11TH ST | 0 | | Y | 41797 | 1201 | 41670 | 1609 | 607 | |
| 6408677 | -124.079 | 40.88149 | 2014 | 1201 | 0 | 4 | 2 | 3 | 0 | 1 | A | | Y | | | | 1200 | 1 | H | - | A | PACIFIC AV | CALIFORNIA AV | 32 | N | N | 41801 | 1201 | 41662 | 1158 | 606 | |
| 6425088 | -124.087 | 40.86487 | 2014 | 1201 | 0 | 4 | 2 | 8 | 0 | 2 | A | | | | | | 1500 | 2 | A | C | A | SAMOA BL | G ST | 0 | | Y | 41815 | 1201 | 41697 | 1403 | 546 | A309 |
| 6425089 | -124.068 | 40.85855 | 2014 | 1201 | 0 | 3 | 2 | 8 | 0 | 1 | C | | | | | | 1800 | 2 | D | C | A | CHESTER AV | MARILYN AV | 0 | | Y | 41815 | 1201 | 41696 | 1646 | 546 | A405 |
| 6455687 | -124.09 | 40.86715 | 2014 | 1201 | 0 | 3 | 4 | 9 | 0 | 1 | A | | | | | | 1500 | 3 | D | C | A | 6TH ST | J ST | 0 | | Y | 41827 | 1201 | 41710 | 1217 | 546 | A307 |
| 6455723 | -124.073 | 40.85779 | 2014 | 1201 | 0 | 3 | 2 | 3 | 0 | 1 | A | | | | | | 1800 | 3 | C | C | A | SAMOA BL | BUTTERMILK LN | 218 | N | N | 41829 | 1201 | 41710 | 1535 | 546 | |
| 6455727 | -124.088 | 40.88388 | 2014 | 1201 | 0 | 5 | 3 | 9 | 0 | 1 | A | | Y | | | | 2100 | 3 | B | G | A | STROMBERG AV | CROPLEY ST | 142 | E | N | 41827 | 1201 | 41719 | 1933 | 552 | 1201 |
| 6460404 | -124.089 | 40.90838 | 2014 | 1201 | 2 | 2 | 3 | 8 | 0 | 2 | A | | | | | | 1500 | 4 | E | I | A | RT 101 | GIUNTOLI LN | 421 | N | N | 42328 | 9125 | 41744 | 1450 | 16928 | |
| 6479068 | -124.082 | 40.87783 | 2014 | 1201 | 2 | 3 | 4 | 18 | 0 | 1 | A | | | | | | 1200 | 5 | F | A | A | RT 101 | SUNSET AV | 200 | N | N | 42328 | 9125 | 41766 | 1035 | 19832 | |
| 6479232 | -124.09 | 40.86897 | 2014 | 1201 | 0 | 2 | 3 | 9 | 0 | 1 | A | | | | | | 1800 | 4 | D | C | A | K ST | 8TH ST | 0 | | Y | 41841 | 1201 | 41744 | 1506 | 589 | CA012 |
| 6491763 | -124.064 | 40.84253 | 2014 | 1201 | 0 | 7 | 3 | 1 | 0 | 1 | A | | | | | Y | 600 | 4 | F | I | A | OLD ARCATA RD | JACOBY CREEK RD | 0 | | Y | 41836 | 1201 | 41749 | 556 | 561 | |
| 6492428 | -124.101 | 40.87391 | 2014 | 1201 | 0 | 3 | 2 | 9 | 0 | 1 | A | | | Y | | Y | 1800 | 4 | D | C | A | JANES RD | 11TH ST | 0 | | Y | 42079 | 1201 | 41745 | 1628 | 546 | A301 |
| 6536761 | 0 | 0 | 2014 | 1201 | 0 | 3 | 4 | 1 | 0 | 1 | A | | | | | Y | 1800 | 5 | C | C | A | H ST | H ST 800 | 0 | | N | 41850 | 1201 | 41766 | 1600 | 552 | APD |
| 6536765 | -124.086 | 40.86899 | 2014 | 1201 | 0 | 6 | 4 | 3 | 0 | 1 | B | Y | | | | | 300 | 5 | G | B | F | 9TH ST | H ST | 114 | E | N | 41850 | 1201 | 41762 | 125 | 606 | |
| 6536769 | -124.093 | 40.86146 | 2014 | 1201 | 0 | 6 | 4 | 3 | 0 | 1 | A | | | | | | 2100 | 5 | E | I | A | I ST | SAMOA BL | 1681 | S | N | 41850 | 1201 | 41769 | 1903 | 551 | 1201 |
| 6584553 | -124.085 | 40.87042 | 2014 | 1201 | 0 | 4 | 3 | 11 | 0 | 1 | A | Y | | | | | 2100 | 6 | G | B | B | 11TH ST | G ST | 0 | | Y | 41897 | 1201 | 41809 | 1910 | 463 | 304 |
| 6592087 | -124.087 | 40.86487 | 2014 | 1201 | 0 | 2 | 3 | 10 | 0 | 1 | A | Y | | | | | 1500 | 7 | G | B | - | SAMOA BL | G ST | 0 | | Y | 41884 | 1201 | 41821 | 1449 | 546 | A307 |
| 6592091 | -124.084 | 40.87278 | 2014 | 1201 | 0 | 1 | 4 | 4 | 0 | 1 | A | | | | | | 1800 | 7 | C | C | A | G ST | 14TH ST | 11 | S | N | 41890 | 1201 | 41848 | 1705 | 546 | A109 |
| 6592103 | -124.08 | 40.86198 | 2014 | 1201 | 0 | 1 | 2 | 8 | 0 | 1 | A | | Y | | | | 1800 | 7 | D | G | A | SAMOA BL | UNION ST | 663 | W | N | 41884 | 1201 | 41834 | 1505 | 589 | CA012 |
| 6612307 | -124.083 | 40.86811 | 2014 | 1201 | 2 | 7 | 2 | 8 | 0 | 2 | B | | | | | | 1800 | 8 | F | A | A | RT 101 | RT 255 | 528 | N | N | 42487 | 9125 | 41868 | 1710 | 11998 | |
| 6621186 | -124.083 | 40.85824 | 2014 | 1201 | 2 | 1 | 3 | 18 | 0 | 1 | B | | | | | | 1500 | 8 | H | J | A | RT 101 | RT 255 | 528 | S | N | 42487 | 9125 | 41869 | 1210 | 11998 | |
| 6621530 | -124.087 | 40.86856 | 2014 | 1201 | 0 | 4 | 3 | 18 | 0 | 1 | A | | Y | | | | 1500 | 8 | H | E | A | H ST | 8TH ST | 104 | N | N | 41914 | 1201 | 41858 | 1211 | 447 | |
| 6625915 | 0 | 0 | 2014 | 1201 | 0 | 3 | 3 | 21 | 0 | 2 | A | | | | | | 2400 | 8 | E | I | A | 8TH ST | 8TH ST 700 BLK | 0 | | - | 41922 | 1201 | 41857 | 2128 | 599 | 1201 |
| 6625919 | -124.078 | 40.866 | 2014 | 1201 | 0 | 6 | 3 | 3 | 0 | 1 | A | | Y | | | | 1800 | 8 | F | J | A | BAYSIDE RD | UNION ST | 12 | E | N | 41906 | 1201 | 41874 | 1701 | 447 | 1201 |
| 6666709 | -124.074 | 40.8804 | 2014 | 1201 | 0 | 2 | 4 | 12 | 0 | 1 | B | | Y | | | | 900 | 9 | D | G | A | CALIFORNIA AV | HILLTOP CT | 0 | | Y | 42019 | 1201 | 41898 | 730 | 606 | 1201 |
| 6676533 | -124.074 | 40.8589 | 2014 | 1201 | 0 | 6 | 4 | 3 | 0 | 1 | A | | | | | | 900 | 9 | C | C | A | SAMOA BL | CRESCENT WY | 0 | | Y | 42140 | 1201 | 41909 | 845 | 463 | 406 |
| 6699374 | -124.085 | 40.86354 | 2014 | 1201 | 0 | 3 | 4 | 8 | 0 | 1 | A | | Y | | | | 1500 | 9 | D | G | A | SAMOA BL | F ST | 490 | E | N | 41961 | 1201 | 41899 | 1417 | 442 | 1201 |
| 6712453 | -124.087 | 40.86341 | 2014 | 1201 | 0 | 6 | 3 | 1 | 0 | 1 | A | | | Y | | Y | 2400 | 11 | F | J | A | F ST | 2ND ST | 132 | N | N | 42418 | 1201 | 41951 | 2251 | 525 | 309 |
| 6758100 | -124.092 | 40.88184 | 2014 | 1201 | 0 | 7 | 4 | 11 | 0 | 1 | A | Y | | | | | 1200 | 11 | G | B | C | ALLIANCE RD | WESTWOOD CT | 156 | S | N | 42026 | 1201 | 41959 | 1131 | 546 | A107 |
| 6758102 | -124.074 | 40.8589 | 2014 | 1201 | 0 | 1 | 3 | 8 | 0 | 1 | A | | Y | | | | 900 | 11 | D | G | A | SAMOA BL | CRESCENT WY | 0 | | Y | 42026 | 1201 | 41960 | 851 | 606 | |
| 6758106 | -124.085 | 40.87304 | 2014 | 1201 | 0 | 5 | 3 | 10 | 0 | 1 | C | Y | | | | | 2100 | 11 | G | B | B | 14TH ST | H ST | 0 | | Y | 42026 | 1201 | 41964 | 1858 | 599 | 108 |
| 6763333 | -124.086 | 40.86419 | 2014 | 1201 | 2 | 6 | 4 | 3 | 0 | 1 | A | | | | | | 1200 | 12 | C | C | A | RT 101 | F ST | 370 | E | N | 42537 | 9125 | 41979 | 1145 | 17539 | |
| 6798135 | -124.076 | 40.86838 | 2014 | 1201 | 0 | 3 | 4 | 3 | 0 | 1 | C | | | | | | 1800 | 12 | E | I | A | BAYVIEW ST | 11TH ST | 2 | S | N | 42058 | 1201 | 41990 | 1517 | 509 | 401 |
| 6811051 | -124.088 | 40.86509 | 2014 | 1201 | 0 | 1 | 4 | 11 | 0 | 1 | A | Y | | | | | 1800 | 12 | G | B | B | SAMOA BL | H ST | 0 | | Y | 42048 | 1201 | 41995 | 1630 | 546 | 101 |
| 6811055 | -124.087 | 40.86487 | 2014 | 1201 | 0 | 1 | 3 | 8 | 0 | 1 | B | | | | | | 900 | 12 | E | I | A | SAMOA BL | G ST | 0 | | Y | 42048 | 1201 | 42002 | 715 | 606 | 309 |
| 6811095 | -124.093 | 40.87043 | 2014 | 1201 | 0 | 2 | 4 | - | 0 | 1 | A | | | | | Y | 2100 | 12 | E | I | A | N ST | 9TH ST | 0 | | Y | 42048 | 1201 | 41982 | 1940 | 603 | 302 |

**Row highlighted in yellow indicates Collision II - Old Arcata Rd/Jacoby Creek Rd*

# SWITRS Codebook

## SWITRS Collision Raw Data

| Item Name | Variable Name | Description | Label | Possible Values |
|---|---|---|---|---|
| Case Id | **CASEID** | the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002) | | |
| X-Coordinate Location | **POINT_X** | The longitude of the geocoded location; uses the World Geodetic System from 1984 (WGS84). | | |
| Y-Coordinate Location | **POINT_Y** | The latitude of the geocoded location; uses the World Geodetic System from 1984 (WGS84). | | |
| Collision Year | **YEAR_** | the year when the collision occurred | | |
| County City Location | **LOCATION** | the location code of where the collision occurred | | Data may appear with no leading zero. |
| CHP Beat Type | **CHPTYPE** | | **0 "Not CHP"**<br>**1 "Interstate"**<br>**2 "US Highway"**<br>**3 "State Route"**<br>**4 "County Road Line"**<br>**5 "County Road Area"**<br>**6 "US Highway"**<br>**7 "State Route"**<br>**8 "County Road Line"**<br>**9 "County Road Area"**<br>**10 "Safety Services Program Beats"**<br>**11 "Administrative Beats (900's)"** | 1 - Interstate<br>2 - US Highway<br>3 - State Route<br>4 - County Road Line<br>5 - County Road Area<br>A - Safety Services Program Beats<br>S - Administrative Beats (900's)<br>0 - Not CHP<br>Contract City:<br>6 - US Highway<br>7 - State Route<br>8 - County Road Line<br>9 - County Road Area |
| Day of Week | **DAYWEEK** | the code for the day of the week when the collision occurred | | 1 - Monday<br>2 - Tuesday<br>3 - Wednesday<br>4 - Thursday<br>5 - Friday<br>6 - Saturday<br>7 - Sunday |
| Collision Severity | **CRASHSEV** | the injury level severity of the collision | | 1 - Fatal<br>2 - Injury (Severe) |

| | | | | |
|---|---|---|---|---|
| | | (highest level of injury in collision) | | 3 - Injury (Other Visible)<br>4 - Injury (Complaint of Pain)<br>0 – Property Damage Only (PDO)<br>(PDO collisions not included on TIMS) |
| PCF Violation Category | **VIOLCAT** | | | 01 - Driving or Bicycling Under the Influence of Alcohol or Drug<br>02 - Impeding Traffic<br>03 - Unsafe Speed<br>04 - Following Too Closely<br>05 - Wrong Side of Road<br>06 - Improper Passing<br>07 - Unsafe Lane Change<br>08 - Improper Turning<br>09 - Automobile Right of Way<br>10 - Pedestrian Right of Way<br>11 - Pedestrian Violation<br>12 - Traffic Signals and Signs<br>13 - Hazardous Parking<br>14 - Lights<br>15 - Brakes<br>16 - Other Equipment<br>17 - Other Hazardous Violation<br>18 - Other Than Driver (or Pedestrian)<br>19 -<br>20 -<br>21 - Unsafe Starting or Backing<br>22 - Other Improper Driving<br>23 - Pedestrian or "Other" Under the Influence of Alcohol or Drug<br>24 - Fell Asleep<br>00 - Unknown<br>- - Not Stated |
| Killed victims | **KILLED** | counts victims in the collision with degree of injury of 1 | | 0 to N for each collision |
| Injured victims | **INJURED** | counts victims in the collision with degree of injury of 2, 3, or 4 | | 0 to N for each collision |
| Weather 1 | **WEATHER1** | the weather condition at the time of the collision | | A - Clear<br>B - Cloudy<br>C - Raining<br>D - Snowing<br>E - Fog<br>F - Other<br>G - Wind<br>- - Not Stated |
| Pedestrian Collision | **PEDCOL** | indicates whether the collision involved a pedestrian | | Y or blank |

| | | | | |
|---|---|---|---|---|
| Bicycle Collision | **BICCOL** | indicates whether the collision involved a bicycle | | Y or blank |
| Motorcycle Collision | **MCCOL** | indicates whether the collision involved a motorcycle | | Y or blank |
| Truck Collision | **TRUCKCOL** | indicates whether the collision involved a big truck | | Y or blank |
| Alcohol Involved | **ETOH** | indicates whether the collision involved a party that had been drinking | | Y or blank |
| Time Category | **TIMECAT** | the time of the collision aggregated by 3 hour categories | | 300 - Time >= 0:00 or Time <= 2:59<br><br>600 - Time >= 3:00 or Time <= 5:59<br><br>900 - Time >= 6:00 or Time <= 8:59<br><br>1200 - Time >= 9:00 or Time <= 11:59<br><br>1500 - Time >= 12:00 or Time <= 14:59<br><br>1800 - Time >= 15:00 or Time <= 17:59<br><br>2100 - Time >= 18:00 or Time <= 20:59<br><br>2400 – Time >= 21:00 or Time <= 23:59<br><br>2500 – Time = 25:00 (Unknown) |
| Month | **MONTH_** | The month of the year | | 1 – January<br>2 - February<br>3 – March<br>4 - April<br>5 – May<br>6 – June<br>7 – July<br>8 – August<br>9 – September<br>10 – October<br>11 – November<br>12 - December |
| Type of Collision | **CRASHTYP** | | | A - Head-On<br>B - Sideswipe<br>C - Rear End |

| | | | | |
|---|---|---|---|---|
| | | | | D - Broadside<br>E - Hit Object<br>F - Overturned<br>G - Vehicle/Pedestrian<br>H - Other<br>- - Not Stated |
| Motor Vehicle Involved With | **INVOLV** | | | A - Non-Collision<br>B - Pedestrian<br>C - Other Motor Vehicle<br>D - Motor Vehicle on Other Roadway<br>E - Parked Motor Vehicle<br>F - Train<br>G - Bicycle<br>H - Animal<br>I - Fixed Object<br>J - Other Object<br>- - Not Stated |
| Ped Action | **PED** | | | A - No Pedestrian Involved<br>B - Crossing in Crosswalk at Intersection<br>C - Crossing in Crosswalk Not at Intersection<br>D - Crossing Not in Crosswalk<br>E - In Road, Including Shoulder<br>F - Not in Road<br>G - Approaching/Leaving School Bus<br>- - Not Stated |
| Primary Rd | **PRIMARYRD** | The road the collision occurred on | | |
| Secondary Rd | **SECONDRD** | A secondary reference road that DISTANCE and DIRECT are measured from | | |
| Distance | **DISTANCE** | Offset distance from secondary road | | distance converted to feet |
| Direction | **DIRECT** | Direction of offset distance | | N - North<br>E - East<br>S - South<br>W - West<br>- or blank - Not Stated, in Intersection |
| Intersection | **INTERSECT_** | Indicates where a collision occurred at an intersection | | Y - Intersection<br>N - Not Intersection<br>Blank - Not stated |
| Processing Date | **PROCDATE** | Date the record was processed | | |
| Jurisdiction | **JURIS** | Jurisdiction | | |
| Collision Date | **DATE_** | the date when the collision occurred | | |
| Collision Time | **TIME_** | the time when the collision | | Data may appear with no leading |

| | | | | |
|---|---|---|---|---|
| | | occurred (24 hour time) | | zero(s). |
| Officer Id | **BADGE** | | | |
| Reporting District | **JURDIST** | | | |
| | | | | |
| CHP Shift | **SHIFT** | | | 1 - 0600 thru 1359<br>2 - 1400 thru 2159<br>3 - 2200 thru 0559<br>4 - CHP Not Stated<br>5 - Not CHP |
| Population | **POP** | | | 1 - Incorporated (less than 2500)<br>2 - Incorporated (2500 - 10000)<br>3 - Incorporated (10000 - 25000)<br>4 - Incorporated (25000 - 50000)<br>5 - Incorporated (50000 - 100000)<br>6 - Incorporated (100000 - 250000)<br>7 - Incorporated (over 250000)<br>9 - Unincorporated (Rural)<br>0 - University (Private Property)<br>- - Not Stated |
| Special Condition | **SPECIAL** | | | 1 - Schoolbus on Public Roadway (CHP Beat or CHP Adm Beat 901)<br>2 - State University (Also SFIA)<br>3 - Schoolbus Not on Public Roadway (CHP Adm Beat 903)<br>4 - Offroad (Unimproved) (CHP Adm Beat 906, 907)<br>5 - Vista Point or Rest Area (CHP Adm Beat 903) or Scales or Inspection Facility (CHP Com Beat 860-898)<br>6 - Other Public Access (Improved) (CHP Adm Beat 903)<br>0 - Not Above<br>- - Not Stated |
| Beat Type | **BEATTYPE** | | | 1 - CHP State Highway<br>2 - CHP County Road Line<br>3 - CHP County Road Area<br>4 - Schoolbus on City Roadway (CHP Adm Beat 901)<br>5 - Schoolbus not on Public Roadway (CHP Adm Beat 903)<br>6 - Offroad (Unimproved) (CHP Adm Beat 906, 907)<br>7 - Vista Point or Rest Area (CHP Adm Beat 903) or Scales or Inspection Facility (CHP Com Beat |

| | | | | |
|---|---|---|---|---|
| | | | | 860-898)<br>8 - Other Public Access (Improved)<br>(CHP Adm Beat 903)<br>0 - Not CHP |
| City Division LAPD | **LAPDDIV** | | | Includes blanks and dashes as not stated. |
| CHP Beat Class | **BEATCLAS** | | | 1 - CHP Primary<br>2 - CHP Other<br>0 - Not CHP |
| Beat Number | **BEATNUMB** | | | |
| Weather 2 | **WEATHER2** | the weather condition at the time of the collision, if a second description is necessary | | same as weather 1 above |
| State Highway Indicator | **STATEHW** | Indicates whether a collision occurred on a state highway | | Y - State Highway<br>N - Not State Highway<br>Blank - Not stated |
| Caltrans County | **CALTRANC** | | | Includes blanks and nulls |
| Caltrans District | **CALTRAND** | | | |
| State Route | **STROUTE** | | | 0 = Not State Highway |
| Route Suffix | **ROUTESUF** | | | |
| Postmile Prefix | **POSTPRE** | | | |
| Postmile | **POSTMILE** | | | |
| Location Type | **LOCATYPE** | | | H - Highway<br>I - Intersection<br>R - Ramp (or Collector)<br>- or blank - Not State Highway |
| Ramp Intersection | **RAMP** | | | 1 - Ramp Exit, Last 50 Feet<br>2 - Mid-Ramp<br>3 - Ramp Entry, First 50 Feet<br>4 - Not State Highway, Ramp-related, Within 100 Feet<br>5 - Intersection<br>6 - Not State Highway, Intersection-related, Within 250 Feet<br>7 - Highway<br>8 - Not State Highway<br>- - Not Stated |
| Side Of Highway | **SIDEHW** | Code provided by Caltrans Coders; applies to divided highway, based on nominal direction of route; for single vehicle is same as nominal direction of travel, overruled by impact with second vehicle after crossing median | | N - Northbound<br>S - Southbound<br>E - Eastbound<br>W - Westbound<br>Blank - Not stated/not state highway |

| | | | | |
|---|---|---|---|---|
| Tow Away | **TOWAWAY** | | | Y - Yes<br>N - No |
| Party Count | **PARTIES** | counts total parties in the collision | | 1 to N for each collision |
| Primary Collision Factor | **PCF** | | | A - (Vehicle) Code Violation<br>B - Other Improper Driving<br>C - Other Than Driver<br>D - Unknown<br>E - Fell Asleep<br>- - Not Stated |
| PCF Violation Code | **VIOLCODE** | | | B - Business and Professions<br>C - Vehicle<br>H - City Health and Safety<br>I - City Ordinance<br>O - County Ordinance<br>P - Penal<br>S - Streets and Highways<br>W - Welfare and Institutions<br>- - Not Stated |
| PCF Violation | **VIOL** | | | Corresponds to violcat categories and described in vehicle code manual - (http://www.dmv.ca.gov/pubs/vctop/vc/vc.htm) |
| PCF Violation Subsection | **VIOLSUB** | | | Blank if no subsection. |
| Hit And Run | **HITRUN** | | | F - Felony<br>M - Misdemeanor<br>N - Not Hit and Run |
| Road Surface | **ROADSURF** | | | A - Dry<br>B - Wet<br>C - Snowy or Icy<br>D - Slippery (Muddy, Oily, etc.)<br>- - Not Stated |
| Road Condition 1 | **RDCOND1** | | | A - Holes, Deep Ruts<br>B - Loose Material on Roadway<br>C - Obstruction on Roadway<br>D - Construction or Repair Zone<br>E - Reduced Roadway Width<br>F - Flooded<br>G - Other<br>H - No Unusual Condition<br>- - Not Stated |
| Road Condition 2 | **RDCOND2** | | | same as road condition 1 above |
| Lighting | **LIGHTING** | | | A - Daylight<br>B - Dusk - Dawn<br>C - Dark - Street Lights<br>D - Dark - No Street Lights |

| | | | | |
|---|---|---|---|---|
| | | | | E - Dark - Street Lights Not Functioning<br>- - Not Stated |
| Control Device | **RIGHTWAY** | | | A - Functioning<br>B - Not Functioning<br>C - Obscured<br>D - None<br>- - Not Stated |
| CHP Road Type | **CHPRDTYP** | | | May be blank |
| Not Private Property | **NOTPRIV** | indicates whether the collision occurred on private property | | Y or blank |
| Statewide Vehicle Type At Fault | **STFAULT** | indicates the Statewide Vehicle Type of the party who is at fault | | see Party folder Statewide Vehicle Type item |
| CHP Vehicle Type At Fault | **CHPFAULT** | indicates the CHP Vehicle Type of the party who is at fault | | see Party folder CHP Vehicle Type Towing item |
| Severe Injury count | **SEVINJ** | counts victims in the collision with degree of injury of 2 | | 0 to N for each collision |
| Other Visible Injury count | **OTHERINJ** | counts victims in the collision with degree of injury of 3 | | 0 to N for each collision |
| Complaint of Pain Injury count | **COP** | counts victims in the collision with degree of injury of 4 | | 0 to N for each collision |
| Pedestrian Killed count | **PEDKILL** | Counts the victims in the collision with party type of 2 and degree of injury is 1 | | 0 or 1 for each collision |
| Pedestrian Injured count | **PEDINJ** | Counts the victims in the collision with party type of 2 and degree of injury is 2, 3, or 4 | | 0 or 1 for each collision |
| Bicyclist Killed count | **BICKILL** | Counts the victims in the collision with (((victim role of 2 and statewide vehicle type of 'L') or (victim role of 4)) and (victim degree of injury is 1)) | | 0 to N for each collision |
| Bicyclist Injured count | **BICINJ** | Counts the victims in the collision with (((victim role of 2 and statewide vehicle type of 'L') or (victim role of 4)) and (victim degree of injury is 2, 3, or 4)) | | 0 to N for each collision |
| Motorcyclist Killed count | **MCKILL** | counts victims in the collision with statewide vehicle type of C or O and degree of injury of 1 | | 0 to N for each collision |
| Motorcyclist Injured count | **MCINJURE** | counts victims in the collision with statewide vehicle type of C or O and degree of injury of 2, 3, or 4 | | 0 to N for each collision |
| Primary Ramp | **RAMP1** | | | NO-NB On Ramp, NF-NB Off Ramp, SO-SB On Ramp, SF-SB Off Ramp, |

| | | | | |
|---|---|---|---|---|
| | | | | EO-EB On Ramp, EF-EB Off Ramp, WO-WB On Ramp, WF-WB Off Ramp, To, From, Transition, Collector, Connector & blank |
| Secondary Ramp | **RAMP2** | | | Same as above |
| City | **CITY** | | | |
| County | **COUNTY** | | | |
| State | **STATE** | | | |
| CHP generated GPS longitude coordinate | **CHP_X** | The longitude of the GPS position | | |
| CHP generated GPS latitude coordinate | **CHP_Y** | The latitude of the GPS position | | |

# SWITRS Party Raw Data

| | | | | |
|---|---|---|---|---|
| Case Id | **caseid** | the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002) | | |
| Party Number | **parnum** | | | 1 to 999 |
| Party Type | **ptype** | | | 1 - Driver (including Hit and Run)<br>2 - Pedestrian<br>3 - Parked Vehicle<br>4 - Bicyclist<br>5 - Other<br>- - Not Stated |
| At Fault | **atfault** | indicates whether the party was at fault in the collision | | Y |
| Party Sex | **psex** | the code of the sex of the party | | M - Male<br>F - Female<br>- - Not Stated |
| Party Age | **page** | the age of the party at the time of the collision | | 0 to 125+ (998=UNKNOWN) |
| Party Sobriety | **psober** | | | A - Had Not Been Drinking<br>B - Had Been Drinking, Under Influence<br>C - Had Been Drinking, Not Under Influence<br>D - Had Been Drinking, Impairment Unknown<br>G - Impairment Unknown<br>H - Not Applicable<br>- - Not Stated |
| Party Drug Physical | **pdrug** | | | E - Under Drug Influence<br>F - Impairment - Physical<br>H - Not Applicable<br>I - Sleepy/Fatigued<br>- - Not Stated |
| Direction Of Travel | **pdirect** | | | N - North<br>S - South<br>E - East<br>W - West<br>- - Not Stated |
| Party Safety Equipment 1 | **psafety1** | | | A - None in Vehicle<br>B - Unknown<br>C - Lap Belt Used<br>D - Lap Belt Not Used<br>E - Shoulder Harness Used<br>F - Shoulder Harness Not Used |

| | | | | |
|---|---|---|---|---|
| | | | | G - Lap/Shoulder Harness Used<br>H - Lap/Shoulder Harness Not Used<br>J - Passive Restraint Used<br>K - Passive Restraint Not Used<br>L - Air Bag Deployed<br>M - Air Bag Not Deployed<br>N - Other<br>P - Not Required<br>Q - Child Restraint in Vehicle Used<br>R - Child Restraint in Vehicle Not Used<br>S - Child Restraint in Vehicle, Use Unknown<br>T - Child Restraint in Vehicle, Improper Use<br>U - No Child Restraint in Vehicle<br>V - Driver, Motorcycle Helmet Not Used<br>W - Driver, Motorcycle Helmet Used<br>X - Passenger, Motorcycle Helmet Not Used<br>Y - Passenger, Motorcycle Helmet Used<br>- or blank - Not Stated |
| Party Safety Equipment 2 | **psafety2** | | | same as Party Safety Equipment 1 above |
| Financial Responsibility | **insured** | | | N - No Proof of Insurance Obtained<br>Y - Yes, Proof of Insurance Obtained<br>O - Not Applicable (used for parked cars, bicyclists, pedestrians, and party type others)<br>E - Used if the officer is called away from the scene of the collision prior to obtaining the insurance information<br>Blank - not stated |
| Special Information 1 | **hazard** | | | A - Hazardous Materials<br>- - Not Stated |
| Special Information 2 | **cell** | CHP555 was revised July 2003 to reflect codes 1,2, & 3. However, collision forms prior to July 2003 will continue to be processed after that date. | | B - Cell Phone in Use (4/1/01)<br>C - Cell Phone Not in Use (4/1/01)<br>D - No Cell Phone/Unknown (4/1/01)<br>- - Not Stated (4/1/01)<br>1 - Cell Phone Handheld in Use (7/1/03)<br>2 - Cell Phone Hands Free in Use (7/1/03) |

| | | | | |
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| | | | | 3 - Cell Phone Not in Use (7/1/03) |
| Special Information 3 | **sbus** | | | E - School Bus Related (1/1/02)<br>- - Not Stated (1/1/02) |
| OAF Violation Code | **pviolcod** | | | B - Business and Professions<br>C - Vehicle<br>H - City Health and Safety<br>I - City Ordinance<br>O - County Ordinance<br>P - Penal<br>S - Streets and Highways<br>W - Welfare and Institutions<br>- - Not Stated |
| OAF Violation Category | **pviolcat** | | | 01 - Under Influence in Public (647F)<br>02 - County Ordinance<br>03 - City Ordinance<br>05 - Business/Professions Code<br>06 - Felony Penal Code<br>08 - Controlled Substances (Felony Health and Safety)<br>09 - Health/Safety Code (Misdemeanor)<br>10 - Penal Code (Misdemeanor)<br>11 - Streets/Highways Code<br>13 - Welfare/Institutions Code<br>15 - Manslaughter<br>16 - Non-Vehicle Code Not Specified Above<br>17 - Fish & Game Code<br>18 - Agriculture Code<br>19 - Hit and Run<br>20 - Driving or Bicycling Under the Influence of Alcohol or Drug<br>21 - Improper Lane Change<br>22 - Impeding Traffic<br>23 - Failure to Heed Stop Signal<br>24 - Failure to Heed Stop Sign<br>25 - Unsafe Speed<br>26 - Reckless Driving<br>27 - Wrong Side of Road<br>28 - Unsafe Lane Change<br>29 - Improper Passing<br>30 - Following Too Closely<br>31 - Improper Turning<br>33 - Automobile Right-of-Way<br>34 - Pedestrian Right-of-Way<br>35 - Pedestrian Violation |

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|---|---|---|---|---|
| | | | | 37 -<br>38 - Hazardous Parking<br>39 - Lights<br>40 - Brakes<br>43 - Other Equipment<br>44 - Other Hazardous Movement<br>46 - Improper Registration<br>47 - Other Non-Moving Violation<br>48 - Excessive Smoke<br>49 - Excessive Noise<br>50 - Overweight<br>51 - Oversize<br>52 - Over Maximum Speed<br>53 - Unsafe Starting or Backing<br>60 - Off-Highway Vehicle Violation<br>61 - Child Restraint<br>62 - Seat Belt<br>63 - Seat Belt (Equipment)<br>00 or Blank - Not Stated |
| OAF Violation Section | **pviol** | | | |
| OAF Violation Suffix | **pviolsuf** | | | Blank may appear if no suffix. |
| Other Associated Factor 1 | **oaf1** | | | A - Violation<br>E - Vision Obscurements<br>F - Inattention (beginning 1/1/01; see Inattention Item Name near end of record for A-K, P values)<br>G - Stop and Go Traffic<br>H - Entering/Leaving Ramp<br>I - Previous Collision<br>J - Unfamiliar With Road<br>K - Defective Vehicle Equipment<br>L - Uninvolved Vehicle<br>M - Other<br>N - None Apparent<br>O - Runaway Vehicle<br>- - Not Stated |
| Other Associated Factor 2 | **oaf2** | | | same as OAF 1 above |
| Party Number Killed | **pkilled** | counts victims in the party with degree of injury of 1 | | 0 to N for each party |
| Party Number Injured | **pinjured** | counts victims in the party with degree of injury of 2, 3, or 4 | | 0 to N for each party |
| Movement Preceding Collision | **movement** | | | A - Stopped<br>B - Proceeding Straight |

| | | | | |
|---|---|---|---|---|
| | | | | C - Ran Off Road<br>D - Making Right Turn<br>E - Making Left Turn<br>F - Making U-Turn<br>G - Backing<br>H - Slowing/Stopping<br>I - Passing Other Vehicle<br>J - Changing Lanes<br>K - Parking Maneuver<br>L - Entering Traffic<br>M - Other Unsafe Turning<br>N - Crossed Into Opposing Lane<br>O - Parked<br>P - Merging<br>Q - Traveling Wrong Way<br>R - Other<br>- - Not Stated |
| Vehicle Year | **vehyear** | the model year of the party's vehicle | | 9999 or blank = not stated |
| Vehicle Make | **vehmake** | the full description of the make of the party's vehicle | | |
| Statewide Vehicle Type | **vehtype** | | | A - Passenger Car/Station Wagon<br>B - Passenger Car with Trailer<br>C - Motorcycle/Scooter<br>D - Pickup or Panel Truck<br>E - Pickup or Panel Truck with Trailer<br>F - Truck or Truck Tractor<br>G - Truck or Truck Tractor with Trailer<br>H - Schoolbus<br>I - Other Bus<br>J - Emergency Vehicle<br>K - Highway Construction Equipment<br>L - Bicycle<br>M - Other Vehicle<br>N - Pedestrian<br>O - Moped<br>- or blank - Not Stated |
| CHP Vehicle Type Towing | **chptype1** | | | 01 - Passenger Car, Station Wagon, or Jeep<br>02 - Motorcycle<br>03 - Motor-Driven Cycle (< 15 hp)<br>04 - Bicycle<br>05 - Motorized Bicycle<br>06 - All-Terrain Vehicle (ATV) |

| | | | | |
|---|---|---|---|---|
| | | | | 07 - Sport Utility Vehicle<br>08 - Minivan<br>09 - Paratransit Bus<br>10 - Tour Bus<br>11 - Other Commercial Bus<br>12 - Non-Commercial Bus<br>13 - Schoolbus Without Pupil Passengers (prior to 2002)<br>13 – Schoolbus Public I (eff. 2002)<br>14 - Schoolbus Public I (prior to 2002)<br>14 – Schoolbus Public II (eff. 2002)<br>15 - Schoolbus Public II (prior to 2002)<br>15 – Schoolbus Private I (eff. 2002)<br>16 - Schoolbus Private I (prior to 2002)<br>16 – Schoolbus Private II (eff. 2002)<br>17 - Schoolbus Private II (prior to 2002)<br>17 - Schoolbus Contractual I (eff. 2002)<br>18 - Schoolbus Contractual I (prior to 2002)<br>18 - Schoolbus Contractual II (eff. 2002)<br>19 - Schoolbus Contractual II (prior to 2002)<br>19 – General Public Paratransit Vehicle (eff. 2002)<br>20 - Public Transit Authority<br>21 - Two-Axle Tank Truck<br>22 - Pickup or Panel Truck<br>23 - Pickup Truck With Camper<br>24 - Three-Axle Tank Truck<br>25 - Truck Tractor<br>26 - Two-Axle Truck<br>27 - Three-Axle Truck<br>41 - Ambulance<br>42 - Dune Buggy<br>43 - Fire Truck (not rescue)<br>44 - Forklift<br>45 - Highway Construction Equipment (only while not in construction area)<br>46 - Implement of Husbandry |

| | | | | |
|---|---|---|---|---|
| | | | | 47 - Motor Home (40 ft or less)<br>48 - CHP, Police, or Sheriff Car (emergency service or not)<br>49 - CHP, Police, or Sheriff Motorcycle (emergency service or not)<br>50 - Mobile Equipment<br>51 - Farm Labor Vehicle (certified)<br>55 - Two-Axle Tow Truck<br>56 - Three-Axle Tow Truck<br>57 - Farm Labor Vehicle (non-certified)<br>58 - Farm Labor Transporter<br>59 - Motorhome (over 40 ft)<br>60 - Pedestrian (includes motorized wheelchair)<br>61 - School Pupil Activity Bus I (prior to 2002)<br>62 - School Pupil Activity Bus II (prior to 2002<br>63 - "Youth" Bus<br>64 - School Pupil Activity Bus I (eff. 2002)<br>65 - School Pupil Activity Bus II (eff. 2002)<br>66 – School Bus Without Pupil Passengers (eff. 2002)<br>71 - Passenger Car - Hazardous Materials Only<br>72 - Pickups and Panels - Hazardous Materials Only<br>73 - Pickups and Campers - Hazardous Materials Only<br>75 - Truck Tractor - Hazardous Materials Only<br>76 - Two-Axle Truck - Hazardous Materials Only<br>77 - Three or More Axle Truck - Hazardous Materials Only<br>78 - Two-Axle Tank Truck - Hazardous Materials Only<br>79 - Three-Axle Tank Truck - Hazardous Materials Only<br>81 - Passenger Car - Hazardous Waste or Waste/Material Combo<br>82 - Pickups and Panels - |

| | | | | |
|---|---|---|---|---|
| | | | | Hazardous Waste or Waste/Material Combo<br>83 - Pickups and Campers - Hazardous Waste or Waste/Material Combo<br>85 - Truck Tractor - Hazardous Waste or Waste/Material Combo<br>86 - Two-Axle Truck - Hazardous Waste or Waste/Material Combo<br>87 - Three or More Axle Truck - Hazardous Waste or Waste/Material Combo<br>88 - Two-Axle Tank Truck - Hazardous Waste or Waste/Material Combo<br>89 - Three-Axle Tank Truck - Hazardous Waste or Waste/Material Combo<br>94 - Motorized Transportation Device<br>95 - Miscellaneous Non-Motorized Vehicle (Ridden Animal, Animal-Drawn Conveyance, Train, Or Building) With Victim<br>96 - Miscellaneous Motorized Vehicle (Golf Cart)<br>97 - Low Speed Vehicle<br>99 or dash - Not Stated or Unknown (Hit and Run) |
| CHP Vehicle Type Towed | **chptype2** | | | same as CHP vehicle type towing above with the following additions:<br>28 - Semi-Tank Trailer<br>29 - Pull-Tank Trailer<br>30 - Two-Tank Trailer<br>31 - Semi-Trailer<br>32 - Pull Trailer (includes dolly)<br>33 - Two Trailers (or 31 + 32)<br>34 - Boat Trailer<br>35 - Utility Trailer<br>36 - Trailer Coach<br>37 - Extralegal Permit Load<br>38 - Pole, Pipe, or Logging Dolly<br>39 - Three Trailers (or 31 + 33)<br>40 - Federally Legal Semi-Trailer<br>52 - Federally Legal Double Cargo Combo (over 75 ft)<br>53 - Fifth Wheel Trailer |

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|---|---|---|---|---|
| | | | | 54 - Container Chassis |
| Party Race | **prace** | | | A - Asian O - Other<br>B - Black W - White<br>H - Hispanic Blank - Not stated<br>Eff. 1/1/2002 |
| Inattention | **var31 (SAS)**<br>**inattention (Stata)** | The July 2003 form revision separated 'P' Cell Phone into 'A' Handheld and 'B' Hands Free. All other values 'Q' through 'Y' were converted to 'C' through 'K'. | | A - Cell Phone Handheld (7/1/03)<br>B - Cell Phone Hands Free (7/1/03)<br>C - Electronic Equip.(1/1/01)<br>D - Radio/CD (1/1/01)<br>E - Smoking (1/1/01)<br>F - Eating (1/1/01)<br>G - Children (1/1/01)<br>H - Animal (1/1/01)<br>I - Personal Hygiene (1/1/01)<br>J - Reading (1/1/01)<br>K - Other (1/1/01)<br>P - Cell Phone (1/1/01, value prior to 7/03 form revision)<br>- - Not Stated |
| Special Information F | **var32** | | | F - 75 Ft Motortruck Combo (1/1/03)<br>- - Not Stated |
| Special Information G | **var33** | | | G - 32 Ft Trailer Combo (1/1/03)<br>- - Not Stated |

# SWITRS Victim Raw Data

| | | | | |
|---|---|---|---|---|
| Case Id | **caseid** | the unique identifier of the collision report (barcode beginning 2002; 19 digit code prior to 2002) | | |
| Party Number | **parnum** | | | 1 to 999 |
| Victim Role | **vtype** | | | 1 - Driver<br>2 - Passenger (includes non-operator on bicycle or any victim on/in parked vehicle or multiple victims on/in non-motor vehicle)<br>3 - Pedestrian<br>4 - Bicyclist<br>5 - Other (single victim on/in non-motor vehicle; e.g. ridden animal, horse-drawn carriage, train, or building)<br>6 - Non-Injured Party |
| Victim Sex | **vsex** | | | M - Male<br>F - Female<br>- - Not Stated |
| Victim Age | **vage** | the age of the victim at the time of the collision | | 0 - 125+ (998=UNKNOWN) |
| Victim Degree of Injury | **vinjury** | | | 1 - Killed<br>2 - Severe Injury<br>3 - Other Visible Injury<br>4 - Complaint of Pain<br>0 - No Injury |
| Victim Seating Position | **vseat** | | | 1 - Driver<br>2 thru 6 - Passengers<br>7 - Station Wagon Rear<br>8 - Rear Occupant of Truck or Van<br>9 - Position Unknown<br>0 - Other Occupants<br>A thru Z - Bus Occupants<br>- - Not Stated |
| Victim Safety Equipment 1 | **vsafety1** | | | A - None in Vehicle<br>B - Unknown<br>C - Lap Belt Used<br>D - Lap Belt Not Used<br>E - Shoulder Harness Used<br>F - Shoulder Harness Not Used<br>G - Lap/Shoulder Harness Used<br>H - Lap/Shoulder Harness Not Used<br>J - Passive Restraint Used |

| | | | | |
|---|---|---|---|---|
| | | | | K - Passive Restraint Not Used<br>L - Air Bag Deployed<br>M - Air Bag Not Deployed<br>N - Other<br>P - Not Required<br>Q - Child Restraint in Vehicle Used<br>R - Child Restraint in Vehicle Not Used<br>S - Child Restraint in Vehicle, Use Unknown<br>T - Child Restraint in Vehicle, Improper Use<br>U - No Child Restraint in Vehicle<br>V - Driver, Motorcycle Helmet Not Used<br>W - Driver, Motorcycle Helmet Used<br>X - Passenger, Motorcycle Helmet Not Used<br>Y - Passenger, Motorcycle Helmet Used<br>- or blank - Not Stated |
| Victim Safety Equipment 2 | **vsafety2** | | | same as Victim Safety Equipment 1 above<br>(eff. Jan 2002) |
| Victim Ejected | **vejected** | | | 0 - Not Ejected<br>1 - Fully Ejected<br>2 - Partially Ejected<br>3 - Unknown<br>- - Not Stated |

# Appendix D

Preliminary Right-of-Way Map

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Old Arcata Road: Right-of-Way Mapping
Prepared by the City of Arcata

**Appendix D**

# Appendix E

Additional Considerations

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**Old Arcata Road Design Charrette - Education and Encouragement Opportunities**

Schools can get students and their families thinking about alternate ways to get to school by coordinating monthly Walk to School Day events on the first Wednesday of the month, and participating in International Walk to School Day (in the fall).

Education strategies for schools in the project area include: researching existing school guidance policies to understand expectations of student pedestrians and bicyclists as well as adult drivers in the arrival and dismissal area; developing arrival and dismissal map for all modes of transportation and distributing them to students and parents through parent handbooks; reinstating the annual Arcata Bike Rodeo; educating and engaging the Country Club and other local businesses to work with the school to reinforce safe behavior by students and parents.

Multiple charrette participants indicated that they perceive a need for an increase in law enforcement presence to deter speeding and illegal/ dangerous passing, as well as distracted driving. A safety campaign clarifying expectations and best practices for all modes of transportation, for all ages, would be an additional idea to consider.

Encouragement strategies for schools in the project area (particularly Jacoby Creek School) include:

- Developing an Arcata Safe Routes to School committee;
- Regularly including pedestrian safety, bicycling safety, parent role modeling and other Safe Routes to School topics in newsletters for school and community;
- Superintendent or principal acknowledge good behavior and offer rewards/incentives for good behavior; students demonstrating safe walking or bicycling skills receive an incentive; parents being good role models in the arrival/dismissal area, or walking their student to school are acknowledged and their children receive an incentive;
- Superintendent or principal observes arrival/dismissal area behavior and corrects problematic adult parent/ guardian behaviors by issuing ‘tickets’ to offenders (the former Jacoby Creek School principal did this);
- Providing support for walking and bicycling parent/teacher champions at JCS;
- Establishing an off-site Remote Drop Off location for students who live too far to walk to school and have parents drop them off so they can walk the rest of the way (potential locations could be the Bayside Grange or on the north end of the project area at Bayside Rd. and Old Arcata Road);
- Requiring out-of-district families to use a Remote Drop Off and have the school bus pick them up from there and transport them the rest of the way to JCS;
- Utilizing a remote drop off and enlisting a school bus as a shuttle service for special events to alleviate parking constraints;
- Researching the possibility of having the City enact AB321, the Safer Schools Act, which would reduce the speed limit to 15 mph and extend the school zone from 500 feet to 1000 feet;
- Coordinating regular Walk to School Day events (Walking Wednesdays on the first Wednesday of the month) and encouraging students/families to participate. Use the walk as a teachable moment to reinforce pedestrian safety skills with students;

- Prohibiting students from walking on Old Arcata Road in front of the head-in parking spaces;
- Creating PBIS-linked expectation stations on walking and biking to/from school that instructs students on the safest way to enter/exit the school on foot or bicycle;
- Establishing staggered arrival times for each grade to reduce congestion in the morning;
- Encouraging residents to pull trash cans out of the walking path on trash day and/ or encouraging the City of Arcata to establish an ordinance to require residents to pull trash cans off the public right of way on trash day;
- Hiring a traffic enforcer for special events;
- Encourage carpooling to school and support this effort by assisting families who live nearby to connect.

**Old Arcata Road Design Charrette – Place-Making Opportunities**

A number of place-making ideas arose during the Project, including opportunities to create a painted intersection in front of Jacoby Creek School to slow traffic and include students in artwork design; create Bayside gateway signage at OAR/ JCS intersection; improve aesthetics of pump house area; include low-lying native plants as part of traffic-calming/ pedestrian refuge features/ bulb-outs/ bulb-ins near school and intersections or crossing areas.

There was significant interest from charrette participants in two place-making ideas in particular. The first was the painted intersection across from the Jacoby Creek School, which many felt would be a beneficial option, but strong concerns were voiced about it being confusing or distracting to motorists at an intersection that is already challenging at peak times of day. The other concept was that of a "Welcome to Bayside" or other Bayside-related gateway sign, either as part of the roundabout design, or elsewhere along the corridor (other options included the pump house on the south project end and the open space/ park area on the north project end.) Many people showed strong favor for signage designating the community of Bayside, along with culturally and historically-relevant public art associated with the signage, however, since Bayside begins further south, some individuals felt this would be inaccurate.

Interpretive signage opportunities include a Bayside Park Farm and/ or school garden sign adjacent to the existing separated path or Park, the newly proposed park area near the northern terminus of the Project, to highlight Grange history or general Bayside history, and information about the former footprint of Humboldt Bay/ natural resources/ human changes and land uses. Some participants noted interest in separate way-finding signage, however, many individuals also expressed a desire to limit signage as a whole.

In addition to place-making and signage-related improvements, other amenities that were noted by charrette participants included pedestrian-scale, dark skies-friendly lighting, dog waste bag dispensers and receptacles, and benches along the separated path.

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# Appendix F

Cultural Resources Report by DZC

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# Old Arcata Road Improvements Project
# Cultural Resources
# Existing Conditions Report
# Humboldt County, California

Prepared for:
Redwood Community Action Agency
904 G St.
Eureka, CA 95501

And

SHN Consulting Geologists & Engineers
812 W. Wabash Ave
Eureka, CA. 95501

Prepared by:

Dimitra Zalarvis-Chase, M.A., RPA
2370 Lindstrom Ave
Fairhaven, CA. 95564

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## STATEMENT OF CONFIDENTIALITY

This document is not for public distribution. This report identifies the locations of cultural resource sites. Disclosure of this information to the public may be in violation of both federal and state laws. Applicable United States laws include, but may not be limited to, Section 304 of the National Historic Preservation Act (16 U.S.C. 470w-3), the Archaeological Resources Protection Act [16 U.S.C. Section 9(a) and Section 470(hh)], and Executive Order 13007. In California, such laws include, but may not be limited to, Government Code Section 6254.10. Site location information is confidential and is not for public disclosure.

Additionally, records maintained or in the possession of the Native American Heritage Commission or state and local agencies that are exempt from public disclosure include those that contain information on Native American graves, cemeteries, and sacred places, and include records obtained during consultation with Native Americans (California Government Code §6254(r) and §6254.10).

## LIMITATIONS STATEMENT

This report has been prepared by DZC Archaeology & CRM Consulting based on key assumptions and information that substantially affect the conclusions and recommendations of this report. At the time of publication, these assumptions and conclusions are thought to be reasonable and appropriate. The conclusions and recommendations herein are conditioned upon these assumptions.

These assumptions include confidential information provided by the Northwest Information Center (NWIC) and the Native American Heritage Commission (NAHC) in November of 2016, and by other project and archival information that is generally applicable as of November 30, 2016. The conclusions and summary statements herein are therefore applicable only to that timeframe. Information obtained from these sources in this timeframe is assumed to be correct and complete. DZC Archaeology & CRM Consulting will not assume any liability for findings or lack of findings based upon misrepresentation of information presented to the project team or for items not visible, made available, accessible, or present during the project research duration.

## EXECUTIVE SUMMARY

The Old Arcata Road Improvements Project (OARI) is located in Humboldt County, California. The project right-of-way (ROW) is contained within the limits of, and maintained by, the City of Arcata. The linear project boundary spans three residential suburbs known as Sunnybrae, Jacoby Creek, and Bayside. Old Arcata Road (OAR) is a regionally significant rural arterial route between the cities of Eureka and Arcata the Bayside community, and part of an alternate north/south corridor to Highway 101. The City of Arcata proposes improvements to a 1.5-mile section of OAR that regularly incurs heavy pedestrian, bicycle, and motorized use. Currently, OAR is in fair condition but requires rehabilitation and reconstruction to improve safety and traffic flow.

The Area of Potential Effects (APE) pertains any area where impacts from project effects are possible. The DE-APE of this project is the Public Right-of-Way (ROW) which, for this analysis, is estimated to be a 40-foot wide corridor encompassing the centerline of the road and ending at the private parcel survey lines adjacent to the ROW. The IE-APE is a 500-foot corridor, also based from the ROW centerline. The Environmental Study Limits (ESL) define the spatial extent of certain archival and ethnographic research activities; the ESL for this project extended one-half mile from the ROW centerline. This cultural resource report is prepared to convey current conditions and project planning concerns and has anticipated concerns regarding CEQA, NEPA, Section 106 review, and Tribal coordination.

Archival Research found archaeological deposits, a prehistoric trail/historic road and historic architectural structures within the DE-APE and the IE-APE. There is also a high probability for additional buried cultural deposits within the DE-APE and IE-APE. Research was limited to available archival material and no field work was performed for this report.

Recommendations entailed herein support the establishment of Environmentally Sensitive Areas (ESAs), guidelines for protecting cultural resources during project operations within the ESAs, additional cultural resource review when construction plans are finalized, and continued Tribal consultation.

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## Table of Abbreviated Terms

| | |
|---|---|
| AB52 | Assembly Bill 52 |
| APE | Area of Potential Effects |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| CFR | Code of Federal Regulations |
| CHRIS | California Historical Resources Information System |
| CRHR | California Register of Historic Resources |
| DE-APE | Direct Effects – Area of Potential Effect |
| DZC | DZC Archaeology & Cultural Resource Management Consulting |
| ESL | Environmental Study Limits |
| GLO | General Land Office |
| HGP | Humboldt County General Plan |
| IE-APE | Indirect Effects – Area of Potential Effect |
| NAHC | Native American Heritage Commission |
| NEPA | National Environmental Policy Act |
| NETR | National Environmental Title Research Company |
| NHPA | National Historic Preservation Act |
| NRHP | National Register of Historic Places |
| NWIC | Northwest Information Center |
| OAR | Old Arcata Road |
| OARI | Old Arcata Road Improvements Project |
| PRC | Public Resource Code |
| ROW | Right of Way |
| TRC | Tribal Cultural Resources |
| USGS | United States Geological Survey |

# 1. PROJECT BACKGROUND

## 1.1 Project Location

The Old Arcata Road Improvements Project (OARI) is located in Humboldt County, California. The project right-of-way (ROW) is contained within the limits of, and maintained by, the City of Arcata. The linear project boundary spans three residential suburbs known as Sunnybrae, Jacoby Creek, and Bayside. The project is bound to the northeast by the medium density residential area of Sunnybrae, to the east and southwest by the medium to low density residential community of Jacoby Creek, and the low density residential area known as Bayside to the south. The northwest end is open rural agricultural lands and associated residences, surrounded by grazing and wetlands.

Old Arcata Road (OAR) is a regionally significant rural arterial route between the cities of Eureka and Arcata and the Bayside community. Old Arcata Road is part of an alternate north/south corridor to Highway 101, provides access to unincorporated areas and to important facilities such as Sunnybrae Middle School, Jacoby Creek Elementary School, and the Bayside Post Office. OAR is an important truck routes and serves as an oversized load route and Highway 101 Alternative Route.

## 1.2 Project Description

The City of Arcata proposes improvements to a 1.5-mile section of OAR that regularly incurs heavy pedestrian, bicycle, and motorized use. Currently, OAR is in fair condition but requires rehabilitation and reconstruction to improve safety and traffic flow. Currently there are limited or no sidewalks on OAR and, at a majority of the locations, bike and pedestrian access available only on the road shoulder.

The City is the Lead Agency for this project and selected a team of transportation, engineering, and planning consultants to coordinate a community-driven, multi modal design experience meant to inform the improvement of motorized and non-motorized commuter access within in the City limits. Additionally, the selected consultants conducted professional research to inform on permitting requirements, constraints, current conditions, and possible design alternatives and materials. The City intends to use the developed plans and reports as supporting document for the next Active Transportation Program (ATP) cycle application meant to secure Federal funds for final planning, permitting, design and construction of the project. DZC Archaeology & CRM Consulting was selected as part of the design team to document the current conditions, community input, and provide regulatory guidance regarding cultural and historic resources within and near the project area. No ground disturbance or cultural resource related field activities occurred for this phase of the Project.

## 1.3 Area of Potential Effects (APE) & Environmental Study Limits (ESL)

The Area of Potential Effects (APE) pertains any area where impacts from project effects are possible. The Direct Impacts Area of Potential Effect (DE-APE) is that area which is subject to direct impacts, such as ground disturbance, or permanent enhancements and changes. The IE-APE is established to consider non-physical project effects such as additional noise, light levels, traffic, and view sheds. The DE-APE of this project is the Public Right-of-Way (ROW) comprising roads, walking paths, and bikes lanes maintained by the Lead Agency and originating at the OAR-Buttermilk Lane Roundabout and running 1.5 miles to the

OAR-Jacoby Creek Road intersection. The ROW for this analysis is estimated to be a 40-foot wide corridor encompassing the centerline of the road and presumably ending at the private parcel survey lines adjacent to the ROW. The IE-APE is a 500-foot corridor, also based from the ROW centerline. The Environmental Study Limits (ESL) define the spatial extent of certain archival and ethnographic research activities. The ESL for this project included a research zone extending one-half mile from the ROW centerline. A Project Location map is included in Appendix A, Figure 1.

# 2. REGULATORY SETTING

This section identifies federal regulations, state legislation, and local statutes, ordinances, and guidelines that govern the identification and treatment of cultural resources and analysis of project related effects to cultural resources. The Lead Agency and project activities are guided by these laws as project activities may affect cultural resources. This report is being prepared to comply with State and Federal considerations.

## 2.1 Federal

The Advisory Council on Historic Preservation has defined a Federal undertaking in 36 CFR 800.16(y) as "a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of a Federal agency; those carried out with Federal financial assistance; those requiring a Federal permit, license or approval; and those subject to State or local regulation administered pursuant to a delegation or approval by a Federal agency" (Title 42 Code of Federal (CFR) Regulations 137.289).

It is anticipated that OARI, when implemented, will entail the use of Federal funds and is therefore considered a Federal undertaking. As a Federally permitted undertaking, the project is subject to the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA).

## 2.2 National Environmental Policy Act (NEPA)

NEPA mandates that Federal agencies assess a proposed Federal actions' environmental impacts, including impacts on historic and cultural resources. Identifying, assessing, and resolving the potential effects upon cultural and historic resources under NEPA is met by completing the Section 106 process of the National Historic Preservation Act.

## 2.3 National Historic Preservation Act (NHPA)

The current study was completed under the provisions of the NHPA of 1966, as amended (NHPA; 16 United States Code [USC] 470f). Cultural resources are considered during federal undertakings chiefly under Section 106 of NHPA through its implementing regulations at 36 CFR 800 (Protection of Historic Properties). Properties of traditional religious and cultural importance to Native Americans are considered under Section 101(d)(6)(A) of NHPA. Other relevant federal laws include the Archaeological Data Preservation Act of 1974, the American Indian Religious Freedom Act of 1978, the Archaeological Resources Protection Act of 1979, and the Native American Graves Protection and Repatriation Act of 1989.

Section 106 requires federal agencies to take into account the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places (NRHP) and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings (36 CFR 800.1). Under Section 106, cultural resources must be identified and evaluated; effects to historic properties must be reduced to acceptable levels through mitigation measures or agreements among consulting and interested parties. Historic properties are those

resources that are listed in or are eligible for listing in the NRHP per the criteria listed below (36 CFR 60.4; Advisory Council on Historic Preservation 2000).

The quality of significance in American history, architecture, archaeology, engineering and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association, and that:

- Are associated with events that have made a significant contribution to the broad patterns of our history; or
- Are associated with the lives of persons significant in our past; or
- Embody the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Have yielded, or may be likely to yield, information important in prehistory or history.

Impacts of a project to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP are considered a significant effect on the environment. Under 36 CFR 800.5(a)(2), adverse effects on historic properties include, but are not limited to:

- Physical destruction of or damage to all or part of the property;
- Alteration of a property;
- Removal of the property from its historic location;
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- Neglect of a property which causes its deterioration;
- Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long term preservation of the property's historic significance.

Under Section 106, if the agency determines that the undertaking is a type of activity that does not have the potential to cause effects on historic properties, then there is no further Section 106 responsibility.

## 2.4 California Environmental Quality Act (CEQA)

The Lead Agency for OARI is the City of Arcata. CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Section 21084.1). If it can be demonstrated that a project will cause damage to resources Eligible for or Listed in the California Register of Historic Resources (CRHR), Tribal Cultural Resources, and other resources on local County or Local lists, or those determined by lead agency to be significant. The lead agency may require reasonable efforts be made to permit any or all of the resources to be preserved in place or left in an undisturbed state. To the extent that they cannot be left undisturbed, mitigation measures are required (Section 21083.2[a], [b], and [c]).

Section 21083.2(g) defines a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1) Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2) Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3) Is directly associated with a scientifically recognized important prehistoric or historic event or person.

A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR) (Section 21084.1), a resource included in a local register of historical resources (Section 15064.5[a][2]), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (Section 15064.5[a][3]).

Public Resource Code (PRC) Section 5024.1, Section 15064.5 of the CEQA Guidelines, and PRC Sections 21083.2 and 21084.1 were used as the basic guidelines for this cultural resources study. PRC Section 5024.1 requires an evaluation of historical resources to determine their eligibility for listing in the CRHR. The purpose of the register is to maintain listings of the state's historical resources and to indicate which properties are to be protected from substantial adverse change. The criteria for listing resources on the CRHR were expressly developed to be in accordance with previously established criteria developed for listing in the NRHP, enumerated below.

According to PRC Section 5024.1(c)(1–4), a resource is considered historically significant if it (i) retains "substantial integrity," and (ii) meets at least one of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region or method of installation, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Impacts to significant cultural resources that affect the characteristics of any resource that qualify it for the NRHP or adversely alter the significance of a resource listed on or eligible for listing in the CRHR are considered a significant effect on the environment. These impacts could result from "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired" (CEQA Guidelines, Section 15064.5 [b][1], 2000). Material impairment is defined as demolition or alteration "in an adverse manner [of] those characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register…" (CEQA Guidelines Section 15064.5[b][2][A]).

## 2.5 Assembly Bill 52 (AB52)

AB 52 establishes a consultation process with all California Native American Tribes on the Native American Heritage Commission List, including both federally and non-Federally recognized Tribes that are historically connected and culturally affiliated with the project location. This Bill establishes a new class of resources for consideration, Tribal Cultural Resources (TCR), requires consideration of Tribal Cultural Values in determination of project impacts and mitigation, requires Tribal notice, and requires meaningful consultation. In accordance with Public Resource Code (PRC) RC 21080.3.2(b), consultation ends when either both parties agree to mitigation measures, other agreements to avoid a significant effect on TCR's, or, when a party, acting in good faith and after reasonable effort concludes that mutual agreement cannot be reached.

## 2.6 County of Humboldt General Plan

The Humboldt County General Plan is currently under revision. Although not yet fully adopted by the County of Humboldt, Section 10.6 of the General Plan, Cultural Resources of the Humboldt County Conservation and Open Space Element Chapter, provides general guidance for the protection of cultural and paleontological resources within the County. Section 10.6.3 outlines the goals and policies of the County:

**Goal**

CU-G1: Protection and Enhancement of Cultural Resources. Protected and enhanced significant cultural resources, providing heritage, historic, scientific, educational, social and economic values to benefit to present and future generations.

**Policies**

CU-P1: Identification and Protection. The potential for significant impacts to cultural resources shall be identified during ministerial and discretionary permit review, assessed as to significance, and if found to be significant, protected from substantial adverse change.

CU-P2: Consultation. Native American Tribes (as defined), historical organizations, other interested parties, and applicable agencies shall be consulted during discretionary project review for the identification, and protection and mitigation of adverse impacts to cultural resources. Consultation on ministerial permits shall be initiated if it has been determined the project may create a substantial adverse change in the significance of a cultural resource. At their request, Tribes shall be afforded the opportunity to review and provide comments to the County early in project review and planning (screening) about known or potential significant Native American cultural resources located in project areas within their respective tribal geographical area of concern.

CU-P3: Avoid Loss or Degradation. Projects located in areas known to have historic or prehistoric ruins, burial grounds, or archeological sites shall be conditioned and designed to avoid loss or substantial degradation of these resources, including standard provisions for post-review inadvertent discoveries of archaeological or Native American remains.

CU-P4: Findings Necessary for Loss or Destruction. Cultural resources shall not be knowingly destroyed or lost through a ministerial or discretionary action unless:

1. The site or resource has been found not to be of significant value after consultation by representatives of the cultural resources community and relevant experts; or
2. There is an overriding public benefit from the project, and compensating mitigation to offset the loss is made part of the project.

CU-P5: Mitigation. Mitigation measures shall be required for any permitted project or County action that would adversely impact significant cultural resources.

The General Plan also includes recommendations for implementation of these goals and policies:

- Adopt procedures for review and approval of all City-permitted projects involving ground disturbance and all building and/or demolition permits that will affect buildings, structures, or objects "identified as historically significant" (City of Eureka 1997b:5-8).
- Adopt preservation incentive programs, including the Mills Act, Historic Preservation Easement program, and Certified Local Government Program.
- "Preparation, adoption, and implementation of a cultural resources ordinance that provides definitions and standards for identification and protection of cultural resources and provides penalties for their disturbance" (City of Eureka 1997b:5-8).
- Preparation and updating of a citywide cultural resource database.

# 3. BACKGROUND

## 3.1 Environmental Setting

The following environmental context provides a description of the general region of Humboldt County which encompasses the APE and ESL.

### 3.1.1 Geography

The town of Bayside is located in coastal Humboldt County, in the northwestern corner of California. Dominating the landscape of north-coastal California are the North Coast Ranges which run parallel to the Pacific Ocean. Encompassed in this major geographic feature is the Kings Range to the south, the Trinity Range to the east, and the Klamath range to the north (California Spatial Information Library 2003). This dynamic terrain is characterized by abrupt bluffs, rocky shores, and mountainous sand dunes along the coast, interrupted by wide alluvial deltas of several major rivers including the Mattole, Eel, Mad, Trinity, Klamath, and Smith rivers (USDA 2005). Another notable feature of the landscape is Humboldt Bay, the second largest natural bay in California (Humboldt Bay Harbor, Recreation, and Conservation District 2008).

### 3.1.2 Climate

The climate of the north coast is moist and humid with moderate year-round temperatures. Average rainfall often exceeds one meter per year in the direct coastal zone with accompanying temperatures remaining between five and twenty-one degrees Celsius (Western Regional Climate Center 2010). Inland mountains and high valleys are distinctly different than the coastal belt, exhibiting a greater range of conditions with less average rainfall, temperatures reaching thirty-eight degrees Celsius in the summertime, and snowfall during winter storms (Western Regional Climate Center 2010).

### 3.1.3 Flora

The unique geography and climate of the north coast has created niches for distinct plant communities. At the coast, the dune and marsh forest harbors unique and stalwart species adapted to the saline marsh and dynamic dune environ. It is dominated by Sitka Spruce (Picea sitchensis), hearty shrubs, mosses, and stabilizing plant species including Sand Verbena (Abronia spp.), Sand Bur (Ambrosia chamissonis), Low Saltbushes (Atriplex spp.), Rye Grass (Elymus mollis), Bush Lupines (Lupinus arboreus and L. chamissonis), Mock Heather (Ericameria ericoides), and Coastal Sagewort (Artemisia pycnocephala) (National Park Service 2010).

Buffered by the dune community, the next immediate inland plant community is the complicated mosaic of rivers, marshes and estuaries which are woven between the dune and Coastal forest communities. The marsh and riparian areas create an interface rich in aquatic plant species that stabilize soils and provide habitat for numerous aquatic and terrestrial species. Saltwater marshes are characterized by Sea Blite (Suaeda spp.), Pickleweed (Salicornia spp.), Saltbush (Atriplex spp. Frankenia salina) Salt Grass (Distichlis spicata). These marshes often interface with freshwater marshes with plants such as Rushes (Juncus spp.), Sedges (Carex spp.), Bulrush (Scirpus spp.), Cattail (Typha spp.), Spike Rush (Heleocharis spp.), along edges are Willows (Salix spp.), Cottonwood (Populus spp.), Alders (Alnus spp.) (National Park Service 2010).

Coastal forests are dependent on coastal fog and the abundant water of the region. Characterized by an overstory of Coast Redwood (Sequoia sempervirens) and Douglas fir (Pseudotsuga menziesii), these towering forests harbor a unique understory of berries, bulbs, flowers, and tubers all adapted to the very moist and shady setting including California huckleberry (Vaccinium ovatum),Yerba de Selva (Whipplea modesta), California rosebay (Rhododendron macrophyllum), Western Sword fern, (Polystichum munitum), Redwood sorrel (Oxalis oregona), Salmon Berry (Rubus spectabilis), Thimbleberry, (Rubus parviflorus),Wood Rose (Rosa gymnocarpa) (National Park Service 2010).

The inland climate supports a drier forest characterized chiefly by Douglas Fir (Pseudotsuga menziesii), Bigleaf Maple (Acer macrophyllum), California Bay (Umbellularia californica), Christmas Berry (Heteromeles arbutifolia), Coulter Pine (Pinus coulteri), Tan Oak (Lithocarpus densiflora), Canyon Live Oak (Quercus chrysolepis), Black Oak (Quercus kelloggii), Coast Live Oak (Quercus agrifolia), Madrone (Arbutus menziesii), California Hazelnut (Corylus californica), and Coffeeberry (Rhamnus californica) (National Park Service 2010).

Intermixed with all three vegetation zones are open coastal prairies and river valleys which support numerous grasses and plant communities that thrive in the transition zones of these communities (California Spatial Information Library 2003).

### 3.1.4 Fauna

The rich environmental resources of Humboldt provide habitat and nutrients for many terrestrial, aquatic, and avian species (Humboldt Bay Harbor Recreation and Conservation District 2008). Sea mammals and whales are present and numerous crustaceans thrive on the rocky coasts, muddy bays, and freshwater streams. Roosevelt elk (Cervus canadensis roosevelti), black bears (Ursus americanus) and mountain lions (Puma concolor) are larger common mammals, while raccoons (Procyon lotor), foxes (Urocyon cinereoargenteus) and rabbits (Lepus californicus) flourish in the brush (Sakai 1996; California Department of Fish and Game 2010). As part of the Pacific Flyway, pelagic birds, marsh, forest, prairie and migratory bird populations are abundant (Humboldt Bay Harbor Recreation and Conservation District 2008). A notable resource of the region is its fishing industry, especially salmon (Oncorhynchus tshawytscha) and trout (Oncorhynchus clarkia) which have graced the rivers of the north coast for hundreds of years (Wallace 1983; McEvoy 1986; Most 2006).

All of these elements that compose the natural beauty of the area have been impacted by urban and agricultural development. The diking of the bayside areas, industrial impacts to the forests, the subsequent erosion from logging and mining, and ranching practices of the last 160 years have radically altered all aspects of the study area.

## 3.2 Prehistoric Chronology

Archaeological patterns over time represent adaptive modes of technological skills (cultural items), economics (production, distribution, and consumption), trade networks, and social complexity (social status, wealth, mortuary, and ceremonial practices) (Fredrickson 1973:118). Patterns vary in development and sequence over time, and over regions. The northwest coast offers a variety of ecosystems, from

marine and estuarine to redwood forest and oak woodlands, each one rich in resources and requiring different adaptations for resource extraction.

Early studies for chronological sequences on the California north coast included efforts by Loud (1918), Benson (1983), Bickel (1979), Hayes and Fredrickson (1980) and Moratto (1984). A review of these studies by Hayes (1985) cites difficulties in compiling an in depth sequence for the coastal stretch of Humboldt County due in part to the paucity of comparative information available for the area. However, as a larger marine and intermountain region, a unified chronology is in use that spans southern coast of Oregon down to Cape Mendocino, and from the ocean east into the Klamath-Trinity Mountains.

Much of the literature regarding settlement is focused on the entry of the diverse groups (Fredrickson 1984). Although Whistler (1979) proposes a sequence based on language, the overall culture between the Athabascan and Hokan speaking people of the area is remarkably similar.

### 3.2.1 Borax Lake Pattern (8000 B.C. – 800 B.C.)

Following a post-glacial warming trend and Xerothermic warming, Whistler (1979) posits that the earliest migrations focused on riverine exploits, slightly inland. The earliest pattern, identified as the Borax Lake, is thought to characterize hunting and gathering strategies by highly mobile family groups focusing on migration and seasonal resources such as elk, acorns, and edible seeds (Eidsness 1988, Hayes, 1985). Artifact assemblages comprised hand-stones, milling slabs, and large wide-stemmed spear points made of locally available chert. Obsidian is relatively rare in records from this period. Additional evidence indicates extensive use of high-elevation sites and mountain ridge systems (Wylie 1976).

### 3.2.1 Mendocino Pattern (800 B.C. – A.D. 900)

Studies from Middle Period sites indicate an adaptation from mobile resource procurement to low elevation semi-permanent villages focused on salmon-bearing streams and acorn exploitation. Increased sedentism and a shift to bringing resources back to a central location are indicated by storage practices. This may have been influenced by a climatic shift, cooling the interior of California and resulting in declining food sources at higher elevations (Eidsness 1988, Hildebrandt & Hayes 1983 & 1984). Artifact assemblages show enhanced diversity comprising spear and atlatl tips, increased use of slab mortars and pestles over hand-stones and milling slabs, and a diminutive refinement of point types (Eidsness 1988). Whistler (1979) suggests this is the period in which the Wiyot settled the coastal strip, indicating the Yurok arrival was nearly 200 years later.

### 3.2.1 Gunther Pattern (A.D. 900 – ca. 1850)

The Gunther Pattern is set firmly in marine and estuarine practices, reflecting a remarkable similarity with greater northwest influences (Eidsness 1988). Artifact assemblages are characterized by enhanced woodworking skills (habitations, dugout canoes), steatite bowls and pipes, harpoon points of bone and antler, and the small, distinctive Gunther barbs (Eidsness 1988). Exchange networks and measures of religion and wealth are evidenced by dentalium money and large ceremonial obsidian blades, made from material nearly 400 kilometers distant (Eidsness 1988, Loud 1918, Hughes 1978, Kroeber 1908). Baskets are a high art form, integrated for all manners of resource procurement, storage, and everyday use. Whistler credits the firm settlement of the Yurok and Wiyot with the emergence of the Gunther pattern

and the ability to fully exploit the marine and riverine resources. Excavations show an increased complexity and possibly, choice, in funerary practices including pre-internment grave burning, cremation, and the destruction of personal property (Heizer and Elsasser 1964; Fenega 1968; Mac Leod 1929).

At the time of European contact, Wiyot settlements exhibited a complex society with long-term permanent habitations and full exploitation of the estuarine resources of Humboldt Bay, and the Mad, Elk, and Eel River deltas.

## 3.3 Ethnographic Setting

Ethnographic information is presented for the Wiyot, the cultural group identified for the project location, as well as information recognizing the history of the Bear River Band of Rohnerville Rancheria, inhabitants of the Traditional Cultural Area known as Fortuna, California.

### 3.3.1 Wiyot

The Wiyot resided in and around the area encompassing the lower Mad and lower Eel rivers, and the estuaries of Humboldt Bay. According to Kroeber, the designation as “Wiyot" actually refers to the lower Eel river area, with proper names for the Humboldt Bay and lower Mad River districts noted as Wiki and Batawat, respectively (Kroeber 1976; 112). Kroeber defines the Wiyot territory as:

> “…just south of Little River, at whose mouth stood the Yurok town of Metsko. On Mad River, near Blue Lake, near the forks, was still Wiyot. The north fork was without villages and is in doubt. The Wiyot owned at least half the lower portion…and the whole of the drainage has been assigned to them. From Mad River south to Eel River Wiyot territory extended to the first range inland. Jacoby, Freshwater, and Salmon Creeks, Elk River and Boynton Prairie were thus Wiyot….On Eel River the boundary came at Eagle Prairie near Rio Dell. Southwest of Eel River, the Bear River Mountains separated the Wiyot from another Athabascan division, the Mattole. The spurs of this range reach the sea at Cape Fortunas, between Guthrie and oils Creek (1976; 113)”.

The traditional territory encompasses approximately 525 square miles, and comprises ocean dunes, riverine and estuarine lands, foot hills, open prairies, and wooded mountains. Loud (1918) estimates the pre-contact aboriginal population to be between 800-1,000 Wiyot between the three districts. Geographically, the location is restrictive and considered culturally insular.

Although the Wiyot have many words in common, intermarried (Loud 1918), and were often bilingual, there are deep differences between the languages and dialects within this language family. Wiyot language is a member of the Ritwan group, and linguistically related to the Algonquin language of the Algic family (Golla 2007), which has roots in central and eastern North America (Gruhne 1988). For a complete discussion of structural composition and comparison see Haas (1967), Sapir (1913), and Voegelin (1942); for taxonomy see Haas (1967), Teter (1964), and Michelson (1914); for sociolinguistics see Durbin (1967), Gruhn (1988), and Kinkade & Powell (1976); for dialects and language family see and Frachtenberg (1918), and Di Xon & Kroeber (1913). The Wiyot language is currently undergoing a renewal with new research, documentation, and digital interactive language tools.

Located at the southernmost terminus of the Pacific-Northwest cultures, the Wiyot shared many traits with their immediate neighbors. The Wiyot were bound to the north by the Yurok (Algic), to the northeast

by the Chilula and Whilkut (Athabascan groups), to the southeast by the Nongatl and Sinkyone, and to the south by the Mattole [Athabascan groups (Kroeber Fig. 10; 1976)].

The Wiyot exhibited clothing (Loud 1918), armor, weaponry (projectile points, single-backed bow), exchange systems of dentalium and resources (Hughes 1978), twined basketry (Kroeber 1908), food processing methods (mortar/hopper/pestle, mano/metate), and dwellings that incorporated elements common to their neighbors to the far north (Loud 1918, Kroeber 1976).

According to Loud (1918), there were no formal chiefdoms, but instead families of distinction, as pronounced by their wealth and standing in their districts. For further discussion on geography and migration in relationship to social structure and development see Rogers et al (1990), Nichols (1997), Milke et al (1949), and Kroeber (1908).

The Wiyot religion incorporates dualities and contrasting creators (Gayton 1935), natural sprits of good and evil (Nomland 1931, Loud 1918), and the use of shaman to heal and to remove "pains", both spiritual and physical (Sparkman 1908). Unique to the Wiyot and their Karuk, Yurok, Hupa, and Tolowa neighbors, is the World Renewal Ceremony, which incorporates the concepts of prehuman immortals, spoken formulas creating power, a fixed ceremonial calendar, geographic places of power, seasonal rites, and prescribed ceremony (Kroeber & Gifford 1949). For further discussion on cultural development, kinship structures, and burial practices, see Burton et al (1996), Fenega (1968), Loud (1918), and Radcliffe-Brown (1935).

Like their neighbors, as different resources became available throughout the year, the Wiyot broke into small family bands and traveled to various locations within their territory to fish, hunt, and gather edible and medicinal plants. Subsistence patterns tended to follow both seasonal and socially conscripted routines (Loud 1918). The Wiyot subsistence economy comprised vegetal resources including nuts (acorn, pine), seeds from wild grasses, roots, tubers, wild onions, parsley, and berries (huckleberry, strawberry); game including deer, elk, squirrels, and rabbit; waterfowl (ducks and geese); fish (especially salmon) taken with both nets and woven traps; shellfish, and sea mammals including sea lion and harbor seals (Loud 1918). These seasonal rounds took them to outlying areas where they established seasonal base camps and a series of radiating temporary camps and task-related activity stations.

The first systematic and most comprehensive to-date reconnaissance of the Wiyot area was conducted by L.L. Loud in 1913, followed by his publication on the Wiyot in 1918. Loud outlines the major trails used by the Wiyot around Humboldt bay and the neighboring ridges. A major trail called "woxlok" ran from the mouth of the Mad River, through Arcata Prairie, and along the east side of the bay down to Eureka, and further onto Southbay. It is very likely the trail passed through the project area as it was up out of the saltmarsh and ran through several villages, including the village of "kokte" [(Loud 45) Loud 1918:272]. This trail would also have connect, via a side-stem, to another trail called "tatekwowok". "Tatekwowok" mainly ran from Blue Lake to Redwood Creek, but had a side stem that led from Boynton Prairie down into Jacoby Creek. This trail passed through Loud Site AL and connected with the bay trail (Loud 1918:272).

The Wiyot today are represented by one band in each traditional Wiyot District including the Blue Lake Rancheria, Batawat District; the Wiyot Tribe of Table Bluff, Wiki District; and the Bear River Band of the

Rohnerville Rancheria. Tribal members still use this area, continue to harvest plant resources, especially for basket resources, and are manifesting a cultural resurgence within their cultural territory (Seidner 1999).

## 3.4 Historic Context

### 3.4.1 The History of Bayside

The following history is excerpted from Van Kirk and Hedlund (1978) and was researched specifically to address historic resources along Old Arcata Road. The discussion entails the road as a whole conduit, with particular details for specific locations, including Bayside and Jacoby Creek.

Regarding the development of the road from foot-path to settlers route:

> "The Old Arcata Road (Myrtle Avenue corridor) follows the historic land route between Indian settlements on the bay. It was a trail, which skirted the marshy lowlands on the eastern shore. It served as the commercial route between villages where trace and production activities occurred.
>
> The Old Arcata Road is known to encroach on [Wiyot] village sites at five points and closely approach twelve other sites. Of these seventeen sites, five are known to have been occupied after 1650 and at least four of these were occupied by ancestors of present Indian residents of Humboldt County. The sloughs of Jacoby, Ryan and Freshwater creeks are of particular significance because they were areas of a dense and active native habitation (NICPA, 197 ).
>
> In the time the trail became a wagon road with primitive homesteads scattered along its length. During the late 1870's and into the 1880's when logging operations were established at Freshwater and Jacoby Creeks, these isolated settlers were engulfed by communities of loggers. Houses, mills, stores, and schools were built to accommodate the rapidly-growing settlements. Fresh vegetables, butter, eggs and meat were needed at the cookhouse shanties. Truck farms, dairies and ranches grew up on the cleared off lands. The salt marshes were tempting for development as open fields for these purposes, and so were diked off and drained and re-seeded with grasses for dairy cows.
>
> As the timber was exhausted in the first quarter of the 20th century, activity waned, mills we1e dismantled and the old communities' of loggers became communities of farmers. The old road has changed considerably since its days as a footpath, but the corridor remains essentially intact with many houses dating back to those early logging years. (Van Kirk & Hedlund 1978; pp.9-11)"

Bayside developed similar to other hamlets on the route between Eureka and Arcata:

> "Bayside: The Jacoby Creek timber operations were initiated in 1875 when Dolbeer and Carson built an iron-rail track up Washington Creek (Humboldt Times, May 1, 1875). This was a gravity railroad with sufficient grade to allow loaded cars to reach tidewater by their own momentum. Horses were used to return the cars to the upper end after the logs were dumped into the slough formed by the drainages at Brainard's Point. The big logs were rafted across the bay to the Dolbeer and Carson mill in Eureka (Borden, 1962), while bolts for shingles remained at the shingle mill at Bayside Cutoff (once Upon a Time, 1969). With the advent of Dolbeer and Carson logging at Jacoby Creek, the little collection of settlers there began to grow into a thriving community. By the end of its first year's operation, the company employed 40 men

on the Washington Claim (Fountain, Vol. 23), and the people of Jacoby Creek had decided on Bayside as the name for their "prosperous hamlet" (Western Watchman, October 18, 1876).

In the 1860's, Jacoby Creek bottom land was covered with dense underbrush, but supported giant spruce trees along with alder, ash, willow, maple and pepperwood. It was the home of elk, deer, bear, and the streams were filled with "speckled beauties" and salmon by the thousands -- an undisturbed wilderness (Arcata Union, November 5, 1887) . By 1887, cozy houses, surrounded by well-tilled fields, dotted the landscape. Nearly all the men worked in the redwoods during the summer months and used their winter lay-off season to clear their own land. An 8O-pupil school at Jacoby Creek reflected the degree of settlement and stability reached by the little logging community in a dozen or so years. Twenty-three years after sparking Bayside's development, Dolbeer and Carson closed the Jacoby Creek operation.

The Earlv Road: During the first ten years of settlement, travel between Eureka and Union was generally by boat with ferry service provided at $2.00 per trip on the ferryboat Glide (Humboldt Times, June 28, 1856). Those who did travel the old Indian trail on foot or horseback spent the better part of the day making the difficult 15-mile trip, although packers from Eureka used the trail to connect with the Elk River Trail and the Trinity mines by approaches up Ryan's Slough and Freshwater Creek (Coy, 1929). Despite its poor quality, the trail was declared a public highway by order of the Humboldt County Board of Supervisors during its May session in 1855 (Humboldt Times, May 26, 1855).

During these early days of settlement, County Supervisors gave top priority to the business of road construction. Under a California law passed in 1855, boards were allowed to levy a tax on men 21-50 years of age not to exceed $4.00 per year and property tax not to exceed 5¢ per $100 of assessed value for road purposes. The counties were divided into road districts with an overseer for each district to collect the road tax and contract for improvements on the roads in his district (Humboldt Times, July 21, 1855). (Van Kirk & Hedlund 1978; pp.13-15)"

"But sentiments change and during the May session of the 1861 Board of Supervisors, the Union and Eureka road overseers were re-quested by the Board to expend a least two-thirds of their road taxes on the County road from Eureka to Arcata (Humboldt Times, May 11, 1861). …The Humboldt Times (August 9, 1862) was "truly glad" to announce the completion of the read to Arcata: "The first trip over the road on wheels was made by C. W. Long and J. Tracy ... They report that the drive can be made with ease in two hours and a quarter."

Completed though it as the road left much to be desired. ….Each spring brought renewed complaints and demands for improvement in the road and its bridges sometimes described as being "impassable"; "not safe for use"; "in shocking condition"' and "like corduroy" (Humboldt Times, October 17, 1868; April 8, 1871; February 3, 1872; and June 10, 1876). During the winter of 1876 the condition of the road deteriorated to the extent that everyone had to ride the ferry Gussie McAlpine to get from one town to the other (Humboldt Times, February 12, 18761). (Van Kirk & Hedlund 1978; pp.11-16)"

The construction of the Redwood Highway altered the transportation pattern for the Bayside and Jacoby Creek communities:

"The Road in Later Years: In 1910 the Eureka and Freshwater Investment Company rebuilt the road between Bayside and Ryan's Slough. It was hoped the Board of Supervisors would take over after completion. Several new bridges were constructed along the route. The road way was described as having an excellent grade and a graveled surface (Humboldt Tines, Feb. 26, 1910). During the dry summer months

before the road was paved in the 1920's a horse-drawn water wagon, filled at watering troughs along the roadway, was used to sprinkle down the dust each day.

In 1918, construction began on the Eureka-Arcata stretch of the Redwood Highway (present Highway 101), grading and filling operations requiring several years to complete. By 1921 the road was graveled but it was another four years before it was paved and officially opened to travel (Arcata Union, September 16, 1955; Humboldt Times, March 31, 1925).

After the completion of the Redwood Highway, the Indianola Road was opened up to the highway to provide additional access to the new state route. Minor realignments in the Old Arcata Road were made by the County in 1946 along with improvements in drainage and the extension of rights of way, but the only significant alteration was the construction of the Indianola Cutoff in 1971 and the widening of Old Arcata Rd. at its junction with Indianola Cutoff.

No longer needed as a through route around Humboldt Bay, the Old Arcata Road carme to serve only as a connector for its communities and the urban centers of Eureka and Arcata. A decline in logging activity at Jacoby Creek and Freshwater brought a quieter life to the road's communities and today there is little evidence of those former days – mills, railroads, train sheds, cookhouses and company housing have dis-appeared almost without a trace.

What does remain, however, may be of greater significance than the vanished paraphernalia of industry. Still part of the Old Arcata Road landscape are the houses and barns built by early logging families who began settling the area over a century ago. These houses, gentle re-minders of another time and history, stand as visual reflections of the folk-culture that built them.  (Van Kirk & Hedlund 1978; pp.16-17)”

# 4. METHODS

To ascertain the nature and extent of known cultural resources within the ESL, archival research and a literature review were conducted for which the following sources were consulted:

a) Federal and State Repositories:
   - National Register of Historic Places (NRHP)
   - The Native American Heritage Commission (NAHC)
   - California Inventory of Historic Resources (CHRIS)
   - California Historical Landmarks
   - California Points of Historical Interest
   - California Bridge Inventory

b) Archival Maps and Photos:
c) Historic Topographic maps (NETR 2016)
   - 1942
   - 1948
   - 1953
   - 1961
   - 1966
   - 1972
   - 1974
d) General Land Office (GLO) maps (Military Warrants & Land Patents)
e) Metskers Map of Humboldt County (1949)
f) Belcher Atlas of Humboldt County (1921-1922, Sheet 7)
g) Historic Aerial Photos (NETR 2016):
   - 1956
   - 1972
   - 1988
   - 1989
   - 2005
   - 2009
   - 2010
   - 2012
h) Ethnographic Sources:
   - Blue Lake Rancheria
   - Academic Literature; see Section 8 References for full listing.

# 5. RESULTS

## 5.1 Northwest Information Center (NWIC)

DZC submitted a Record Search Request to the Northwest Information Center (NWIC) of the CHRIS Center at Sonoma State University to identify recorded or otherwise known cultural resources and previous surveys within or adjacent to OARI-ROW. The request was sent on April 20, 2016. A copy of the initial record search request and accompanying results are included in Confidential Appendix A.

According to the NWIC record search results, three resources have been recorded within the OAR-ROW, and four resources are recorded immediately adjacent to the OAR-ROW. Of the recorded resources, three are associated with prehistoric periods of occupation and development and four are historic structures.

Table 1 Previously Recorded Resources

| Primary, Trinomial, or other Resource Identifier | Age & Attributes | Recording Events | Associated Report Numbers | NRHP or CRHR Status Code | ^Distance from ROW |
|---|---|---|---|---|---|
| **P-12-000103; CA-HUM-45; Loud 45** | Pre-Contact; AP02 (Lithic scatter); AP15 (Habitation debris) | 1918 (Loud, UC); 1976 (C. Larson, R. Stillinger, Department of Anthropology, California State College, Sonoma); 2007 (J. Burns, W. Rich, and E. Whiteman, Roscoe and Associates); 2009 (William Rich, Steven Grantham) | S-000886, S-009097, S-043343 | CRHR Code 2S, Eligible | Within the ROW |
| **P-12-000365; CA-HUM-355/H; Loud Site AL** | Pre-Contact & Historic; Wiyot village of Kokte; AH04 Refuse scatter; AP02 Lithic scatter; AP15 Habitation debris; Historic Structure HP15 Educational Building | 1976 (J. Goodrich, California State College, Sonoma); 1977 (William Roop, ARS); 2013 (William Rich, William Rich and Associates) | S-000660, S-000886, S-009097, S-047310, S-14557 | NRHP Code 1, Listed 1985; CRHR Code 2S, Eligible; 1977 | Precontact element is within the ROW; Building is 40 Meters |
| **P-12-002560; *#2 old house site** | Prehistoric; AP15 (Habitation debris) | 2013 (Janet P. Eidsness, THPO Blue Lake Rancheria) | | Code 2S, CRHR Eligible; 2013 | Within the ROW |
| **Charles Monahan-Dexter House** | Historic; HP2 Single Family Property | Office of Historic preservation; Historic Properties Data File; State of California | S-14557 | CRHR Code 2S, Eligible; 1977 | Parcel: Immediately Adjacent; Building: 12 Meters |

| | | | | | |
|---|---|---|---|---|---|
| Bayside Grange Hall | Historic; HP13 Community Center/Social Hall | Office of Historic preservation; Historic Properties Data File; State of California | S-14557 | CRHR Code 1CS, Listed; 1977 | Parcel: Immediately Adjacent; Building: 5 Meters |
| Davis Oscar Nellist House | Historic; HP2 Single Family Property | Office of Historic preservation; Historic Properties Data File; State of California | S-14557 | CRHR Code 2S, Eligible; 1977 | Parcel: Immediately Adjacent; Building: 25 Meters |

*Ownership name omitted for confidentiality

^ Distance calculated in GIS; based on the Humboldt County APN Map

Prehistoric site constituents include extensive lithic scatters, bedrock milling stations, ground-stone, fire affected rock, habitation middens, cairns, repeated-use and permanent villages, and burials. The records indicate Late (Wiyot) and Middle precontact period occupation and land uses traditional ethnographic use by the Wiyot tribe.

P-12-000103 (CA-HUM-45/Loud 45) is the Wiyot Village of “Kokte” or “Koktin” or “Goketen (Loud 1918:294). The deposit is a light to moderate lithic scatter situated on an alluvial terrace. The site comprises a biface and biface fragment, groundstone, and 300+ pieces of flake debitage. It was recorded in 1976 and updated in 2007. According to L.L. Loud, Site 45 exhibited at least two Wiyot houses and twenty-five to thirty inhabitants in 1852. It was a small but permanent Wiyot village at that time, situated near a slough navigable by canoe, near the old Indian trail that went around the bay. By 1860 it was deserted and the redwood house planks badly rotted. It was then an open space sixty feet across, covered with shell and surrounded by a tangled thicket of rose bushes, blackberry bushes, and other shrubs (Loud 1918).

P-12-000365 (CA-HUM-355/H, Loud Site AL) is a multi-component site situated on a floodplain terrace near Jacoby creek. This site was formally recorded in 1976, and was updated in 1977. The site comprises both an ethnographic Wiyot habitation deposit and a schoolhouse built c.1903.

The historic component of P-12-000365 (CA-HUM-355/H, Loud Site AL) is a local iconic structure known as the Second Jacoby Creek School. It was built in 1903 by local contractor W.G. Moha for a cost of $4,200. Notable architectural elements include decorative moldings, friezes, ornamental shingles, a full return cornice, gables, pyramidal roof, and arches. The precontact component comprises an extensive midden. According to Loud (1918) there were several small plank houses here in 1856, one of which was occupied by Old Harry, who used to come during the salmon fishing season from Tuluwat (a principal site on Indian Island in Humboldt Bay). There was an Indian trail going up to Boynton Prairie and to the ridge where acorns were gathered. It is privately owned and has had many artifacts removed over the years. Additional precontact and historic era tools and debris were revealed when the site underwent sewer pipe construction monitoring in 2012 (Rich 2013). This structure is listed in the NRHP, the CRHR, and the Office of Historic Preservation Historic Properties Directory for Humboldt County. The precontact site has been impacted by gardening and construction; the structure has likely been extensively modified inside.

P-12-002560 (*old house site) is a prehistoric habitation area situated on the property of a single-family residence on a terrace, overlooking Humboldt Bay. The site was recorded in 2013 and has been impacted by gardening and house building. Site is of high sensitivity, comprising a shaped, flanged pestle, obsidian flakes, and chert tools.

The remaining resources are Built Environment representing community and residential structures.

The Charles Monahan-Dexter House was built in 1912 by Andrew Anvick. Notable architectural elements include shiplap siding, hipped roof, and gables. This structure is listed in a Historic Resource Inventory for the Old Arcata Road-Myrtle Avenue Corridor which identified historic resources in as part of a proposed road improvement project. This structure is listed in the Office of Historic Preservation Historic Properties Directory for Humboldt County.

The David Oscar Nellist House was built by Mr. Nellist in 1904 in preparation for bringing home his bride, Maude Orr. Notable architectural elements include shiplap siding, hipped roof, gables, bay windows, a dentil decorated box cornice with a frieze and pediment gable, a geometric stained glass transom, turned porch support posts, and decorative cut-out bargeboards and brackets. This structure is listed in a Historic Resource Inventory for the Old Arcata Road-Myrtle Avenue Corridor which identified historic resources in as part of a proposed road improvement project. This structure is listed in the Office of Historic Preservation Historic Properties Directory for Humboldt County.

***Reports***

Ten cultural resource reports are associated with the OARI-ROW area. Five of the reports were authored between 1975 and 1984, with three other manuscripts authored in 2008, 2009, and 2012 respectively.

**Table 2 Reports conducted near project area**

| Report Number | Authors | Title | Publisher | Report Type | Associated Resources/ *NRHP Listed |
|---|---|---|---|---|---|
| S-000660 | Katherine Flynn; 1977 | Archaeological Site on Old Arcata Road and Jacoby Creek Road (ARS 77-39) (letter report) | Archaeological Resource Service | Field study | *12-000365 |
| S-000886 | James R. Benson; 1984 | An Archaeological Reconnaissance of the Proposed Wastewater Interceptor and Treatment Facilities | Northwest Indian Cemetery Protective Association, Inc. | Field study | |
| S-006403 | Barry K. Douglas; 1984 | Archaeological Survey Report for a proposed sewage collection system for Bayside in Arcata, California | | Field study | |
| S-006668 | Barry Douglas; 1984 | Archaeological Survey Report for the Bayside Main Post Office Relocation, Alternative Two, Arcata, California | | Excavation, Field study | |
| S-009097 | Darlena K. Blucher; 1975 | Report of an Archaeological Field Survey of the Old Arcata Road for the Department of Public Works, County of Humboldt | Humboldt State University | Field study | 12-000103, 12-000107, 12-000108, 12-000112, 12-000158, *12-000365 |

| | | | | | |
|---|---|---|---|---|---|
| S-014557 | Suzie Van Kirk & Eric Hedlund; 1977 | An Historic Resources Inventory: The Old Arcata Road-Myrtle Avenue Corridor | Natural Resources Division, Humboldt County Department of Public Works | Architectural Historical, Field study | *Numerous Historic Era buildings (See Appendix F) |
| S-014557 | Darlena K. Blucher | Report of an Archaeological Field Study of the Old Arcata Road for the Department of Public Works, County of Humboldt | Humboldt State University | Field study | |
| S-042930 | Donald Verwayen; 2005 | A Cultural Resources Investigation of the Beith Creek Culvert Barrier Modification Project, Humboldt County, California, DF&G #136-R1 | Cultural Resources Facility, Center for Indian Community Development, Humboldt State University | Field study | |
| S-043343 | Jennifer Coats and Jennifer Burns; 2007 | A Cultural Resources Investigation of the Jacoby Creek School Garden Project, located in Humboldt County, California | Roscoe and Associates, Cultural Resource Consultants | Excavation, Field study | 12-000103 |
| S-045333 | William Rich; 2009 | An Archaeological Letter Report Prepared for the Arcata Baylands Seasonal Wetland #4 Soil Storage Location Project, Bayview Ranch, Old Arcata Road, Arcata, Humboldt County, California (letter report) | William Rich and Associates | Field study | |
| S-047310 | William Rich; 2012 | An Archaeological Letter Report Prepared for the Emergency Sewer Connection Project at the Old Jacoby Creek School (APN 501-011-06) Located in Bayside, Humboldt County, California (letter report) | William Rich and Associates | Excavation, Field study | *12-000365 |
| S-047310 | William Rich; 2012 | ADDENDUM to Archaeological Letter Report Prepared for the Emergency Sewer Connection Project at the Old Jacoby Creek School (APN 501-011-06) Located in Bayside, Humboldt County, California (letter report) | William Rich and Associates | Excavation, Field study | |
| S-047310 | William Rich; 2012 | An Archaeological Monitoring Report for an Emergency Sewer Connection Project at the Old Jacoby Creek School (APN 501-011-06) Located in Bayside, Humboldt County, California (letter report) | William Rich and Associates | Monitoring | |

•

Reports S-006403, and S-047310 document pedestrian survey for the installation of sewer lines. Report S-000660 was a pedestrian survey in an attempt to relocate the resource reported in S-000886 (report missing). S-006668 is a report of pedestrian survey, hand auguring, and test-pit excavations conducted for the construction of a new Bayside Main Post Office. S-009097 reports pedestrian survey for the widening of Old Arcata Road. S-014557 reports a summary of architectural styles and conditions along the Old

Arcata Road-Myrtle Creek Corridor, and includes report S-009097 and S-000660 as appendices and detailed descriptions of historic buildings. S-042930 reports a pedestrian survey for the relocation of a culvert and salmonid habitat restoration. S-043343 is a report of pedestrian survey for the excavation of a garden area, and S-045333 reports the pedestrian survey of an area for soil storage.

Due to recent investigations by William Rich and Associates, the Cultural Resource Facility at Humboldt State University, and Roscoe and Associates, the precontact elements of the area have been updated to professional levels of recordation.

With regard to architecturally historic resources, report S-014557 provides a good foundation for an architectural assessment of the structural resources dating from 1850-1930.

The results of the initial report inquiry are not sufficient to map which portions of the DE-APE or IE-APE have been surveyed to current professional standards. Further archival research would be required to determine the actual extent and quality of past cultural resource survey.

## 5.2 Native American Heritage Commission (NAHC)

The Sacred Lands File search request was sent by DZC to the NAHC by e-mail on August 25, 2016. The NAHC responded on September 15, 2016, stating that the Sacred Lands File search was negative for registered Sacred Lands. The NAHC also provided a list of tribal individuals recommended to receive project notification and engage in coordination. DZC Consulting sent project notifications to the individuals listed by electronic mail, soliciting comments and concerns.

## 5.3 Native American Coordination

On October 7, 2016, DZC met with the City of Arcata, SHN Consulting Engineers and Geologists, and the three Tribal Historic Preservation Officers (THPOs) affiliated with the Wiyot traditional cultural territory. The THPOs formally represent The Blue Lake Rancheria (Janet Eidsness), The Bear River Band of the Rohnerville Rancheria (Erika Cooper), and the Wiyot Tribe (Tom Torma). Discussion centered on the APE, potential alternatives for the project (not entirely defined at that time), and potential impacts from different approaches. Ms. Eidsness contributed additional information sourced from a tribal site sensitivity model. As the NWIC record search had not yet arrived, a future advisement meeting was planned.

On November 11, 2016, DZC met with Bear River THPO Erika Cooper to discuss the NWIC record search results and the overall sensitivity of the area. A review of the preliminary project alternatives indicated there could be a combination of both no-impact and ground disturbing activities. It was discussed that a constraints map would best address the current conditions and facilitate future project decisions.

## 5.4 Historic Maps

General Land Office (GLO) maps for 1855, 1873, and 1890 record the initial surveys resulting in formalized sections, township, and range for the project area. Lentell's map (1914) reflects the established townships, including Bayside. Belchers 1921 map show numerous land divisions and ownership holdings,

reflecting the names of many early Humboldt settlers including Nellist, Monahan, Anvick, Quear, Morton, and Carr.

A review of the United States Geologic Survey (USGS) topographic maps of the area dated 1933, 1942, 1951, and 1959 (NWIC 2016), and 1948, 1953, 1961, 1966, 1972, and 1974 (National Environmental Title Research) reflect approximately fifteen structure adjacent to the ROW from 1933 to 1942, and an increase to twenty-three by 1951. Maps from 1957-1966 reflect Post-War subdivision development adjacent to the ROW, creating neighborhoods now familiar to modern day residents including Sunnybrae, Baywood, and Jacoby Creek.

## 5.5 Historic Aerial Photographs

DZC conducted a review of aerial photos, dated 1956, 1972, 1989, 1993, 2005, 2009, 2010, and 2012 (NETR). Photos from 1956 indicate a settlement pattern of rural agricultural farm complexes, single family residences, and a local school and post office. Agricultural use appears to be primarily grazing and tilling. However, the photos also reflect the further division of agricultural holdings into a neighborhood element with approximately fifty-eight additional buildings erected between 1930 and 1956, presumably as mostly single family homes. By 1972, the majority of the current configuration and density of homes was established, with light infill continuing to present day.

The road configuration within the project area appears to be relatively unchanged since 1921 (Belcher 1921), especially from the junction of OAR/Jacoby Creek Road northward to Anderson Lane. Alignments changes and widening have occurred where OAR/Bayside Road meets Samoa Blvd and Buttermilk Lane; it shows slight reconfiguration and widening to accommodate increased traffic and land use changes, particularly around Ganon Slough and Beith Creek.

# 6. CURRENT CONDITIONS ASSESSMENT

The results of archival research, comment solicitation, tribal advisement, previous surveys, and the environmental context all contribute to an assessment of the context and sensitivity level for a given project area.

The following summary statements were prepared based on the preceding research and are intended to fulfill the consideration of a cultural resource current conditions investigation to support project planning.

## 6.1 Assessment of Effects & Study Constraints

Project designs for the OARI Project are not yet finalized. Therefore, it cannot be firmly determined that there is no potential for effects or impacts to cultural resources, nor can specific mitigations be identified to negate such effects. However, preliminary recommendations can be made based on the range of proposed activities, the available information on historical site usage, and information provided by individuals, public agencies and others.

### *DE-APE*

The visual narrative of the DE-APE is that of a rural, light agriculture and single-family residential setting. Modern streetscape improvements including lights, signage, road construction, and light industrial use have added contemporary health, safety, and convenience elements to the corridor and altered the view in the immediate corridor, but the original alignment remains largely intact. As expressed by its residents, the overall setting, feeling, and visual narrative of the areas is rural and "small town". The development along the corridor appear to be contemporary and consistent since the late 1940s, with most parcels developed or recently constructed within the past 40-60 years.

RCAA and the City of Arcata have been genuinely seeking community input regarding project design. The preliminary information indicates support for the concept of improving safety and self-propelled transport, and a favor towards minimal physical and visual infrastructure construction. By implementing design elements selected by and important to the contemporary community, it appears the range of improvements proposed will be largely consistent with the already developed agricultural and residential parcels. It is anticipated that these changes would be minimally noticeable from a general public vantage point and would be an inconsequential change to the integrity of the DE-APE as a whole, while improving public safety.

The greatest cultural resource concern for project implementation within the DE-APE is ground disturbance and the potential to impact buried archaeological deposits and tribal cultural resources that are presently unknown.

### *IE-APE*

The IE-APE takes into account the potential visual effects of the proposed improvements within a prescribed area. Although the improvements are not yet defined, early community input indicates that the community favors minimal visual additions. The range of proposed designs appear to be consistent

with the currently installed streetscape improvements and does not initially appear to have the potential to create a new effect with regard to the historic landscape, would not significantly alter existing views in the area, and would not diminish the significance of historic properties within the IE-APE.

## 6.2 Archaeological Sensitivity & Buried Deposit Forecast

Research indicates that the DE-APE and the IE-APE area both retain a high probability for subsurface precontact and historic era archaeological deposits, which may be recognized by the Wiyot area Tribes as Tribal cultural resources. Subsurface historic period improvements, particularly common-era artifacts, are likely to be located within the complexes representing the residential and farm complexes. Prehistoric resources are likely to be encountered at depths where native, intact soils are encountered that are elevated above the former (reclaimed) salt marsh.

## 6.3 Native American Advisement

The THPOs representing the Wiyot traditional cultural territory have conveyed interest in participating in project planning and expressed concern for potential impacts to tribal cultural resources from project activities. Of primary discussion was the potential for ground disturbance, the possible need of a Tribal cultural monitor to observe excavations where buried, but formerly exposed, ground surfaces of A and B soil horizons will be breached, the engagement of Environmentally Sensitive Area delineations (appendix A, Figure 2) a monitoring plan for project planning (Appendix 3, Figure 3), and the issue of confidentiality on a highly visible public project.

## 6.4 Previously Recorded or Identified Cultural Resources

There are properties located within the DE-APE and the IE-APE are identified as National Register or California Register-listed or -eligible properties. These are considered historic resources for purposes of CEQA and historical properties for review under Section 106 of the National Historic Preservation Act. Addition properties were identified through the Native American Advisement with the THPOs representing the traditional cultural territory of the Wiyot Tribe.

Section 106 of the National Historic preservation Act requires agencies receiving Federal funding, permits, or working on Federal lands, to take into account the effects of their undertakings on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register of Historic Places (36 CFR 800.1). Additionally, cultural resources must be identified and evaluated; effects to historic properties must be reduced to acceptable levels through mitigation measures or agreements among consulting and interested parties. Historic properties are those resources that are listed in or are eligible for listing in the NRHP (36 CFR 60.4; Advisory Council on Historic Preservation 2000).

In addition, Section 21084.1 of the CEQA Public Resources Code defines historical resources as those that are listed, or eligible for listing, in the California Register of Historical Resources (CRHR), or those listed in the historical register of a local jurisdiction (county or city).

By these guidelines, archival research identified the following historic resources within the DE-APE (ROW):

a. P-12-002560; Tribal cultural resource Eligible for the CRHR
b. P-12-000365; Tribal cultural resource Eligible for the CRHR (precontact component) and a historic architectural resource (APN 501-011-006) Listed on the NRHP
c. P-12-000103; Tribal cultural resource Eligible for the CRHR

Archival research identified the following historic resources within the IE-APE

d. Jacoby-Wiley-Pardee-Nellist House (APN 500-181-001); CHRH Listed
e. Harvey David Monahan House House (APN 501-011-002); CHRH Listed
f. Jacoby-Wiley-Pardee-Nellist House (APN 501-012-012); CHRH Listed

These resources must be treated as historically significant, and therefore given preservation consideration in the CEQA, NEPA, and Section 106 processes, unless further investigations provide evidence to the contrary (PRC § 5024.1; Title 14 CCR § 4850 et seq; CCR 15064.5(a)(2). A map depicting the location of these resources is included in CONFIDENTIAL Appendix E, Resource Location Maps, Figure 3 and Figure 4. A map depicting the location of these resources is included in CONFIDENTIAL Appendix E, Resource Location Maps, Figure 3 and Figure 4. Appendix E is not for public consumption. Location information concerning cultural resources shall be limited to planners within the lead agency, and their agents therefore, on a need to know basis and only with explicit permission of the lead agency.

## 6.5 Summary of Un-Recorded Historic Resources c.1850-1930

The architectural survey report by Van Kirk & Hedlund (1978) identifies an additional thirteen parcels with a total of eighteen, c.1850-1930, that remain standing adjacent to the ROW, and three historic parcels where four structures are no longer extant. The standing resources have been identified at the survey level, and have not been formally recorded nor evaluated for the NRHP or the CRHR. However, the initial research strongly states that these homes are directly related to families who played important roles in the settlement and economic development of the towns of Union, Arcata, Bayside, and in Humboldt County. It is recommended that these unevaluated resources be treated as historically significant, unless further investigations provide evidence to the contrary (PRC § 5024.1; Title 14 CCR § 4850 et seq; CCR 15064.5(a)(2)), and therefore protected from project impacts. A map depicting the location of these resources is included in CONFIDENTIAL Appendix E, Resource Location Maps, Figure 3 and Figure 4. Appendix E is not for public consumption. Location information concerning cultural resources shall be limited to planners within the lead agency, and their agents therefore, on a need to know basis and only with explicit permission of the lead agency.

## 6.6 Summary of Un-Recorded Historic Resources c.1931-1966

Approximately fifty-eight additional structures dating from the Post-War era (1945-1965) are adjacent to the ROW and meet the age threshold for consideration as historic resources. These structures are as of yet unsurveyed and unevaluated. The level of effort to identify and evaluate historic resources should be commensurate with the level of risk inherent in the project. At this time, the project proposes to conduct minimal construction activities within an established streetscape already replete with non-historic period

infrastructure including paving, streetlights and utility poles and which have already altered existing views in the area. A full scale architectural survey for these structures is not recommended at this time.

## 6.7 Establishment of Environmentally Sensitive Areas (ESAs), Type I, Type II, and Type III

The establishment of Environmentally Sensitive Areas (ESAs) is recommended for the protection of both Listed and Eligible resource concerns. To suit both planning and confidentiality purposes, whole parcels have been noted without specific resource identification or delineation. Conditions specific to each ESA are based on the range of potential project activities, the nature and extent of resources, or the potential for resources, within the ESA.

***Type I ESA - NRHP, CRHR, and Tribal Resources***

a) If project design indicates improvements will involve excavations that will or may penetrate buried surfaces soils, notably the A and/or B horizons, the three Wiyot tribes will be consulted to:
    (1) Develop and implement a pre-construction archaeological testing plan to include a tribal monitor;
    (2) Revise plans to avoid significant archaeological deposits;
    (3) Conduct data recovery excavation where avoidance is not feasible, and/or
    (4) Develop and implement a Monitoring and inadvertent Archaeological Discovery Plan for project implementation
b) Prior to replacing streetscape enhancements in a Type II ESA (lights, benches, road and street furnishings, gardens/yards) existing enhancements that contribute to the historic setting of the Listed or Eligible resource shall be identified and retained. Or, if the historic streetscape elements In the ROW are iconic but extensively deteriorated or unsafe, replacement in kind is recommended

***Type II ESA - 1850-1930 Architecturally Historic Structures and Parcels (Potentially Eligible for NRHP/CRHR)***

a) Prior to replacing streetscape enhancements in a Type II ESA (lights, benches, road and street furnishings, gardens/yards) existing enhancements that contribute to the historic setting of the Listed or Eligible resource shall be identified and retained. Or, if the historic streetscape elements In the ROW are iconic but extensively deteriorated or unsafe, replacement in kind is recommended

Treatment guidelines for each ESA should be attached to all design and implementation documents to assist in guiding planning efforts. A map depicting recommended ESA delineations is included in Appendix A, Figure 2.

# 7. RECOMENDATIONS

This report was prepared to provide a current conditions assessment of known cultural resources and recommendations to assist in project planning. Firm recommendations or mitigation measures cannot be identified until final project activities are delineated. Therefore, the following discussion and ensuing recommendations are made based on locational information and a broad range of potential project activities.

As the Lead Agency, the City of Arcata is recommended to implement the following to fulfil initial jurisdictional responsibilities as defined within the PRC, the California Code of Regulations (CCR), and the Federal Code of Regulations (FCR).

## 7.1 Cultural Resource Measures (CUL-#) for Implementation

Potential effects to cultural resources can be mitigated to a less than significant level through the administration of the following mitigation measures identified herein as "CUL-#":

**CUL-1**: The project shall establish and administer Environmentally Sensitive Areas (ESA's). Protective measures, as specified in each type of ESA, shall apply to activities conducted within the ESA. ESAs shall be spatially or contextually modified to suit the final design plan or incorporate new information. A map denoting the ESAs is included in Appendix A, Figure 2.

**CUL-2:** Treatment guidelines for each ESA should be attached to all design and implementation documents and dispersed to all planning entities to assist in guiding planning efforts. See Appendix A, Figure 2 for public planning purposes.

**CUL-3: R**emoval of vegetation within a Type I ESA shall be completed using hand-methods only (loppers, chainsaw, hand-saws). Cutting may occur down to ground level but may not include the removal of stumps or large stems unless an archaeologist is present. Removal of vegetation within a Type I and Type II ESA shall consider the historic horticultural element and its contribution to the historic setting before removal.

**CUL-4**: To assess impacts or effects to historic or cultural resources and properties under CEQA, NEPA, and Section 106, the final design plan will require additional review by the three Wiyot THPOs and a qualified archaeologist.

**CUL-5:** Should cultural resource monitoring occur during project activities, a full reporting of efforts and observances shall be provided to the Lead Agency, to Tribal partners, and to the Northwest Information Center at the completion of the Project.

**CUL-6:** It is best practice to avoid cultural resources whenever possible. In cases of inadvertent (unplanned) discovery of cultural resources or human remains, the following procedures are required:

(a) If buried cultural materials are encountered during construction, it is required that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find [CCR 15064.5(f)].
    1. A qualified archaeologist local to the project may be reached at DZC Archaeological & Cultural Resource Management (707)-599-9842.

**CUL-7:** If human remains are encountered during construction, it is required that work stop immediately in that area and notification be made to the Humboldt County Coroner (CCR 15064.5(e)(1)(A); HSC § 7050.5).

(b) Contact information for the Chief Deputy Coroner office at the time of this report:
Humboldt County Coroner,
I Street, Eureka, CA. 95501
Phone: 707-445-7242

(c) If the coroner determines the remains to Native American, the Coroner shall contact the NAHC within 24 hours and collaboratively determine the Most Likely Descendant [CCR 15064.5(e)(1)(B)]

## 7.2 Native American Consultation

Formal government-to-government consultation is ongoing between the City of Arcata and the three Sovereign Tribes (Blue Lake, Bear River, and Wiyot) that identify with the Wiyot traditional cultural territory. No government-to-government tribal consultation has been initiated for the Section 106 Process. As of January 3, 2017, consultations are incompletes and are expected to continue as project plans evolve. .

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# Appendix A
# Public Planning Maps

*Figure 1 Project Location*

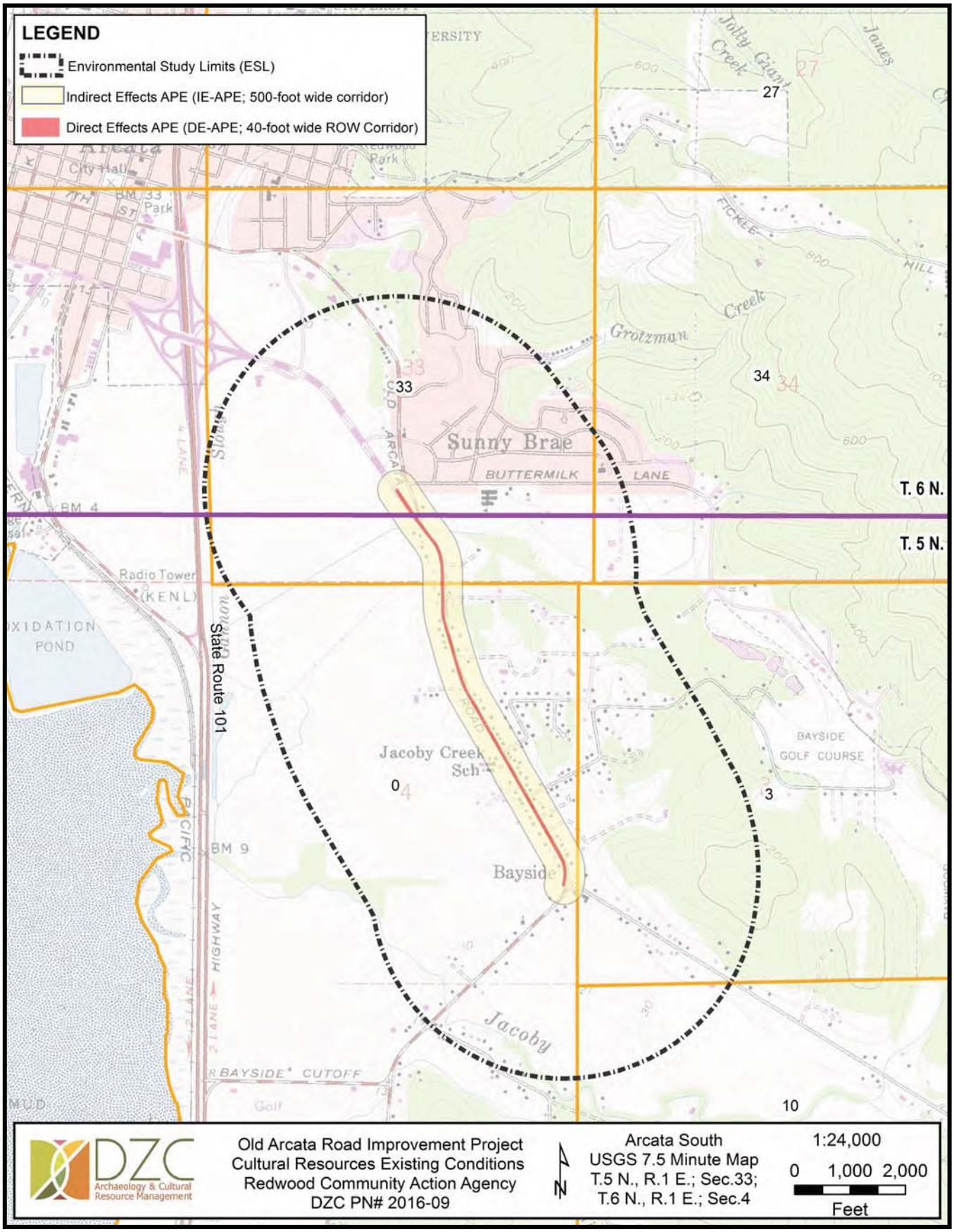
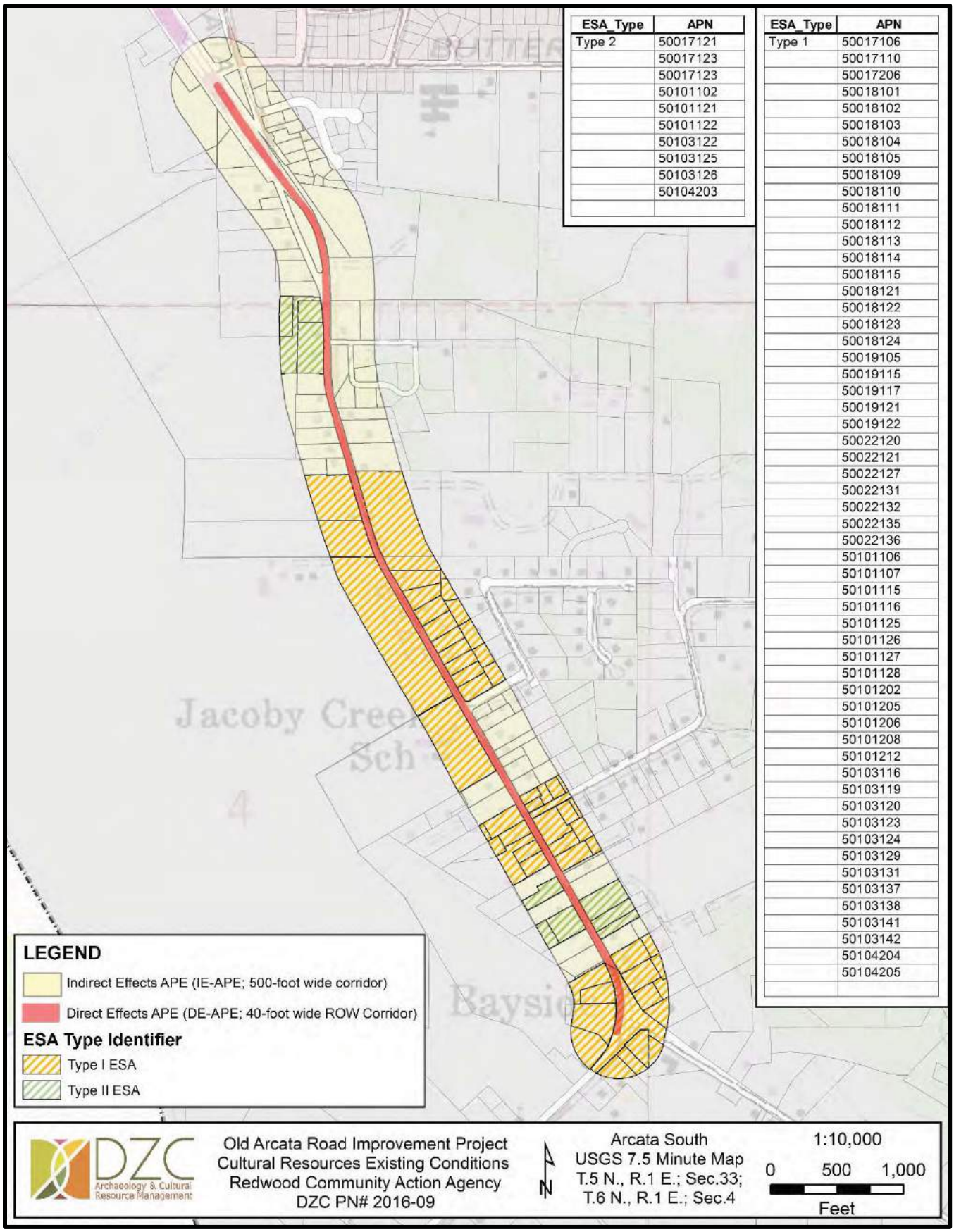


*Figure 2 Environmentally Sensitive Areas (ESAs)*



# Appendix B
# NWIC Request

California Historical Resources Information System

# CHRIS Data Request Form

**ACCESS AND USE AGREEMENT NO.:** 292 **IC FILE NO.:** _____

To: Northwest Information Center

Print Name: Dimitra Zalarvis-Chase Date: 04/20/16

Affiliation: DZC Archaeology & CRM Consulting

Address: 2370 Lindstrom Ave

City: Fairhaven State: CA Zip: 95564

Phone: (707) 599-9842 Fax: _____ Email: dimitrazc@gmail.com

Billing Address (if different than above): _____

Project Name / Reference: Old Arcata Road Improvements

Project Street Address: 100 Old Arcata Road, south to 1835 Old Arcata Road (1.5 miles)

County: Humboldt

Township/Range/UTMs: T6N, R1E, Section 33; T5N, R1E, Section 4

USGS 7.5' Quad(s): Arcata South

PRIORITY RESPONSE (Additional Fee): yes ○ / no ◉

TOTAL FEE NOT TO EXCEED: $ 450.00

Special Instructions:

---

***Information Center Use Only***

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes ○ / no ◉

Notes: _____

# CHRIS Data Request Form

Include the following information (mark as necessary) for the records search area(s) shown on the attached map(s) or included in the associated shapefiles. Shapefiles are the current CHRIS standard format for digital spatial data products.

**NOTE: All digital data products are subject to availability - check with the appropriate Information Center.**

1. **Map Type Desired:** Digital map products will be provided only if they are available at the time of this request. *Regardless of what is requested*, only hard copy hand-drawn maps will be provided for any part of the requested search area for which digital map products are not available at the time of this request**.**
*There is an additional charge for shapefiles, whether they are provided with or without Custom GIS Maps.*

**Mark one map choice only**

Custom GIS Maps ○ Shapefiles ○ Custom GIS Maps **and** Shapefiles ◉ Hard Copy Hand-Drawn Maps **only** ○

**Any selection below left unmarked will be considered a "no. "**

| **2a.** | Within project area | Within 1/2 mi radius |
|---|---|---|
| **ARCHAEOLOGICAL Resource Locations**+ | yes◉/ no○ | yes◉/ no○ |
| **NON-ARCHAEOLOGICAL Resource Locations** | yes◉/ no○ | yes◉/ no○ |
| **Report Locations**+ | yes◉/ no○ | yes◉/ no○ |
| **Resource Database Printout* (list)** | yes○/ no○ | yes◉/ no○ |
| **Resource Database Printout* (detail)** | yes◉/ no○ | yes◉/ no○ |
| **Resource Digital Database Records (spreadsheet)**+ | yes◉/ no○ | yes◉/ no○ |
| **Report Database Printout* (list)** | yes◉/ no○ | yes◉/ no○ |
| **Report Database Printout* (detail)** | yes◉/ no○ | yes◉/ no○ |
| **Report Digital Database Records (spreadsheet)**+ | yes◉/ no○ | yes◉/ no○ |
| **ARCHAEOLOGICAL Resource Record copies**+* | yes◉/ no○ | yes◉/ no○ |
| PDF◉/ Hard Copy○ | | |
| **NON-ARCHAEOLOGICAL Resource Record copies*** | yes◉/ no○ | yes◉/ no○ |
| PDF◉/ Hard Copy○ | | |
| **Report copies**+*: | yes◉/ no○ | yes◉/ no○ |
| PDF◉/ Hard Copy○ | | |
| | Only directory listing | Associated documentation |
| **OHP Historic Properties Directory**** | | |
| within project area | yes◉/ no○ | yes◉/ no○ |
| within 1/2 mi radius | yes◉/ no○ | yes◉/ no○ |
| **OHP Archaeological Determinations of Eligibility**+ | | |
| within project area | yes◉/ no○ | yes◉/ no○ |
| within 1/2 mi radius | yes◉/ no○ | yes◉/ no○ |
| ***California Inventory of Historical Resources* (1976):** | | |
| within project area | yes◉/ no○ | yes◉/ no○ |
| within 1/2 mi radius | yes◉/ no○ | yes◉/ no○ |

**+ In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User under an active CHRIS Access and Use Agreement**.

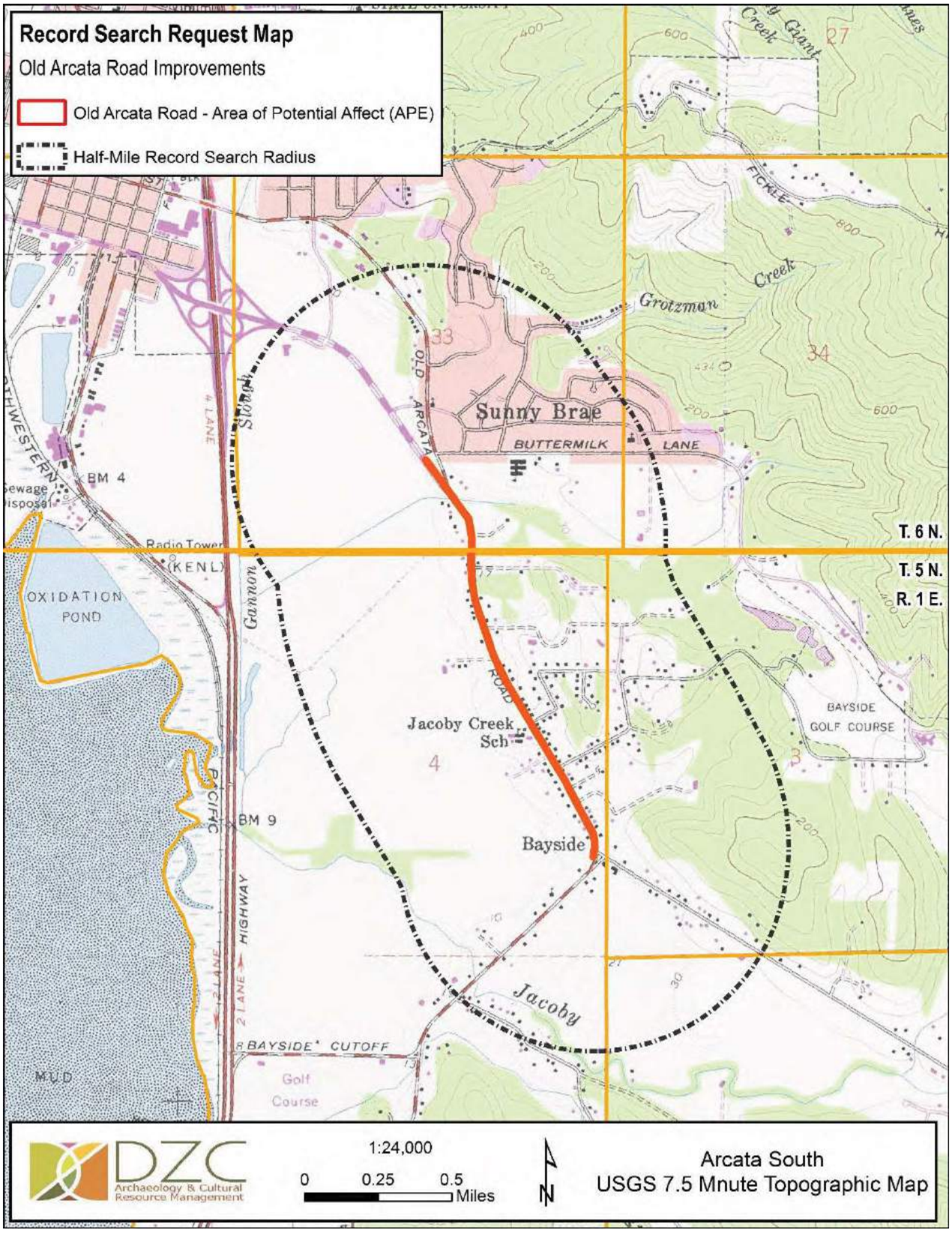
* These documents may be supplied as PDF files, if available

** Includes, but is not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys.

# CHRIS Data Request Form

**2b.** Listed below are sources of additional information that may be available at the Information Center. Indicate if a review and documentation of any of the following types of information is requested.

| | | |
|---|---|---|
| **Caltrans Bridge Survey** | yes ◉ | no ○ |
| **Ethnographic Information** | yes ◉ | no ○ |
| **Historical Literature** | yes ◉ | no ○ |
| **Historical Maps** | yes ◉ | no ○ |
| **Local Inventories** | yes ◉ | no ○ |
| **GLO and/or Rancho Plat Maps** | yes ◉ | no ○ |
| **Shipwreck Inventory** | yes ○ | no ◉ |
| **Soil Survey Maps** | yes ◉ | no ○ |





DZC Consulting • 2370 Lindstrom Ave, Fairhaven, CA 95564 •707-599-9842 • dimitrazc@gmail.com

# Appendix C
# NAHC Request

# Sacred Lands File & Native American Contacts List Request

**NATIVE AMERICAN HERITAGE COMMISSION**
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95501
(916) 373-3710
(916) 373-5471 – Fax
nahc@nahc.ca.gov

*Information Below is Required for a Sacred Lands File Search*

Project: Old Arcata Road Improvements

County: Humboldt

USGS Quadrangle

Name: Dimitra Zalarvis-Chase

Township: 6N Range: 1E Section(s): 33; And T5N,R1E, Section 4

Company/Firm/Agency:

DZC Archaeology & Cultural Resource Managment Consulting

Contact Person: Dimitra Zalarvis-Chase

Street Address: 2370 Lindstrom Ave

City: Fairhaven Zip: 95564

Phone: (707) 599-9842 Extension:

Fax:

Email: dimitrazc@gmail.com

Project Description:

The city of Arcata is seeking to improve safety and access along a portion of Old Arcata Road. This phase encompasses planning and research to identify cultural or historic resources of concern along the improvement route.

☑ Project Location Map is attached

2016-4
April 18, 2016

***REQUEST FOR SACRED LANDS SEARCH***

| | |
|---|---|
| **TO:** | Native American Heritage Commission |
| **FROM:** | Dimitra Zalarvis-Chase, Registered Professional Archaeologist<br>DZC Archaeology & CRM Consulting |
| **CONTACT INFORMATION:** | Phone: 707-599-9842<br>Email: dimitrazc@gmail.com |
| **PROPOSED PROJECT:** | Old Arcata Road Improvements |
| **SITE LOCATION:** | *Arcata South;* T6N, R1E, Section 33; T5N,R1E, Section 4 |
| **SITE SIZE:** | 1.5 miles |

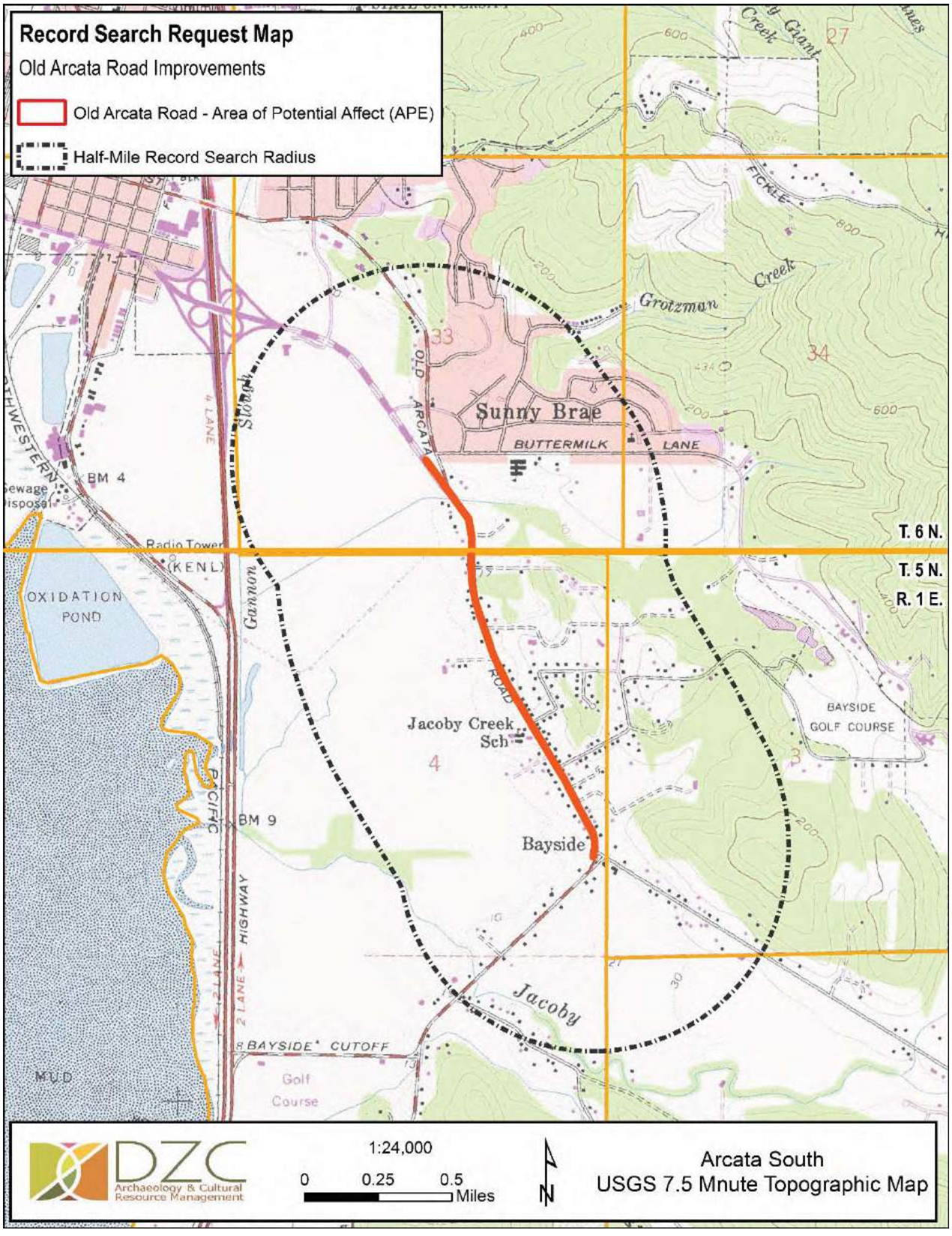
The City of Arcata is preparing a community-driven plan for improving access and safety on Old Arcata Road in Humboldt County, CA. Cultural resource information will assist in identify elements for avoidance, preservation, or mitigation during the design process.

DZC Consulting is conducting the Sacred Lands File records search and solicitation of comments pursuant to Section 106 of the National Historic Preservation Act and the California Environmental Quality Act. DZC Consulting would appreciate any information you can provide regarding cultural resources in the area, Native American groups, or interested parties that we may contact for more information. You may respond by phone, letter, or e-mail.

Thank You for your assistance.

**Dimitra Zalarvis-Chase, M.A., RPA**
Owner/Principal Investigator - **DZC Archaeology & Cultural Resource Management Consulting**

Exhibit A – Project Location





DZC Consulting • 2370 Lindstrom Ave, Fairhaven, CA 95564 •707-599-9842 • dimitrazc@gmail.com

STATE OF CALIFORNIA

Edmund G. Brown, Jr., Governor

**NATIVE AMERICAN HERITAGE COMMISSION**
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710
Fax (916) 373-5471

April 27, 2016

Dimitra Chase
DZC

Sent by Email: Dimitrazc@gmail.com
Number of Pages: 2

RE: Old Arcata Road Improvements, Arcata South, Humboldt County

Dear Ms. Chase:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

I suggest you contact all of those listed, if they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: Sharaya.souza@nahc.ca.gov.

Sincerely,

Sharaya Souza
Staff Services Analyst

**Native American Contacts**
**Humboldt County County**
**April 22, 2016**

Blue Lake Rancheria
Claudia Brundin, Chairperson
P.O. Box 428 Wiyot
Blue Lake , CA 95525 Yurok
bmobbs@bluelakerancheria-nsn.gov Tolowa
(707) 668-5101
(707) 668-4272 Fax

Blue Lake Rancheria THPO
Janet Eidsness, Historic Preservation Officer
P.O. Box 428 Wiyot
Blue Lake , CA 95525 Yurok
jeidsness@bluelakerancheria-nsn.gov Tolowa
(707) 668-5101
(530) 623-0663 - Cell
707-668-4272 - Fax

Wiyot Tribe
Ted Hernandez, Chairperson
1000 Wiyot Drive Wiyot
Loleta , CA 95551
(707) 733-5055

(707) 733-5601 Fax

**This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.**

**Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code**

**This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Old Arcata Road Improvements, Arcata South, Humboldt County.**

**CONFIDENTIAL**

Appendix D

NWIC Response & Results

**Contents of this Appendix are intentionally omitted**

**CONFIDENTIAL**

Appendix E

Resource Location Maps

**Contents of this Appendix are intentionally omitted**

# Appendix F
# Architectural History Report No. 14557

Edie B.H.
S-14557
(See also S-9096+9097)

# AN HISTORIC RESOURCES INVENTORY:

# THE OLD ARCATA ROAD-MYRTLE AVENUE CORRIDOR

Natural Resources Division
Humboldt County Department of Public Works
Eureka, California

Architectural Description and Organization: Eric Hedlund

March 1978

# AN HISTORIC RESOURCES INVENTORY:

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Architectural Description and Organization: Eric Hedlund

March 1978

ACKNOWLEDGMENTS

Mrs. Susie Van Kirk, for her original historic research;

Mrs. Emma Anvick, for her interest and help with Bayside;

Mrs. A. Rasmussen, for her memory of Hansen Tract events;

Mr. Sam Mitchell, for providing names of resource people as well as information;

Mr. Louis Nessier, for his invaluable help with the Indianola and Freshwater areas;

Mr. Erich Schimps, Documents Librarian, Humboldt State University;

Mr. Earnest Watson, for his excellent recall of Bayside families;

Mr. Dave Van De Mark, for his photographs;

Mr. Art Pope, for his quality control of printing process;

The staff of the Humboldt County Department of Public Works.

This report was prepared under the direction of

Donald C. Tuttle, Natural Resources Analyst
Division of Natural Resources

Department of Public Works
Humboldt County
1106 Second Street
Eureka, CA 95501

Address inquiries to the above address or call (707) 445-7741

AN HISTORIC RESOURCES INVENTORY:
THE OLD ARCATA ROAD-MYRTLE AVENUE CORRIDOR

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## INTRODUCTION

This Inventory of Historic Places along Old Arcata Road has been prepared pursuant to requirements of the National Historic Preservation Act of 1966. This act requires that all Federally funded projects be reviewed for potential effect on historic resources.

The project is to widen and improve Myrtle Avenue-Old Arcata Road, which passes from Eureka to Arcata. The survey area is clearly delineated on the maps in the appendix of this report (Appendix: Maps of Identified Historic Resource Locations).

The project is to be completed in three sections. Section I which was along Myrtle Avenue between Harrison and Hall Avenues, Post Mile (P.M.) 0-00 - 1.41 has been completed under a Negative Declaration, SCH #76-060-79).
The areas of focus in this inventory are Sections II and III, P.M. 1.41 through 8.78.

The project is described in Appendix: Project Description of Old Arcata Road - Myrtle Avenue Improvements.

The zone of potential impact is termed "Old Arcata Road Corridor" in this report. The limits of this area are from Ryans Slough to Sunnybrae within the viewshed of Old Arcata Road Corridor and alongside major feeder roads to Old Arcata Road, including Upper Mitchell Heights Road, Spears Road, Felt Road, Ole Hanson Road, Redmond Road, Indianola Road, Graham Road, Bayside Road, and Jacoby Creek Road to the last location identified on Historic Resource Location Maps.

This report inventories more than 135 sites which may meet criteria for historic significance. Pre-1920 Indian Era and American Era locations are reviewed. The Old Arcata Road Corridor is unusually rich in visible and intact national historic, physical, cultural, and architectural resources. These historic places reveal successive historical occupations of the area and provide a link to the historic heritage of eastern United States and Europe.

## SUMMARY

From the historic perspective, the entire area of Old Arcata Road is interesting. Individual locations have significance, but in addition, the region and the route itself are important in their own right.

A. The route was determined by earth shaping events in geologic time; Old Arcata Road follows the edge of what were, in the Indian era (pre-1850), marshlands, sloughs, and tidal estuaries.

B. Old Arcata Road was originally a trail connecting Indian settlements along the bay. The route is part of the record of Indian economic and cultural activity.

C. The patterns of alteration of landform and landuse along the road during the American era (1850-1920) and Modern era (since 1920), reflect clearly the background of the settlers. The way the land became owned, used, and changed in the relatively short period of 130 years reflects American and Western European cultural responses to wilderness.

D. The structures within the boundary of potential effect along the Arcata Road Corridor exemplify significant architecture genre and ethno-geographic or cultural heritage.

CONCLUSIONS

1. Road is a Valuable Historic Resource: For all of the above reasons, the conclusion of this inventory is that this road is a valuable historic resource.

2. Conservative Design will have Minimal Direct Negative Impact on Historic Value: There are no significant alterations in present road alignment in present road improvement plans. Sensitive adjustment of road width and fill volumes are necessary for minimal adverse impact on historic resources. The proposed alignment at Devoy Bridge (Location 2-06) requires moving the slough west of its original location by 16-feet. This is consistent with prior historic improvements in the road and therefore not a significant adverse effect.

3. Undergrounding Utilities could Enhance Scenic Historic Value. Undergrounding overhead utility lines and removal of line poles in conjunction with road improvements would enhance the scenic value of the road.

4. Improvement of Road Could Promote Insensitive Growth: Perhaps the major negative potential impact is that improvement in accessibility along Old Arcata Road may promote development of land in the corridor. Intensification of use will impact the existing archaeological sites and historic structures along Old Arcata Road. An increase in the number of intrusions will decrease the rural historic atmosphere that now exists. This could erode the value of Old Arcata Road as a very legible historic resource.

## RECOMMENDATIONS

Increased population and economic development are likely to promote and perhaps accelerate historical tendency towards alteration of landform and land use along Old Arcata Road. These pressures for change can perhaps only be regarded philisophically, and viewed positively as progress and improvement. Still, assuming that the purpose of an historical inventory is more than empty procedural activity, the following recommendations are expressed in the hopes that they might enter into considerations of policy and decision by agencies and individuals:

A. DESIGNATE THE OLD ARCATA ROAD ROUTE AS A SCENIC ROAD IN THE SCENIC HIGHWAYS ELEMENT OF THE COUNTY GENERAL PLAN.

B. ENCOURAGE SETTING ASIDE PORTIONS OF ADJACENT LANDS IN THE VIEWSHED AS AGRICULTURAL PRESERVE LAND.

C. ESTABLISH A DESIGN REVIEW COMMITTEE TO CONTROL DEVELOPMENTS WITHIN THE OLD ARCATA ROAD CORRIDOR.

D. NOMINATE SOME HOUSES ALONG THE ROUTE TO THE NATIONAL REGISTER

E. INFORM PROPERTY OWNERS OF THE TAX BREAKS AND LOW INTEREST LOANS AVAILABLE TO OWNERS OF DESIGNATED HISTORIC STRUCTURES

The remainder of this report contains detailed information on the archaeological and historical resources within the designated boundary of effect along Old Arcata Road. This information provides the evidence to support the recommendations of this report.

## I. GEOLOGIC TIME

Humboldt Bay is an estuary located approximately 200 miles north of San Francisco and 90 miles south of the California-Oregon border. It is one of California's largest estuaries and is the only harbor of commercial importance for major shipping between San Francisco and Coos Bay, Oregon. The bay's 288 square mile drainage basin lies in the foothills of the Coast Range. Except for the coastal plain near the bay, much of the area is covered by dense forests of redwood and Douglas fir. The climate is true rainy maritime temperate with an average annual temperature of 50 degrees Fahrenheit and rainfall of about 38 inches. Historically, the bay was about 27,000 acres in size, but land reclamation of salt marshes and intertidal flats has reduced it to its present size of 16,000 acres (Monroe, 1973)

40,000 years ago, during the last ice age, the sea level was 200 feet below its present level. It attained its present level about 5500 years ago.

## II. INDIAN ERA

Present knowlege indicates continuous human habitation of the Humboldt Bay region for at least the past 2000 years. Only the most recent native culture of that time span has been studied and even this record is limited. Carbon dating of some fire rings in campsites indicates the possibility that Athabascans may have been here as long ago as 40,000 years.

Prior to the arrival of settlers in 1850, the Humboldt Bay region, including the lower Mad and Eel Rivers as well as the shores and tidewater reaches of the bay, was the exclusive domain of the Wiyot people. Linguistic similarities indicate they belonged to the great Algonquian family of tribes of central and eastern North America. There were only two tribes west of the Rocky Mountains belonging to this linguistic group--the other being the neighboring Yurok. The word "Wiyot: means plentiful and is the native name for the Eel River delta. Wiyot was first used to denote the people of the area by George Gibbs after his travels through the region as a member of the Redick McKee expedition in 1851 (Loud, 1918).

The Wiyot were closely associated with and dependent upon the resources of the marine and freshwater environment, and according to Kroeber (1925), every settlement lay on a stream or bay, the majority on tidewater. They were a hunting and gathering culture, harvesting the abundance of the area's natural resources--fish, shellfish, and marine mammals from the waters; elk and deer, roots, seeds, nuts and berries from the prairies; waterfowl from the bay's shores; and wood for warmth, shelter and canoes.

The Old Arcata Road (Myrtle Avenue Corridor) follows the historic land route between Indian settlements on the bay. It was a trail which skirted the marshy lowlands on the eastern shore. It served as the commercial route between villages where trade and production activities occurred.

The Old Arcata Road is known to encroach on village sites at five points and closely approach twelve other sites. Of these seventeen sites, five are known to have been occuped after 1850 and at least four of these were occupied by ancestors of present Indian residents of Humboldt County. The sloughs of Jacoby, Ryan and Freshwater creeks are of particular significance because they were areas of a dense and active native habitation (NICPA, 1974). (See Appendix: Archaeological Reports)

Population estimates for the Wiyot, prior to decimation by white settlement, seem consistent. Gibbs (1853) estimated 500 inhabitants on Humboldt Bay and the Eel River; Buchanan (1853) set the population for all the Wiyot territory at 800; Loud (1918) placed 400 people on the Eel with a total Wiyot population of 1000; and Kroeber (1925) also determined a total population of 1000.

The Wiyot people offered little resistance to the encroachments of the settlers, but they suffered grievously. The bountiful lands they had occupied for centuries were quickly taken. Displaced from their villages and deprived of their food sources, the Wiyot people starved. European diseases took their toll. Following the Indian Island massacre of 1860, the remaining Wiyot were removed to the Klamath reservation.* In time, those who survived were allowed to return to the Humboldt Bay area, but their numbers had been greatly reduced (Loud, 1918). The 1910 census listed 150 people of Wiyot descent, and of these, half were classed as mixed blood (Kroeber, 1925).

*(On the night of February 26, 1860, a group of five settlers slipped into a Wiyot camp on Indian Island and hacked to death with axes and knives, sleeping women and children. This massacre was coordinated with other attacks along the Eel River and against villages on the South Spit, resulting in the death of an estimated 150 Indian people.)

III. AMERICAN ERA (1850-1920)

Discovery of Humboldt Bay: The first recorded entrance into the bay was made by Captain Jonathan Winship, of the ship O'Cain, working for the Russian-American Fur Company in 1806. White and Aleutian crew members hunted and trapped the bay for otter pelts; the carnage was so extreme that Indians still recalled it when whitemen next arrived in 1849, overland in the Dr. Josiah Gregg-L.K. Wood party.

When survivors of the Gregg-Wood party circulated their story in the San Francisco area, existence of a harbor near the goldfields was received with great excitement.

Settlement-Gold and Lumber: The first impetus for settlement of the Humboldt Bay region was establishment of supply routes to gold-miners on the Klamath and Trinity Rivers.

Rapid settlement of the region began during the spring of 1850. Union (re-named "Arcata" in 1860) was established as a "mercantile town" on an open plateau at the northeast end of the bay. By 1855 a wharf and railroad were completed into the bay to handle ships bringing supplies for the new settlement and the miners it was founded to serve. Pack trains, laden with goods, were a daily sight around Union's plaza as they prepared for the trip over the mountain trails to the gold mines.

Eureka, located eight miles across the water on the bay's eastern shore, was established originally to supply miners, but came to fulfull another economic need. Hailed by the local newspaper as the "greatest lumber manufacturing town on the Pacific," Eureka became a busy logging center with seven steam-run saw mills on its waterfront by 1856 (Humboldt Time, June 28, 1856).

Connecting the growing settlement of Eureka and Arcata was the old Indian trail which circled the north eastern shore of the bay. The first written reference to the trail is found in an annotated version of the L. K. Wood narrative of the 1849 Gregg-Wood expedition. After camping on the Arcata Prairie, the party followed the trail and "moved down to the point of high prairie near the mouth of Freshwater Slough at the east side of the bay and there camped" (Lewis 1966).

In the time the trail became a wagon road with primitive homesteads scattered along its length. During the late 1870's and into the 1880's when logging operations were established at Freshwater and Jacoby Creeks, these isolated settlers were engulfed by communities of loggers. Houses, mills, stores, and schools were built to accommodate the rapidly-growing settlements. Fresh vegetables, butter, eggs and meat were needed at the cookhouse shanties. Thus, truck farms, dairies and ranches grew up on the cleared off lands. The salt marshes were tempting for development as open fields for these purposes, and so were diked off and drained and re-seeded with grasses for dairy cows.

As the timber was exhausted in the first quarter of the 20th century, activity waned, mills were dismantled and the old communities of loggers became communities of farmers. The old road has changed considerably since its days as a footpath, but the corridor remains essentially intact with many houses dating back to those early logging years.

Timber Settlement: If gold mining and its attendant commercial needs prompted the settlement of Humboldt Bay, timber produced the greatest, sustained waves of immigration into the region. With the exhaustion of forest resources in the East, California'a northcoast offered what appeared to be unlimited opportunities for the woodsman and the lumberman. The overall pattern of growth during the American Era was dominated by the activities of a few timber harvesting companies.

The logging communities that grew up along Old Arcata Road at Jacoby Creek, Washington Claim, Ole Hanson Rd., Freshwater and Ryan's Slough, were settled by New Englanders and "Bluenoses" from New Brunswick. (According to the 1860 census place-of-birth information roughtly 49% (56) of the men involved in the timber industry (lumbermen, woodsmen, laborers, mill workers, camp cooks, teamsters) were foreign born, and of these, 82% (46) were from New Brunswick. Forty-one percent (47) came from the northeastern United States and of this percentage, 66% (31) were from Maine. These are rough figures based on both recognizable timber occupations and intuitive judgment, i.e., when it was obvious the census taker was in a logging camp, all occupations were considered to be timber related.)

A cursory examination of the two subsequent censuses, 1870 and 1880, indicate a continued influx of men from the eastern seaboard. Humboldt Bay logging camps were full of eastern Canadians whose parents had immigrated to New Brunswick, Nova Scotia, and Prince Edward Island from the British Isles.

The men came first, seeking the difficult and always dangerous jobs of a logging operation. Groups of men, living in crude logging camps with little or no comforts, found relief through nightly card games and an occasional weekend in town. Cheap land, readily available for little homesteads, offered an avenue of escape from the men-only logging camps. Women were sent for or, in some cases, the men made a long trip "down East" to escort their brides to California. With the women came the amenities of society--homes, children, schools, churches, temperance organizations and that permanent feeling of a community.

Ryan Slough: The first commercial logging on Humboldt Bay took place in the Freshwater-Ryan's Slough area during the winter of 1850 when William Carson and his eastern Canadian friends cut spruce logs for Eureka's first sawmill (Melendy, 1959). Later logging on Ryan's Slough supplied the Eureka mill of Ryan and Duff with saw logs and the company's shingle mill near the foot of Ryan's Slough hill (Roberts, 1960). These operations were further expanded when McKay and Company, owners of the big Occidental Mill in Eureka, took over and built the five-mile railroad up the slough in the early 1880's (Borden, 1962).

Freshwater: In 1880, D.R. Jones and Company moved its railroad from Salmon Creek to Freshwater Creek and changed the name to Humboldt Logging Railway. The railhead was seven miles up the creek into the timber by 1882. The line used two locomotives to bring the logs down to tidewater for rafting across the bay to the Jones Company mill on Indian Island. In 1890, Jones and Co. consolidated its interests with the Joseph Russ mill and the new company was known as the Excelsior Redwood Company. Freshwater became the scene of extensive logging, reaching a peak with 15 miles of railroad into the timber by 1893, the year the camp closed down (Borden, 1962).

Things were quiet in the valley until the early 1900's when logging was renewed by the Pacific Lumber Company. The old railroad was clared for use and a new mill site with all the necessary facilities were constructed in the lower valley near Freshwater Corners (Humboldt Times, Sept. 27, 1903, and Feb. 13, 1949(. The round house and train sheds were on the creek side of the Freshwater Road. The workers lived in a community known as Eddyville directly across the road (on the present site of the Freshwater Stables). For the next 35-40 years until the old growth redwood was depleted, the Freshwater tract served as the principal timber supply for the Pacific Lumber Company's Scotia mill (Fountain, Vol. 47).

Bayside: The Jacoby Creek timber operations were initiated in 1875 when Dolbeer and Carson built an iron-rail track up Washington Creek (Humboldt Times, May 1, 1875). This was a gravity railroad with sufficient grade to allow loaded cars to reach tidewater by their own momentum. Horses were used to return the cars to the upper end after the logs were dumped into the slough formed by the drainages at Brainard's Point. The big logs were rafted across the bay to the Dolbeer and Carson mill in Eureka (Borden, 1962), while bolts for shingles remained at the shingle mill at Bayside Cutoff (Once Upon a Time, 1969).

With the advent of Dolbeer and Carson logging at Jacoby Creek, the little collection of settlers there began to grow into a thriving community. By the end of its first year's operation, the company employed 40 men on the Washington Claim (Fountain, Vol. 23), and the people of Jacoby Creek had decided on Bayside as the name for their "prosperous hamlet" (Western Watchman, October 18, 1876).

D. J. Flanigan, Timothy Brosnan, John Harpst, and James Gannon formed a lumber partnership in 1876 under the firm the name of Flanigan, Brosnan and Co. (Humboldt Times, April 22, 1876). In 1882 the firm built a logging railroad a mile and a half up Jacoby Creek Road (Humboldt Times, December 24, 1881). Eventually tracks extended seven miles up the creek. The logs were brought by rail to Gannon's Slough for transport across the bay to the Eureka mill. The railroad was also used to bring rock from a quarry six miles up the creek for use in the construction of the jetties at the bay's entrance during the 1890's.

In the 1860's, Jacoby Creek bottom land was covered with dense underbrush, but supported giant spruce trees along with alder, ash, willow, maple and pepperwood. It was the home of elk, deer, bear, and the streams were filled with "speckled beauties" and salmon by the thousands -- an undisturbed wilderness (Arcata Union, November 5, 1887).

By 1887, cozy houses, surrounded by well-tilled fields, dotted the landscape. Nearly all the men worked in the redwoods during the summer months and used their winter lay-off season to clear their own land. An 80-pupil school at Jacoby Creek reflected the degree of settlement and stability reached by the little logging community in a dozen or so years.

Twenty-three years after sparking Bayside's development, Dolbeer and Carson closed the Jacoby Creek operation. The Blue Lake Advocate, April 9, 1898, made the announcement:

> The removal of the shingle mill, which was operated here (Bayside) so many years has helped to induce the quiet which now reigns. Work has entirely ceased in the old Washington Claim...

Flanigan, Brosnan and Co. continued into the 1900's under the name of Bayside Mill and Lumber Company, but by 1913, the redwood timber was exhausted and the Bayside camp was closed (Fountain, Vol. 23).

The Early Road: During the first ten years of settlement, travel between Eureka and Union was generally by boat with ferry service provided at $2.00 per trip on the ferryboat Glide (Humboldt Times, June 28, 1856). Those who did travel the old Indian trail on foot or horseback spent the better part of the day making the difficult 15-mile trip, although packers from Eureka used the trail to connect with the Elk River Trail and the Trinity mines by approaches up Ryan's Slough and Freshwater Creek (Coy, 1929). Despite its poor quality, the trail was declared a public

highway by order of the Humboldt County Board of Supervisors during its May session in 1855 (Humboldt Times, May 26, 1855).

Highway status did not seem to mean much, however, because the Humboldt Times (June 2, 1855) called the Board's attention to the fact that the County road between Union and Eureka had been fenced and that "parties living near the first slough this side of Eureka have carried off a large portion of the planks from the bridge, rendering the road impassable."

During these early days of settlement, County Supervisors gave top priority to the business of road construction. Under a California law passed in 1855, boards were allowed to levy a tax on men 21-50 years of age not to exceed $4.00 per year and property tax not to exceed 5¢ per $100 of assessed value for road purposes. The counties were divided into road districts with an overseer for each district to collect the road tax and contract for improvements on the roads in his district (Humboldt Times, July 21, 1855).

Despite the County's authority, the route between Union and Eureka remained undeveloped due to local sentiment as expressed by an editorial in the Humboldt Times, April 2, 1859:

> Since the settlement of the County, there never has been wagon communication between this place (Eureka) and Union, and it is not probable there ever will be so as to compete successfully with the water communication, the distance by land being almost double that across and the nature of the country renders it expensive and difficult to make a road.

But sentiments change and during the May session of the 1861 Board of Supervisors, the Union and Eureka road overseers were requested by the Board to expend at least two-thirds of their road taxes on the County road from Eureka to Arcata (Humboldt Times, May 11, 1861). Six weeks later the Times reported the road at the upper end of the bay suitable for carriage traffic as far south as Brainard's Point (Humboldt Times, June 23, 1861), but it was another year before the Eureka end of the road was completed. The Humboldt Times (August 9, 1862) was "truly glad" to announce the completion of the road to Arcata: "The first trip over the road on wheels was made by C. W. Long and J. Tracy....They report that the drive can be made with ease in two hours and a quarter."

Completed though it was, the road left much to be desired. There were many complaints about the bad condition of the route for teams and carriages and requests that something be done before the winter rains (Humboldt Times, Sept. 2, 1865 and October 17, 1868). During the summer of 1866 a stage run was initiated between Arcata and Eureka with the Russ House as the stop in Eureka (Humboldt Times, June 23, 1866). This must have been a summer stage because the lowlying nature of much of the route and the heavy winter rains made the road only a "tolerable summer road" at best (Humboldt Times, May 15, 1869).

Each spring brought renewed complaints and demands for improvement in the road and its bridges sometimes described as being "impassable"; "not safe for use"; "in shocking condition"' and "like corduroy" (Humboldt Times, October 17, 1868; April 8, 1871; February 3, 1872; and June 10, 1876). During the winter of 1876 the condition of the road deteriorated to the extent that everyone had to ride the ferry Gussie McAlpine to get from one town to the other (Humboldt Times, February 12, 1876).

The Road in Later Years: In 1910 the Eureka and Freshwater Investment Company rebuilt the road between Bayside and Ryan's Slough. It was hoped the Board of Supervisors would take over after completion. Several new bridges were constructed along the route. The roadway was described as having an excellent grade and a graveled surface (Humboldt Times, Feb. 26, 1910). During the dry summer months before the road was paved in the 1920's a horse-drawn water wagon, filled at watering troughs along the roadway, was used to sprinkle down the dust each day.

In 1918, construction began on the Eureka-Arcata stretch of the Redwood Highway (present Highway 101) with grading and filling operations requiring several years to complete. By 1921 the road was graveled but it was another four years before it was paved and officially opened to travel (Arcata Union, September 16, 1955; Humboldt Times, March 31, 1925).

After the completion of the Redwood Highway, the Indianola Road was opened up to the highway to provide additional access to the new state route. Minor realignments in the Old Arcata Road were made by the County in 1946 along with improvements in drainage and the extension of rights of way, but the only significant alteration was the construction of the Indianola Cutoff in 1971 and the widening of Old Arcata Rd. at its junction with Indianola Cutoff.

No longer needed as a through route around Humboldt Bay, the Old Arcata Road came to serve only as a connector for its communities and the urban centers of Eureka and Arcata. A decline in logging activity at Jacoby Creek and Freshwater brought a quieter life to the road's communities and today there is little evidence of those former days--mills, railroads, train sheds, cookhouses and company housing have disappeared almost without a trace.

What does remain, however, may be of greater significance than the vanished paraphenalia of industry. Still part of the Old Arcata Road landscape are the houses and barns built by early logging families who began settling the area over a century ago. These houses, gentle reminders of another time and history, stand as visual reflections of the folk-culture that built them.

ORGANIZATION

This section is organized on a location basis, to match maps enclosed in the report (Appendix: Maps of Identified Historic Resource Locations). The first number in the upper left corresponds to a map number; the number after the hyphen is a location number on the map. Map numbers and location numbers increase as one proceeds from Eureka to Arcata. Thus a number "2-01" means "map 2, location 01" and is just beyond Ryan Slough near Eureka; number "9-01", is on map 9, at location 01, which happens to be in Bayside. An asterisk (*) after location number indicates structure or function no longer exists.

The names used are compounded in the following order:

1. Builder - First owner
2. Notable residents
3. Functional name

First names are used only where there is possible confusion with other persons of the same surname. The dates at right are first known use or structure. "c.1920" would mean circa 1920 or around that date, within a year or so either way. "Before 1920" means that the structure or use was clearly established by 1920, but that actual construction date has not been confirmed.

The "Builder" section gives basis for conclusions as to first construction or use date, and names first owner or builder; unless it is known and stated, it is assumed that first owner was also builder, but where craftsmen are known they are mentioned here.

The "Architecture" Section provides an external description of the building, according to the Historic Resources Inventory Architectural Supplement guidelines.

"Further Information" includes anecdotal and geneaological information about residents or structures. It is for those interested in the social fabric of civilization and clues to cultural characteristics.

"A.P." is Assessor's Parcel number according to Humboldt County Assessor's Office record books. This number could provide a clue for future researchers in the sense that it is the generally accepted "name" for the parcel for most recording purposes. Unfortunately, these parcel numbers were not assigned until the 1940's and no cross-reference index was established with older assessor's parcel descriptions.

Early assessment records are a most valuable source of information on history of region. These lists are often written in longhand script and bound in heavy tomes which are stored at Humboldt State Library; age is taking its toll. These assessment rolls should be recorded on microfilm so that they might be accessible to future generations. (Any reader who has ideas for funding such an activity is hereby solicited to contact Erich Schimps, Documents Librarian, Humboldt State University.)

AN HISTORIC RESOURCES INVENTORY:
THE OLD ARCATA ROAD-MYRTLE AVENUE CORRIDOR

A List of Locations:

| Site Number | Name | Construction Date | Assessor's Parcel Number |
|---|---|---|---|
| 2-01 | Skiffington Mitchell House | c1904 | 17-161-11 |
| 2-02 | Mitchell Watertower | c1904 | 17-161-11 |
| 2-03 | Mitchell Carriage House and Outbuildings | c1904 | 17-161-11 |
| 2-04 | Charles Hill House | c1880 | 17-152-12 |
| 2-05 | Close-Dale-Milnes-Dias House | c1894 | 17-152-12 |
| 2-06 | DeVoy Bridge and Ranch | before 1920 | 402-291-01 |
| 2-07 | Spears Road Area | | 403-011 |
| 3-01* | Sass-Daird's Shingle Mill-Eureka Tannery-McCabe and Duprey Tannery | c1880 | 403-061-03 |
| 3-02* | Johnny Wood's Roadhouse | c1907 | 403-061-04 |
| 3-03 | Felt Ranch-The Maples | before 1900 | 403-071-09 |
| 3-04 | Long-Graham Dairy Barn | before 1870 | 402-241-09 |
| 5-01 | Old Saloon House | since 1915 | 402-241-10 |
| 5-01* | Old Saloon, former location | before 1907 | 402-241-06 |
| 5-02* | Long-Graham Hotel and Saloon | about 1880 | 402-241-05 |
| 5-03* | Long-Graham Dance Hall | about 1880 | 402-241-06 |
| 5-04* | Pacific Lumber Company Railroad Grade | about 1880 | 402-241-08 |
| 5-05 | Long-Graham House | 1871 | 402-242-01 |
| 5-06 | Graham-Anderson House | c1902 | 402-231-07 |
| 5-07 | George Graham House | c1903 | 402-231-06 |
| 5-08 | Saltbox house | unknown | 402-231-06 |
| 5-09* | Hugh Wilson Blacksmith Shop | about 1860 | 402-201-13 |
| 5-10 | Stephen Wilson House | before 1904 | 402-201-19 |

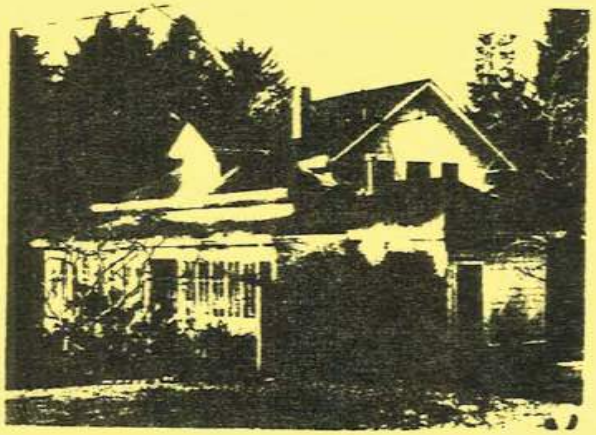
| | | | |
|---|---|---|---|
| 5-11 | second Clifton Wilson House | after 1926 | 402-331-03 |
| 5-12 | Clifton Wilson Watertower | before 1895 | 402-181-02 |
| 5-13 | Kirkham-Chandler-Spaght House | c1900 | 402-101-23 |
| 5-14 | Joseph Spinney House | c1888 | 402-101-24 |
| 6-01* | Old Eureka City Quarry | | |
| 6-02 | Gideon Spinney House | before 1887? | 402-101-15 |
| 6-03 | John Pinkerton House | before 1903 | 402-101-02 |
| 6-04 | Gross House | built c1899 moved 1966 | 402-101-07 |
| 6-05 | Weber House | c1910 | 402-101-11 |
| 6-06 | Reinertson House | before 1905 | 402-081-30 |
| 6-07 | Gross Barn and Orchard | c1899 | 402-081-01 |
| 6-08 | Guston Slaughter House | c1915 | 402-081-01 |
| 6-09 | Lindstrom-McKellar House | 1893 | 402-111-05 |
| 6-10 | Moorhead-Lindstrom Cottage | c1904 | 402-091-04 |
| 6-11 | Remington House | c1907 | 402-121-03 |
| 6-12 | Briski-Kamm-Remington Barn | c1898 | 402-121-03 |
| 6-13 | Schnider House | c1909 | 402-091-19 |
| 6-14 | Shingle, Front Gable Cottage | c1910-1920 | |
| 6-15 | Fay Slough and Walker's Point | | |
| 6-16 | Second George Walker House | after 1910 | |
| 6-17 | Old Indianola Church-House | c1910-1920 | 402-071-27 |
| 6-18 | Henry Wilson House | c1904 | 402-071-29 |
| 6-19 | Lendahl House | c1900? | 402-071-38 |
| 6-20 | Nichols House | c1900-1910 | 402-071-36 |
| 6-21 | Nichols Barn and Orchard | c1900-1910 | 402-071-36 |
| 6-22 | Charles Andrain House | c1899 | 402-043-02 |
| 6-23 | Hellberg Appleshed | 1944 | 402-043-02 |
| 6-24 | Andrain-Hellberg Watertower | c1899 | 402-043-02 |
| 6-25 | Blackburn-Mosely House | c1902 | 402-071-13 |
| 6-26 | Joe Niami House | c1905? | 402-031-02 |
| 6-27 | Wm. Verheim House-Indianola Store | c1905/c1910 | 402-032-11 |
| 6-28* | Indianola Post Office Site | | 402-032-10 |
| 6-29 | Verheim House | c1905 | 402-032-32 |

| | | | |
|---|---|---|---|
| 6-30* | W.B. Marble Blacksmith Shop and Dance Hall | c1895 | 402-061-15 |
| 6-31 | Bergon - Costa House | c1900 | 402-061-24 |
| 6-32 | Nelson - Hekkinen House | c1900 | 402-061-23 |
| 6-33 | Hutchings - Bowers House | c1896-1900 | 402-031-18 |
| 6-34 | Mangel - John Johnson House | c1902 | 402-032-33 |
| 6-35 | Peterson - Hendrickson House | c1895 original<br>c1901 addition | 402-061-08 |
| 7-01 | Viale House | c1915 | 402-061-19 |
| 7-02 | Viale House | c1915 | 402-061-03 |
| 7-03 | Al & Mary Johnson House | c1885 original<br>c1902 addition | 402-061-02 |
| 7-04 | McAlister House | c1919 | 501-261-12 |
| 7-05 | McAlister Milk House | c1919 | 501-261-12 |
| 7-06 | George Pinkerton - McAlister Barn | c1883 | 501-261-12 |
| 7-07 | Williamson Milking Parlor | c1945 | 501-261-13 |
| 7-08 | George Pinkerton - Montgomery - Williamson Barn | c1883 | 501-261-13 |
| 7-09 | George Pinkerton - Montgomery - Williamson House | c1884 | 501-261-13 |
| 7-10 | Rocky Gulch | | |
| 7-11* | Dolbeer and Carson - Rocky Gulch Railroad | | |
| 7-12* | Brainards Point | | |
| 7-13* | Dolbeer and Carson Logpond Site | | |
| 8-01 | William Stephens House | c1895 | 501-092-09 |
| 8-02 | William Stephens Barn and Outbuildings | c1885 | 501-092-09 |
| 8-03 | George Stephens Cabin | c1905? | 501-092-09 |
| 8-04 | Curly Redwood Fence | | 501-092-09 |
| 8-05 | Francis Henry House | c1883 | 501-092-14 |

| | | | |
|---|---|---|---|
| 8-06 | James Henry House | c1886 | 501-092-06 |
| 8-07 | Berry House | c1884 | 501-092-46 |
| 8-08* | Dolbeer and Carson Shingle Mill Site | | 501-092-11 |
| 8-09 | Barn | | 501-092-11 |
| 8-10* | Dolbeer and Carson Railroad Grade | | |
| 8-11* | Dolbeer and Carson Cookhouse Site | | 501-061-16 |
| 8-12* | Boardwalk Route | | 501-082-17 |
| 8-13 | Bayside N.W.P.R.R. Station Site | | 501-061-02 |
| 8-14 | Noble House | c1894 | 501-082-03 |
| 8-15 | Christian and John Brown | first house 1876<br>second house 1900 | 501-082-04 |
| 8-16 | Clendenin House | c1894 | 501-061-08 |
| 8-17 | Dolbeer - Carson School/Matheson House | c1876 | 501-081-04 |
| 8-18 | George Rice - George Henry House | c1904 | 501-082-13 |
| 8-19 | Barn | | 501-081-14 |
| 8-20 | Sam Getchell House | c1884 | 501-081-05 |
| 8-21 | Sam McFarland House | c1883 | 501-081-06 |
| 8-22 | Sam McFarland Barn | c1888 | 501-081-07 |
| 8-23 | Fred Getchell House | c1876 | 501-121-17 |
| 8-24 | Walter Graham House | c1905 | 501-151-16 |
| 8-25 | Campbell - Smith - Monroe House | c1871 | 501-061-09 |
| 8-25 a | JACOBY CREEK BRIDGE (4C-182 P.M. 7.49) | built before April 1928 | |
| 8-26* | Dyer House - First Bayside Post Office | | ?501-061-10 |
| 8-27 | Coady House | c1900 | 501-061-18 |
| 8-28 | McGuire Barn | c1879 | 501-071-07 |
| 8-29 | McKenzie House | c1886 | 501-071-06 |
| 8-30 | McAdam - Barwise - Will McFarland House - Second Bayside Post Office | c1884 | 501-061-13 |
| 8-31 | George Mitchell House | c1876 | 501-071-09 |

| | | | |
|---|---|---|---|
| 9-10 | Quear House | c1895 | 501-031-04 |
| 9-11 | David Oscar - Nellist House | 1904 | |
| 9-12* | Jacoby - Pardee - Nellist House | c1850 | 500-181-0 |
| 9-13 | Three C's Ranch Barn | | 501-041-0 |
| 9-14 | Rhodes - Marsh - Trinidad Watertower | 1930 | 500-171-10 |
| 9-15 | Lauffer - Anvick House | 1888 | 500-172-06 |
| 9-16 | Morton House | before 1891 | 500-171-15 |
| 9-17 | Morton Barn | before 1905 | 500-171-22 |
| 9-18 | Beith Creek (Pronounced "Beef") | | |
| 9-19* | Beith Creek Barn and Orchard | c1860? | 500-152-19 |

2-01, 2-02, 2-03 SKIFFINGTON MITCHELL HOUSE C.1904



Builder. This home was built for Skiffington Mitchell, nephew of William Carson. The mastermechanic of construction was David Wilson.

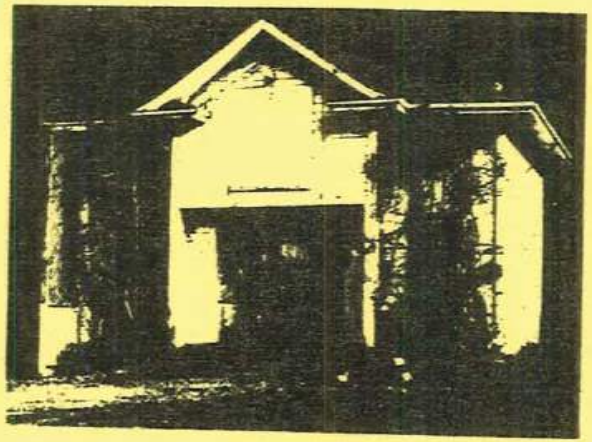
Architecture. A planbook home (2-1), characteristic of modest turn-of-the-century elegance. Within a group of buildings; rectangular plan with wings and additions; one and one-half stories; pier and post foundation; shiplap wood siding; gable with pediment dormers set in hip-roof, now with asphalt composition shingles; plain, boxed cornice, simple frieze, with pillars at corners; windows include 4-pane windows with plain molding, lattice design, leaded glass lattice windows in dormer.

The two-story carriage house (2-3) repeats the architectural lines of the main house, including return corniced gable.

In water tower (2-2) and workshed functionalism is tempered by details which harmonize with lines of main house; boxed cornice and endboards, for instance.

Further Information. Mitchell came to Humboldt Bay in 1883 to work in the woods for his uncle William Carson. In 1886, he began annual summer treks to the Klondike in search of gold, and was successful enough to build this house.

A.P. #. 17-161-11





2-04 HILL HOUSE c.1880



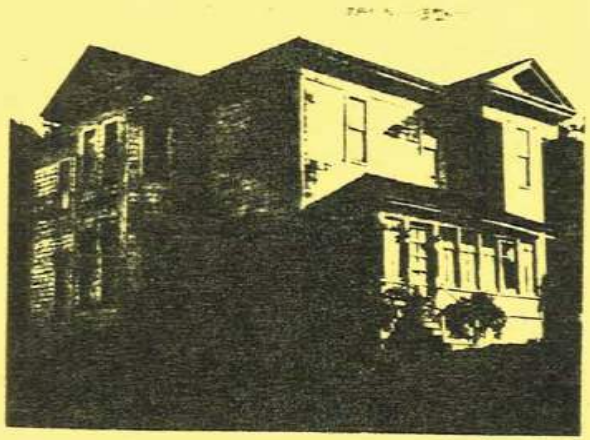
Builder. Charles W. Hill, brother-in-law of William Carson.

Architecture. The building appears to have been in stages. First, a vernacular one-story shiplap siding cottage of New Brunswick folk lines. Next, a two-story gable front house, with off-center front door. (One similar house on Old Arcata Road is the Anvick house, 9-15); flat, two-sash, two-paned windows with lug sill and plain molding; edge of roof projecting, with boxed cornice. Finally, a shed-roof addition.

Further Information. Hill arrived in this area in the 1850's, returned to Charlotte County, New Brunswick in 1862 to marry Mary Wilson (sister of Mrs. William Carson, Mrs. Sam McFarland, and the Freshwater Wilson's). They had four children: Nellie (Mrs. David Wilson); Elizabeth (Mrs. Frank Smith); Henry Edmond Hill; and Charles Clifton (Nifty) Hill.

A.P. #. 17-152-08

2-05 CLOSE-DALE-MILNES-DIAS HOUSE c.1894



Builder. George Close of New Brunswick

Architecture. Full two-story hip roof, square floor plan with extended bays set into cut-away gables with pedimented box cornice; shiplap siding with ornamental scallop patterned shingles as trim below frieze and in gables; decorated box cornices, with plan frieze. Two sash, single pane windows with decorated slipsill and trim. Very modern construction for this date in this region.

Further Information. George Close came from New Brunswick in 1883, worked as a millwright for John Vance, and Flanagan, Brosnah & Company; built Standard Furniture Company at Sixth and J in Eureka and served as manager. Wife Margret Esty died in 1900.

Paltin Dale bought house and 160 acres in 1900. He drained marshland across road.

House and 36 acres sold to Charles J. And Louise K Milnes in 1907, who owned until 1914.

In 1920, Anton Dias became owner. He was a gardner and landscaper of note in Eureka. Dias planted the hedgerow of Monterey Cypress and maintained elaborate formal gardens.

A.P. #. 17-152-12

2-06 DEVOY BRIDGE Built October 1936

The John Brazil Dairy (Henry Devoy Ranch). The 312 acre Henry Devoy Ranch was leased by John Brazil, a Portuguese dairyman, in 1913. Brazil developed one of the largest dairy herds in the county. The Devoy Bridge across the slough leads to the ranch's large dairy barns. The bottomlands among the sloughs north of the road has been used for grazing and feed production for many years.

The bridge is a graceful wooden arch supported on piers. It is often reflected in still water of Ryan Slough, and stands as a quiet example of functional grace.



3-01 to 5-12 FRESHWATER CORNERS

During its lumbering heyday, Freshwater Corners was a commercial recreational and community center for the loggers. The Pacific Lumber Company Railroad (5-04) crossed the Old Arcata Road near the present Three Corners Store. At the crossing were a hotel-saloon (5-02), and dancehall (5-03) built by William Long (see 5-5) and operated by him with the help of his daughter and son-in-law, the Grahams; across the street was the other saloon (5-01).

The other saloon (5-01) was moved across the slough and has become a private residence. The functional and unornamental exterior of this one and one-half story house with gabled dormers has probably changed but little over the past 100 years, and may have been typical of the architectural character of Freshwater Corners.

Freshwater was also embarkation point for log rafts, log barges, milk dairy products, beef and hides. These traveled down the Freshwater Slough to the Bay, and thence to Eureka.

The First Freshwater School may have been built in 1881, according to the Humboldt Times, August 6, 1881, which mentions that voters of the Freshwater School District passed bonds for the construction of a school. Another school was built in 1898, at the present location of Freshwater Elementary School. Neither schoolhouse is now in existence, so far as we know.

3-03 THE FELT RANCH (The Maples)

Along the hillside above Felt Road, to the southeast are the barns and houses of the old Felt Ranch, known as the Maples. This ranch at Freshwater covered 225 acres and supported a herd of 100 purebred Jersey cows.

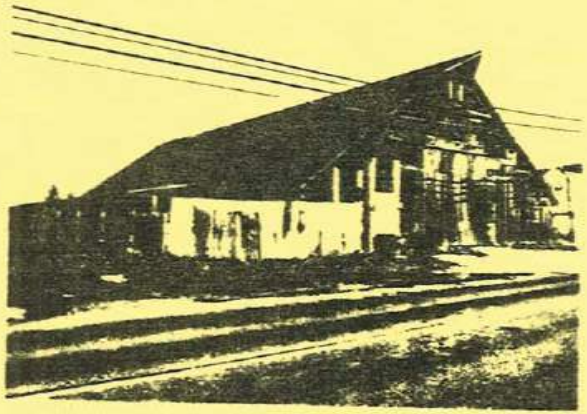
Dr. Rae Felt was the proprietor; he was himself the son of another early Humboldt County physician, Theodore Dwight Felt, who settled in Hydesville about 1851.

Father and son were both ardent horse racing enthusiasts, and the elder Dr. Felt was widely known for his fine race horses.

3-04 LONG-GRAHAM DAIRY

Before 1914

Near Freshwater Slough was the dairy run by the Long-Graham family for many years. This large, gable-roofed barn was built prior to 1914. Note the extended ridge beam and peaked gables which were used to hoist hay to the loft.





Logging at Freshwater, Humboldt Co. California.

Excelsior Redwood Co., Eureka, Cal.

A. W. Ericson



Narrow Gauge Logging Railway Near Freshwater



Steam Donkey and Railroad Logging Reached Freshwater in 1880. The Humboldt Logging Railway was Seven Miles up the Creek by 1882

3-01* BAIRD SHINGLE MILL -
JOHN SASS-EUREKA TANNERY-McCABE DUPREY TANNERY c.1888

Builder. The Humboldt Times for May 17, 1888, reports:

> Mr. John Sass will be the manager of the Eureka Tannery at the site of the old Baird's Shingle Mill. Baird donated an acre of land.

Further Information. The tannery is no longer in place. It functioned through 1907, somewhere along the way the name changed to McCabe-Duprey Tannery.

The newspaper article above went on to state that machinery was expected in July (1888), to include a boiler and a bark cutter.

Leather was prepared with tan oak bark brought from Kneeland by horse-drawn wagons. The tanned hides were shipped out of the area by barge on the Freshwater Slough.

3-02* JOHNNY WOODS ROADHOUSE c.1907

SBF Vol. 27
August 10, 1907

John Woods, well-known proprietor of the Freshwater Hotel, has purchased 18 acres of land on county road just east of the McCabe-Duprey Tannery (3-01) and has let a contract to George Hill for the erection of a modern roadhouse there, to cost $6,000 to $8,000. Mr. Woods has been forced to move from Freshwater Hotel.

Land is 3/4 of a mile west of Freshwater Corners. Mr. Woods says he will make a resort as modern as possible - two stories with 30 rooms. Land purchased from Tom Foster.

W. Boires will take over Freshwater Hotel, formerly proprietor of saloon on First Street in Eureka.



A Wagonload of Shingles and Some of the Boys. Possibly at Baird's Mill
Location 3-01*

| | | |
|---|---|---|
| 5-01 | OLD SALOON HOUSE, NOW RESIDENCE | moved 1915 |
| 5-01* | FORMER LOCATION AT THREE CORNERS | Built prior to 1907 |
| 5-02* | LONG-GRAHAM HOTEL SALOON | Before 1900 |
| 5-03* | LONG-GRAHAM DANCE HALL | Before 1900 |
| 5-04* | PACIFIC LUMBER COMPANY GRADE | About 1885 |



5-05 LONG-GRAHAM HOUSE c.1871

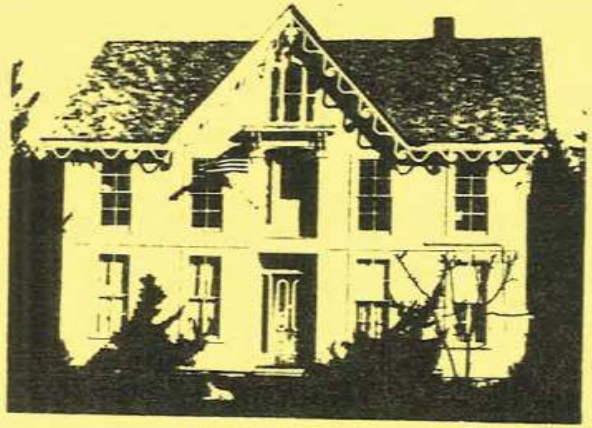
Builder. Just north of Freshwater Corners is land which was owned by William Steel Long and his daughter and son-in-law, Josephine and Alex Graham.

Long, a native of Pennsylvania, came to Humboldt County in 1854. He was accompanied by his wife, Lydia (Worthington), and their four children. Long settled first at Table Bluff where he had a hotel, then he moved to Siskiyou County for some mining. In 1858, the Long family returned to Humboldt County and purchased 240 acres at Freshwater.

The Longs operated a dairy and (later) a hotel-saloon and dancehall. Apparently, the activities were profitable; The William Steel Long house built in 1871 is the grandest in scale of all houses along the Arcata Road.

Architecture. The house is two and one-half stories with front doors on both first and second floors. The upstairs balcony is long since gone, but the symmetry of the structure is undisturbed. The Palladian window in the center gable, the Carpenter Gothic of the bargeboard ornamentation, are overlaid upon a basic Georgian home with eight-pane windows; houses of this style are popular throughout the Pennsylvania and western New York region of the United States. Perhaps this design harkens back to the grand residences of Mr. Long's youth in Pennsylvania. Note the monogram WSL and date of construction in 1871, which embellish the frame above the Palladian window.

A.P. #. 402-242-01

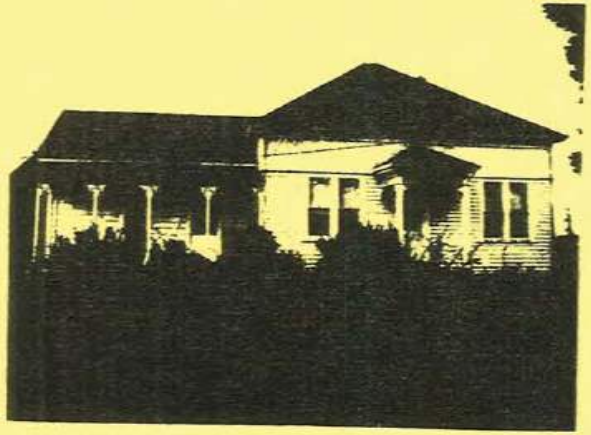




5-06 GRAHAM-ANDERSON HOUSE c.1902

Josephine (née' Long) Graham built this hipped roof house. It has an attached (wing) cottage with a gable roof. The house was built in 1902, Mrs. Graham gave the house to Hilma Anderson in gratitude for care received during her last years.

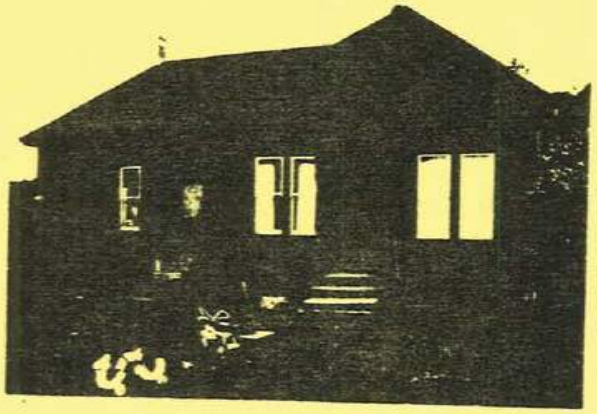
A.P. #. 402-231-07



5-07 GEORGE GRAHAM HOUSE

Alex and Josephine Graham built this shingled, hip roof house for their son, George, in 1903, upon his marriage. The wing extension on the house is also hip-roofed.

A.P. #. 402-231-06



5-08

Builder. Unknown

Architecture. This house is rectangular in plan. It is of the New England saltbox form, being a small, one and one-half gable roof, with one eave extended into a shed roof. It may originally have been an outbuilding, judging from its relationship to the main house at the front of the lot (5-07).

Siding is curly redwood shakes. Gables project with a board attached at the edge, eaves are close to the side of the building. There are various kinds of windows. Those that open and close are sashes of nine lites, which slide to the side.

Main entrance is across on unsheltered stoop, into the gable end of the house, through a paneled door. There is a brick chimney in the center of the extended roof.

The structure is nestled into an orchard setting and exudes a certain timeless bucolic ambience.

A.P. #. 402-231-06



5-09* HUGH WILSON BLACKSMITH SHOP

5-10 STEPHEN WILSON HOME c. 1903



Builder. Stephen Wilson built on 115 acres of land from the family estate sold to him by his brother and sister in 1903.

Architecture. The two level hipped roof has paired bays with a recessed door. The details appear to be Greek-revivalist in tone, but construction is probably from carpenter plan books, which incorporated diverse neo-classical influences.

Further Information. Stephen Wilson was born on the family ranch in 1871. He continued ranching operations while working for Dolbeer & Carson for 32 years.

Most land in this area belonged to the Wilson family. Alexander Wilson, born about 1829 in New Brunswick, came to Humboldt county in the mid-1850's. Some 12 year later, he returned home to escort his bridge to California. Jane and Alex Wilson had three sons and a daughter: Clifton, who married Gideon Spinney's daughter, Ellen; Sarah Evelyn (Lena) who became Mrs. Joe Spinney; Stephen and Stanley. Alex's sisters included: Sarah (Mrs. William Carson), Mary (Mrs. Charles W. Hill), and Ellen (Mrs. Sam McFarland). His brother, Hugh, also lived at Freshwater and had a blacksmith ship (5-09*) on the corner of Redmond Road.

At the time of his death in 1889, Alex had accumulated a small ranch of bottom and swamp land totaling 388 acres.

5-11 SECOND CLIFTON WILSON HOUSE After 1926

A.P. #. 402-331-03

5-12 CLIFTON WILSON WATERTOWER Before 1895



Builder. Clifton Wilson was Alex Wilson's son (see 5-10). In 1895, Clifton built a home which unfortunately was razed by fire in 1929; however, the water tower is still intact. It is a striking structure, as it looms above the marshland meadows.

Architecture. The roof above the redwood stave water tank is pyramidal in form, with a complete cornice supported by posts. A mansard roof protects the tower structure below the tank. All roof surfaces are shingled. Walls below are horizontal shiplap planking. The form of this tank is distinctive and graceful, at the same time as it is functional.

A.P. #. 402-181-02

5-13 KIRKHAM-CHANDLER-SPAGHT HOUSE c.1900

Builder. Four acres of land were transferred to John D. Kirkham by C. Kirkham and Mary Kirkham on July 10, 1900. Assessments for 1900 show no improvements. Assessments in 1901 indicate that a house was built. The implication is that John Kirkham built the house, before the 1901 assessment. (However, Mrs. Rasmussen, the daughter of Ole Hanson, says the house builder was named Hodgekins.)

Architecture. The house has extensive alterations.

Further Information. Edward and Henrietta Chandler purchased the house July 24, 1909; Fred Spaght bought it October 29, 1910. Spaght was an employee of the old California Barrel Company.

A.P. #. 402-101-23

5-14 JOSEPH SPINNEY HOUSE c.1888

Builder. Joseph (Walter) Spinney (Sr.) purchased 15.53 acres from L.S. Hurlbutt in 1885. The house was built prior to the 1889 assessment.

Architecture. The house is of a vernacular style called "upright and wing." A basic one and one-half Cape Cod cottage with one story attached wing; shiplap siding, central brick fireplace.

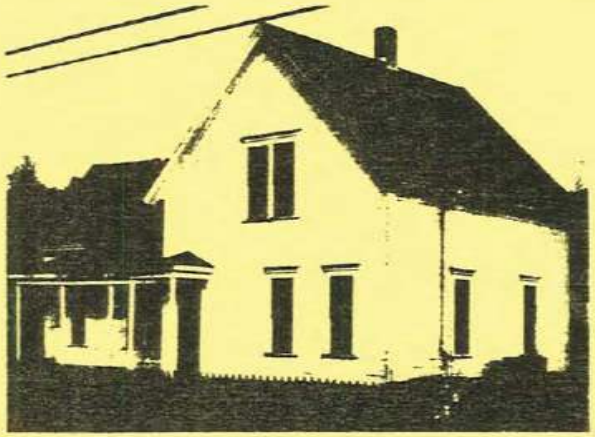
Further Information. Joseph (Walter) Spinney (Sr.) was from New Brunswick, a logger, moved here when his son Joseph was four, lived on Ole Hansen Road before building this house.

A.P. #. 402-101-24

6-01* OLD EUREKA CITY QUARRY

The old Eureka City Quarry is on the hill to the east of the road (see map). Rock extracted here was transported by wagon to Walker's Point and then transported to barges on Fay Slough at Walker's Point. It was used to gravel Eureka's city streets.

6-02 GIDEON SPINNEY HOUSE before 1887?



Builder. Gideon W. Spinney purchased 5.28 acres from Mary Hurlbut August 1, 1888. Newspapers on some walls are dated 1887, but there were no assessments prior to 1890. There are a progression of improvements listed from 1890 through 1909, so it is possible some portion of the house was standing when Spinney purchased the land and that he made additions to the original structure.

Architecture. The house is an upright and wing. This vernacular style is popular throughout New England, Nova Scotia and New Brunswick. A one story gabled cottage with covered porch adjoins a one and one-half story, end gable with central chimney.

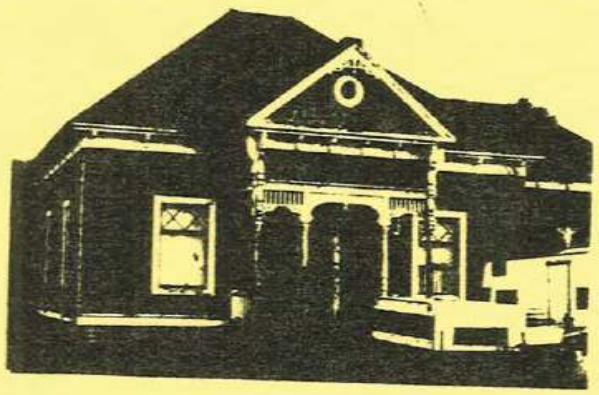
Building stands alone; wood on stone foundation (pier and post); clapboard siding with end boards at building corners; high gable roof on cottage and saltbox; composition roofing; chimneys of brick in cottage and in saltbox, also an added metal chimney on saltbox; no dormers; cornice boxed with molding, sloped soffit and plain frieze at eaves; roof trim at gables is boxed cornice with molding, soffit and plain frieze; upstairs and downstairs windows are consistent in form and trim; structural opening is flat with molded shelf at top of window; plain sides; lugsill; two single-pane sashes. The shelf trim above windows may have been added at a later date; the single pane windows, considering date of construction, are probably not original.

Main entrance is off center at gable end, with a hipped hood over extended porch; six-panel door.

Further Information. Gideon W. Spinney was brother of Joseph (Walter) Spinney (location 5-14). Born in New Brunswick, a logger. His daughter, Ellen, was born in this house in 1891. She married Cliff Wilson.

A.P. #. 402-101-15

6-03 JOHN PINKERTON HOUSE prior to 1903



Builder. John Pinkerton purchased 7.79 acres from Ole Hanson on January 3, 1893. Assessments through 1901 are $230 for land and $70 for improvements, but 1903 assessment increases dramatically to $400 for land and $600 for improvements. The implication is that the house was built by John Pinkerton in 1902.

Architecture. The building stands alone in the form of a rectangle with a wing and portico. It is a one story with no basement, with wood foundation. The original exterior wall material appears to have been shiplap but this has been tastefully overlaid with an asbestos simulated wood shingle sheathing.

Roof shape is a high hip inset with a wing hip roof. Roof material is unknown. There is a chimney of brick with concrete exterior. A center gable portico is inset in the roof at the front of building.

Roof eaves have boxed cornice with frieze and brackets; gable end of the portico has a molded pedimented box cornice with ornamental stick work attached to the roof edge.

Windows have a flat structural opening shape with plain molding and no ornamentation and a slipsill. Windows have two sashes and are double-hung. The upper sash does not move and is a lattice work of diamond lights set in mullions. An ornamental window of round shape with molded trim is inset in the gable of the portico.

The main doorway has no side panels, plan trim, a transom with single rectangular piece of glass. The porch has stickwork and other ornamental trim.

Other buildings on the grounds include a small board and batten livestock shed, with shake roof. It is entirely possible that this shed predates the house and is the original $70 improvement mentioned in the 1900 assessment.

Further Information. John Pinkerton was father to Harry Pinkerton

A.P. #. 402-101-02

6-04 GROSS HOUSE

Built c.1899*
Moved 1966



Builder. Mary and Martin Gross.

Architecture. The house was built in 1899 on Lot 3 of the Hansen tract, in association with a barn and orchard, location 6-09 in this inventory. It was moved to its present location along-side Old Arcata Road in 1966.

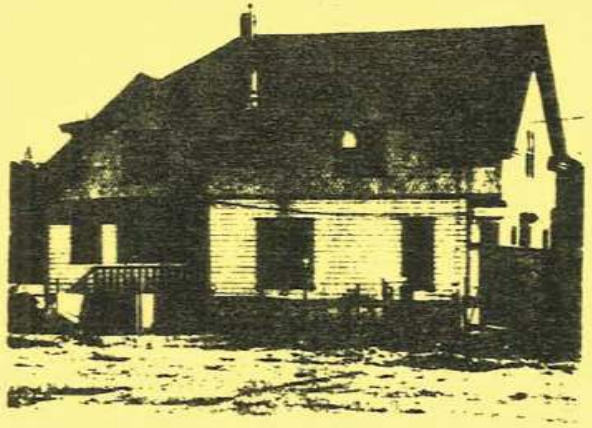
The plan of this house is rectangular with an "L" shaped wing.

One and one-half stories; no basement; pier and post foundation; wood exterior wall material, shiplap downstairs with patterned diamond trim shingles upstairs.

Downstairs corners are cut away at front of house, there are end boards at other building corners.

Roof shape is high gable with cross gabled dormers in the main house, high gable with shed dormers in the wing. There are multiple chimneys in the main house, the original is brick, the newer chimneys are metal. Roofing is a composition asphalt material. The return eaves of the dormers of the main house are continuous with the eaves of the main house.

Roof trim is decorated box cornice with frieze at corners; gables have decorated return box cornices with bargeboards over entrance.



Windows have lintels and lugsills and are two sash, double hung, single pane. There is a halfround window in the south-facing dormer of the main house. The main door is in center of gable end with a recessed entrance; rectangular glass above, wood panels below, and is decorated.

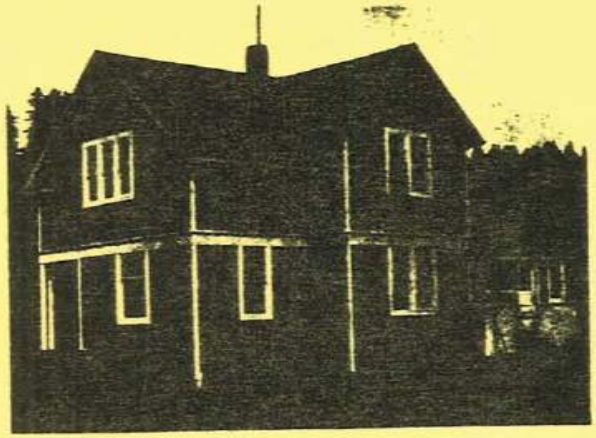
Further Information. Mary Gross was from Ireland, maiden name McMullen. Her sister, Maggie, was Ole Hanson's wife. Mary came here after the Hanson's were married.

The original house was less grand, but was improved over the years. It is unknown which portion was built first.

A.P. #. 402-101-07

*at lot 3, Hansen Tract, moved here C. 1966

6-05 WEBER HOUSE c.1910



Builder. Christopher John Weber, of Iowa, came to Humboldt County in 1897, purchased 7 acres of land from Jessie F. (Klose) Fairgrieve portions of Lots 9 and 10 of the Hanson Tract, March 28, 1910. Assessments for 1911 show $350 on land and $650 for improvements, probably includes house.

Architecture. House sits on a corner lot; is a one and one-half story "L" shape with two story salt-box cottage at rear. Foundation is pier and post.

Exterior is now asbestos shingles but appears to have formerly been shiplap. There are endboards at building corners.

Gable roof, now with composition asphalt shingles. Brick chimney in center of main structure. Plain boxed cornice eaves; gables have boxed cornice with eaves extending partly around corner. Horizontal band between floors.

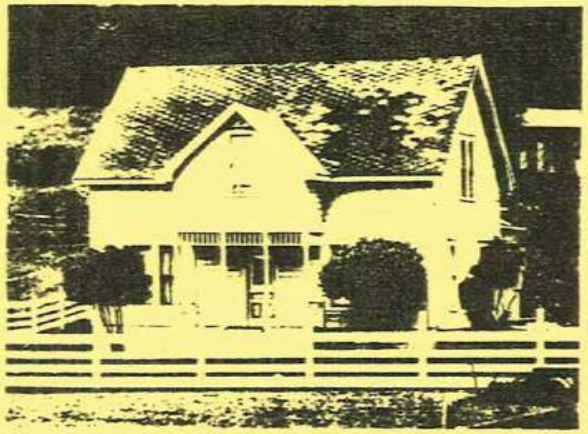
Windows on first floor have continuous trim above. All windows have slip sills; some windows have diamond shaped lattice work in upper sash. Generally two sash, single paned windows.

Main door is at corner.

Further Information. Weber worked for various mills, became yard salesman for Occidental Mill in Eureka. He built and sold three houses in Eureka before moving to this land. Weber practiced intensive farming and dairying; had full blooded Jersey cows in 1915.

A.P. #. 402-101-11

6-06 REINERTSON HOUSE before 1905



Builder. Ole Reinertson purchased Lot two, 10 acres, from Ole Hansen Mill Company May 15, 1900. 1906 assessment lists $200 for land and $600 for improvements.

Architecture. The house is a one and one-half story end gable, rectangular in form with a pavillion portico/dormer extension at the front and one story gable roof extension at rear.

Pier and post foundation, shiplap siding, endboards, decorative patterned fish-scale shingles in gabled dormer portico. There is a frieze board trim at eaves, continuing around building at gables as a horizontal band between stories.

There is an unboxed fascia cornice at eaves and gables; fascia is sculpted in the portico gable. Roof is composition shingles.

There are turned pillars supporting pavillion portico, with stick-work ornamentation. Front door is at center of building, with rectangular glass above and wood panels below.

Windows are two sash, single pane with lugsills and lentil at ends and upstairs but plain molding at front downstairs.

House is surrounded by a Tennessee style painted board fence.

Further Information. Ole Reinertson was a ship's captain and ran barges on Humboldt Bay. He scowed for Hansen, picking up shingles on Fay Slough at Walker Point and delivering them to Eureka for shipment.

A.P. #. 402-081-30

6-07 GROSS BARN AND ORCHARD c.1899

Builder. Mary and Martin Gross, Lot 3 Hansen Tract

Architecture. Barn was simple vernacular end gable structure with roller doors at end, and vertical unpainted board siding. Orchard is apple trees. The Gross House (6-06) was moved from this lot in 1966. Barn is now half tumbled-down.

A.P. #. 402-081-01

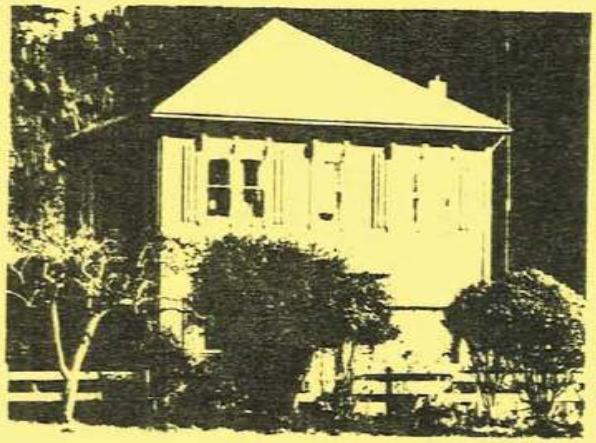
6-08 GUSTON SLAUGHTER HOUSE c.1915

Builder: Al Guston

Architecture. Gable roof, entrance at end.

A.P. #. 402-081-01

6-09 LINDSTROM-MCKELLAR HOUSE c. 1893



Builder. Charles and Ava Lindstrom purchased 9.49 acres, lots 13 and 14 of the Hanson Tract, October 10, 1892. The 1894 assessment is $250 for land and $300 for improvements, so the house was probably constructed in 1893.

Architecture. This is a square, pyramid roofed, full two-story with entrance facing the bay, not Hansen Road. Pier and post foundation, clapboard siding, end boards.

Brick chimney at south end of house, boxed cornice without frieze.

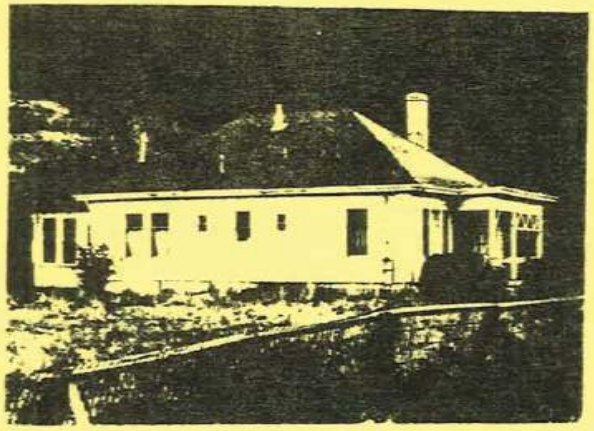
Windows have flat openings with dentil Victorian decorated trim above windows on lentil, hood with brackets; decorative shutters; lugsill with brackets; two sash, double hung, single pane windows.

Main porch is in center of building with decorated posts and brackets supporting a hipped pediment. Door is wood with rectangular glass above and panels below.

Further Information. This was the first home constructed on Hansen Road, according to Mrs. Rasmussen, Ole Hansen's daughter. After Charles Lindstrom died, his widow sold the house to Dugald McKellar a Scotsman, August 18, 1914.

A.P. #. 402-111-05

6-10 MOORHEAD-LINDSTROM COTTAGE c.1904



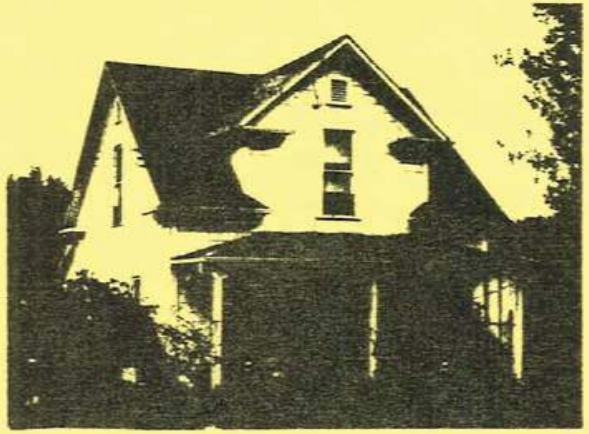
Builder. James Dudley and Philo Moorhead purchased lot 5 of the Hansen Tract, 10 acres, August 26, 1904. Assessments for 1905 are $300 for land and $100 for improvements. 1906 assessments are "less . . . part owned by J.E. Dudley" and are five acres of land, $100; $150 for improvements. It appears the cottage was built and added onto over the period 1904 through 1906.

Architecture. House is rectangular with a rectangular wing to rear; one story; no basement; pier and post foundation; exterior is wood shiplap with endboards; medium hip roof on main house, medium gable on wing, asphalt composition shingles, brick chimney no dormers; boxed cornice with fascia and frieze. Windows have continuous trim above and decorated lugsill below, with transom and one sash; transom is divided into six lites by mullions; entrance is at center of house, through off center porch with shed roof supported by square posts with stick-work trim.

Further Information. The Philo Moorhead family was from Ohio, he was from Illinois. He married Christa Dudley of Petrolia on December 25, 1893. They sold the house to Mrs. Lindstrom on November 9, 1914.

A.P. #. 402-091-04

6-11 REMINGTON HOUSE c.1907



Builder. J.H. Remington purchased 8.97 acres, lots 15 and 16 of the Hansen Tract, from Matthaus Kamm on May 29, 1907; improvements are indicated in 1898 while the property was owned by Kamm, but this may be the barn (6-12) as improvements are valued at only $50 from 1898 to 1908. After 1907, improvements are valued at $275, so Remington most likely built his house immediately upon purchase of the land.

Architecture. The house is a one and one-half story center dormer gable, of rectangular form, pier and post foundation, no basement; exterior of shiplap wood siding with endboards at building corners. Roofing material is composition asphalt shingles. Dormer gable and end gables are with returns. Eaves have boxed cornice with molded fascia and plain frieze. Edges of gables are protected with endboards. Very slight decorative curve on frieze at returns.

Windows are flat, two sash, single pane, double hung with plain molding and slipsill.

There is an open veranda across front, with square porch and a hipped roof. The main entrance is off-center and is a wood door with rectangular glass and panels.

Further Information. Hansen originally sold the land to Charles Briski. He may have built the barn.

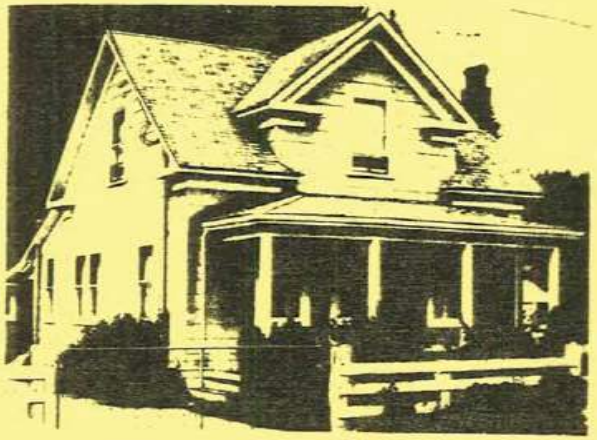
A.P. #. 402-121-03

6-12 BRISKI-KAMM-REMINGTON BARN c.1898

Builder. Charles Briski owned the property in 1898 when the first assessment for improvements shows $50. Matthaus Kamm bought the 8.97 acres, lots 15 and 16 of Hansen Tract, on March 21, 1899. Briski may have built the barn.

A.P. #. 402-121-03

6-13 SCHNIDER HOUSE c.1909



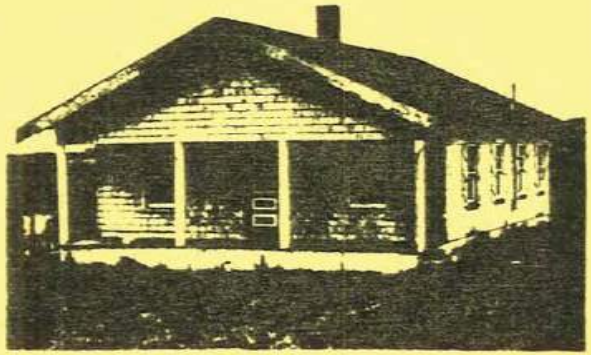
Builder. Joseph Schnider purchased Lot 7 of the Hansen Tract, 10 acres, from Robert Reinhart on October 24, 1896. Improvements of $25 are on the 1898 assessment, improvements of $100 are on the 1900 to 1908 assessment, and of $200 in the 1911 assessment. According to Mrs. Rasmussen, Ole Hansen's daughter, the house is a copy of the Remington House (6-11) across the road. Mr. Schnider admired the Remington House and decided to build one just like it. It was built about 1909.

Architecture. The building is scaled somewhat larger than the Remington House, has a central entrance, and lacks the modestly decorated frieze in the return gables. Otherwise, it is virtually identical to the Remington House (6-11, see architectural description).

Further Information. The cookhouse for Hansen's crews of lumberjacks was on this site. Mr. Schnider lived in a cabin He played the accordian and local youngsters learned to dance here on Sundays.

A.P. #. 402-091-19

6-14 SHINGLE FRONT GABLE COTTAGE c. 1910-1920



Builder. Unknown. This house typifies a so-called "California Style" cottage. It is notable as an indigenous vernacular form. Relatively unornamental functional architecture; transition style between 1900's hiproof and bungalows of 1902's and 1930's.

Architecture. This is a low gable, rectangular in plan, one story with brick chimney at center; extension siding is of wood shingles, pier and post foundation. There are asphalt shingles on roof, projecting eaves with exposed rafters; projecting gable end with boards attached at roof edge. Windows at side of building have flat structural opening, plain molding, one double hung with two sashes. Upper sash is crossdivided by mullions into four panes. Lower sash is vertically divided into two panes. There are non-functional shutters at each side of windows.

Main entrance is at gable end, in center. Approach is across an open veranda; gable end is cutaway to form veranda.

6-16 SECOND GEORGE WALKER HOUSE After 1910

Builder. George Walker, after whom Walker Point is named. This is his second home, the first burnt to the ground in 1910.

Architecture. This is the second house on this site. This was probably built after 1910. It is a medium gable with shingle siding. At the end gable, in front near the peak is a diamond shaped, diamond-point shingle design. Other interesting features include shed dormer, and vertically divided transom over some sash windows; three panes per transom.

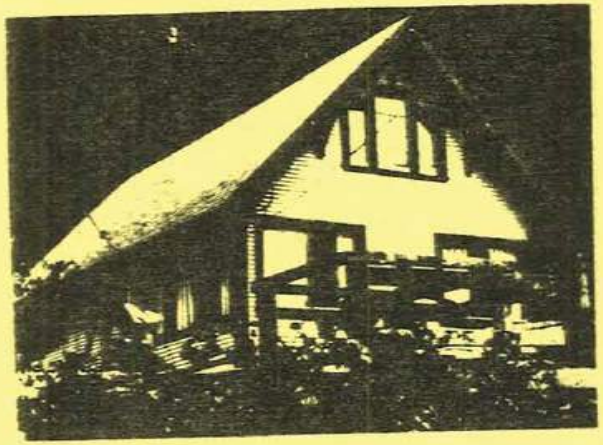
Center end gable entrance across veranda.

Further Information. Viales house at Location 7-02 has the same diamond shingle design at gable end.

A.P. #.



6-17 OLD INDIANOLA CHURCH HOUSE c. 1910-1920



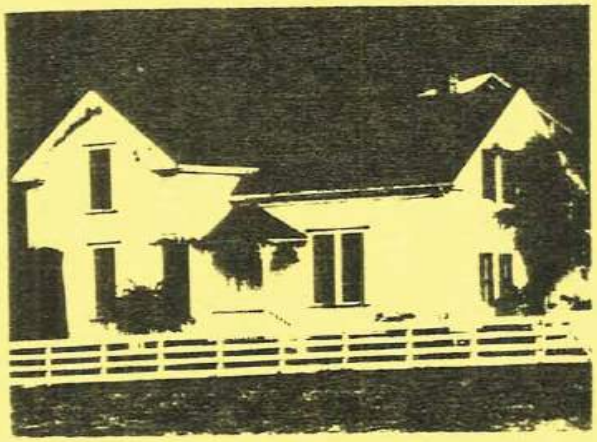
Builder. Unknown. Resembles Viales houses at 7-01 and 7-02.

Architecture. High gable with upstairs garret room, clapboard siding, roof projects at eaves and gable; rafters exposed at eaves, brackets at gable, with boards attached at roof edge. Windows appear to have been extensively modified. Plain molding and slipsill.

Further Information. This home was used as a community church in the 1920's.

A.P. #. 402-071-27

6-18 HENRY WILSON HOUSE c.1904



Builder. Henry Wilson purchased 31 acres from Hansen Mill Co. on December 28, 1900. The 1905 assessment is first one showing improvements; house was apparently built in 1904.

Architecture. House is a tee-shaped one and one-half story upright and wing. It has pier and post foundation; shiplap siding; endboards at corners of structure; gable roofs on upright and wing, roof on the wing is stepped down very slightly, covering is asphalt composition. There is a brick chimney in the wing.

Roof trim in the eaves is fluted boxed cornice with plain frieze. At the gables, trim is fluted boxed cornice with eaves extending partly around the corner, with frieze. The gable end facing the front of house has special features which include decorative shingles in half-round or fish scale design; and bargeboard scrollwork which forms a pendant.

Windows at the front of house are also ornate. They have a flat structural opening shape with ledges above and lugsill with brackets below. Windows on the rest of the house have plain trim with lugsills. Corner windows downstairs at the front of house are set in a cut-away with decorated overhang. All windows are double-hung, two sash, single pane.

There are two main entrances, one to the main building, one to the wing. These are adjacent to one another at the front of the house in the corner formed by the joining of the main house and the wing. Doors are of wood with three panels and no glazing.

Doors share a porch. The main porch is decorated with stickwork ornamentation and turned posts.

The house yard is separated from the main property by a white Tennessee board fence.

A.P. #. 402-071-29

6-19 LENDAHL HOUSE

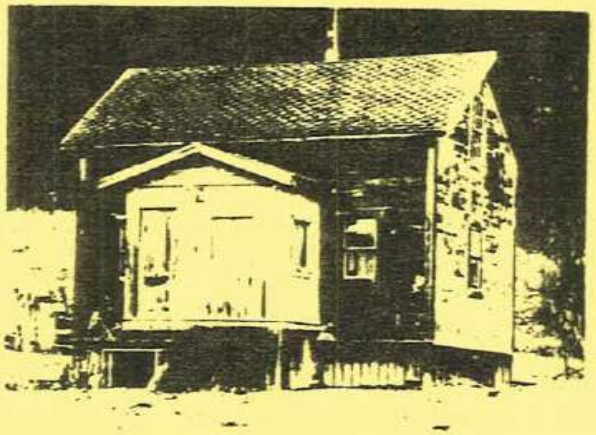
Builder. Nils Lendahl of Kentucky, Logger, c. 1900?

Architecture. This is a front entrance one and one-half story of the vernacular form called basic "I". It is unpainted, with gable roof; shiplap siding with end boards. Window upstairs in gable end has twelve-panes.

Front porch is enclosed.

Foundation is pier and post. The house is very similar to houses found today in many rural areas of Kentucky.

A.P. #. 402-071-38



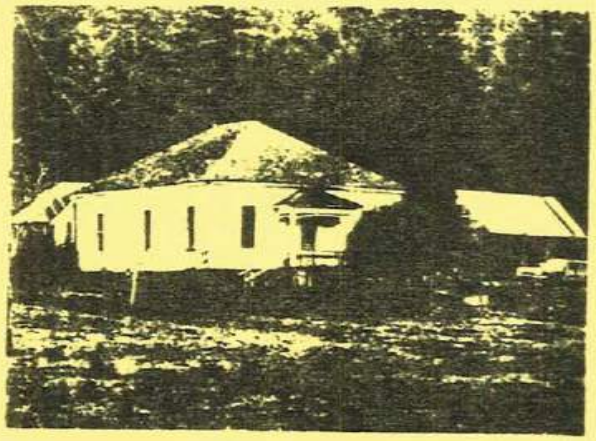
6-20 NICHOLS HOUSE c.1900-1910
6-21 BARN AND ORCHARD

Builder. John Nichols, a trains fireman for a timber company lived here; he may have built the house.

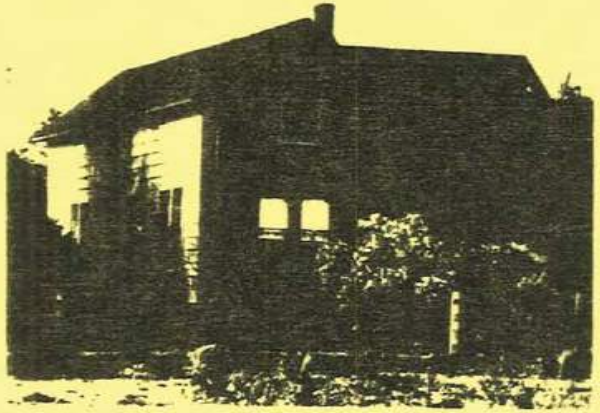
Architecture. Simple hipped roof with square floor plan, shed roof addition at rear. Shiplap wood siding with endboards at corners, and frieze board above. There is a boxed cornice at roof eaves, hip roofed portico with decorative stickwork trim; square posts, turned balustrades, stairs approach from side, entrance at building center.

Further Information. This house and the Nichols barn and orchard (Location 6-21) represent an intact homestead and reveal the conditions of historical life.

A.P. #. 402-071-36



6-22 CHARLES ANDRAIN HOUSE c.1899



Builder. Charles A. Andrain purchased 15 acres of land April 24, 1899 from George Pinkerton. House improvements appear on the 1900 assessment rolls valued at $225, land is valued at $200.

Architecture. One and one-half story upright and wing, return cornices, boxed cornices and frieze at both gable ends and eaves. Surface sheathing of asbestos siding, central chimney in main wing, double hung windows, single pane per sash, with plain molding and slipsills, extensive modifications.

Further Information. The house may have been moved about on this originally 15 acre lot. One informant says the house was originally constructed on a redwood stump, and had no indoor plumbing as recently as 1944. Present owners are only third family to own the house.

A.P. #. 402-043-02

6-25 BLACKBURN-MOSELY HOUSE c.1902-1904



Builder. Leonard Blackburn sold 8 acres to Ike Mosely March 17, 1904. The assessment for that year is on Mr. Blackburn and values land at $160 and improvements at $260. The 1901 assessment shows nothing against Mr. Blackburn. An implication is he claimed the land after 1901, and built the house before 1904.

Architecture. One story, hipped roof, square plan, plain molding around double-hung, single pane sashes, boxed cornice with frieze all around eaves, hipped roof over portico, central entrance, three vertical panes of glass in upper half of front door; wood panel below.

Extensive modifications including asbestos exterior sheathing. Stairs approach from side. No ornamentation.

Further Information. House is almost exactly the same plan as Nichols House (location 6-20). Mosely's were part Wiyot.

A.P. #. 402-071-13

6-26 JOE NIAMI HOUSE c.1905?

Builder. Joseph & Laurie Weiss deeded five acres to Joseph Niami February 20, 1904. The 1905 assessment values land at $100 and improvements at $50; these valuations are unchanged through 1911. The construction could be earlier, judging from the architectual form; possibly buildings were moved in from other locations. Niami was a woodsman. (see locations 6-27, for further assessment information).

Architecture. In plain view, this house is L-shaped. Appears to have been built in stages. It is an upright and wing, the wing is composed of a saltbox cottage joined at right angles to a one and one-half story medium gable which is in turn joined to a one and one-half story medium gable, again at right angles.

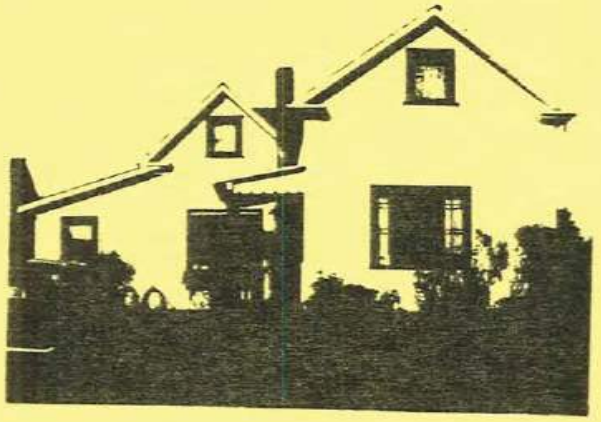
Return gables, shiplap wood siding, endboards boxed cornice with frieze at eaves and gables, exterior brick chimney, plain molding on windows with lugsills, double hung sash windows but non-movable picture windows with geometric patterned mullions at end gables of saltbox and main wing. Off center extreme into main wing off of a shed roof covered veranda.

A.P. #. 402-031-12



6-27 WM. VERHEIM HOUSE - INDIANOLA STORE c. 1905/c.1910

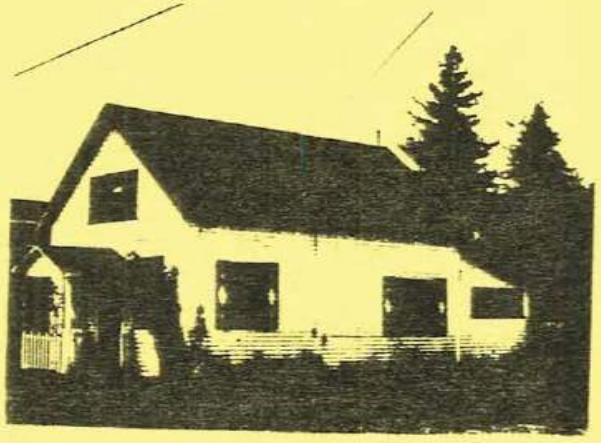
Builder. The land was originally part of a twenty acre plot owned by Joseph J. and Laura Weiss. The 1902 assessment shows land valued at $300 and no improvements (this relates to location 6-26). The Weiss's sold Wm. Verheim five acres December 20, 1904, his 1905 assessment is $100 for land and $50 for improvements. The 1911 assessment is the same.



Architecture. One and one-half story end gable with one story shed roof extension at rear, rectangular plan, medium gable. Wood shingle siding with endboards; wood shingle roof. Windows house flat structural opening. Transom above and movable sash below at front of house. Some double hung, two sash windows at rear. Cornice has fascia above at projecting eaves, projecting gables have boards attached at roof edge. Entrance is at center of gable end. Gable roof over portico, approach is from side, there is a picket fence between square portico support posts at front of house. Windows have decorative wood shutters with cutaway designs.

Further Information. This homely little building (6-27) was originally a roadside store. Mr. Verheim, proprietor, was (depending upon your source) "a very educated man, who went to West Point," The first building burnt and was rebuilt about 1910. At one point Mr. Verheim was convicted of selling bootleg hootch out of the backroom of the store.

A.P. #. 402-032-11



6-28* INDIANOLA POST OFFICE SITE

Further Information. The building is gone. When the post office was established there was some question what to name it, and therefore the community.

Mr. Marble (location 6-30) petitioned the postmaster general to designate the community "Marbleville." The government decided to name it Indianola, perhaps because there was, at one time, an Indian village in the area.

A.P. #. 402-032-10

6-29 VERHEIM HOUSE c.1905

Architecture. Nothing particularly fancy about this house. It has unusual tapered square columns with shingle sheathing supporting veranda roof; is one story with extensive modifications of a piece-meal fashion. The design might be termed modified California bungalow.

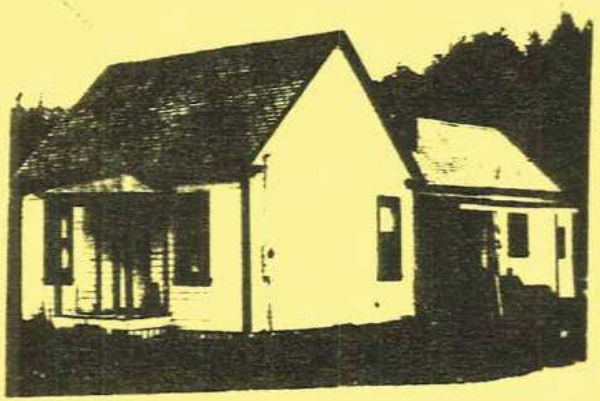
6-30* W.B. MARBLE BLACKSMITH SHOP & DANCE HALL c.1895

Builder. W.B. Marble was proprietor of the village smithy; he obtained the land from Hansen Mill Co. and did work for both the company and the community.

Further Information. The building is gone, a grove of trees seems to mark its boundary. Over the blacksmith shop was a dancehall, not an unusual arrangement in early settlements. Presumably the forge fire served as a sort of central heating system, until the social gathering warmed up.

A.P. #. 402-061-15

G-31 BERGON-COSTA HOUSE c.1900



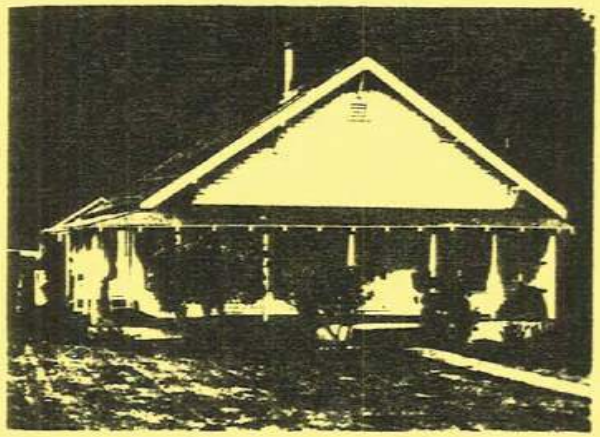
Builder. Hansen Mill Co. deeded 9 acres to A.F. Bergon June 9, 1900, the 1901 assessment on Bergon shows land valued at $145 and improvements at $50. On February 20, 1903, Charles Glass and Robert G. McAllister deeded the land to Jose F. and Marianna Costa. The 1904 assessment has land at $200 and improvements at $180; by 1909 improvements are back to $50 and they stay at $50 through 1911. It seems the house was on the site in 1900.

Architecture. Stands alone, one story, high gable cottage at front, joined at rear by medium gable cottage; roof peaks intersect in a T-shape. Brick chimney in rear cottage. Wood flush board siding with endboards, doublehung, single pane per sash windows with plain molding and lugsills. Entrance at center, porch is sheltered by a hipped roof supported by square posts, approach from front; door has six lites in upper half, single wood panel below. Back cottage has a long utility porch and side entrance. This porch has a shed roof.

Further Information. The vernacular style appears older than 1900; it is possible the buildings were moved to the site.

A.P. #. 402-061-24

7-04 McALLISTER HOUSE c.1919



Builder. M.F. McAlister

Architecture. Square plan; one story; wood foundation; plain shingles; medium gable, composition roof; one original brick chimney, one metal chimney; eaves projecting, no rafters exposed; gable end with decorative brackets; perimeter open veranda, flat window opening, plain molding, slipsill, two sash, double-hung, one pane upper and lower sash; main door in center gable end; flat, plain molding, lower wood panels and rectangular glass above.

Further Information: Moses Frank McAlister's father, Charles, came to Humboldt County from New York in the 1850's to work as a logger, but became a rancher in the Ferndale area.

Frank McAlister was partners on the family ranch at Pacific Township until he and Montgomery bought a 368-acre ranch from Pinkerton in 1919.

A.P. #. 501-261-12

7-05 McALISTER MILKING SHED

This small shed has a ventilation cover in its gable roof.

A.P. #. 501-261-12

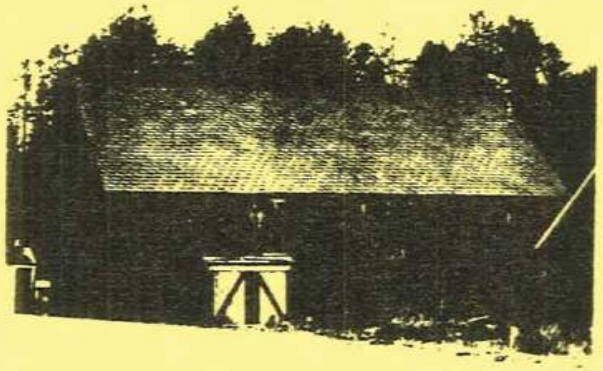
7-06 GEORGE PINKERTON-McALISTER BARN c.1883

Builder. George Pinkerton

Architecture. This is an English style barn, it was originally a horse barn. Timber beams are three feet across. Vertical board siding on three sides, shingle siding on southside, with twelve pane single sash windows along south side of barn, medium gable roof with composition shingles, two roller doors at east end, near road.

Further Information. This barn passed to the McAlisters at the dissolution of the Montgomery-McAlister partnership and is now used for cows.

A.P. #. 501-261-12



7-07 WILLAIMSON MILKHOUSE c.1945

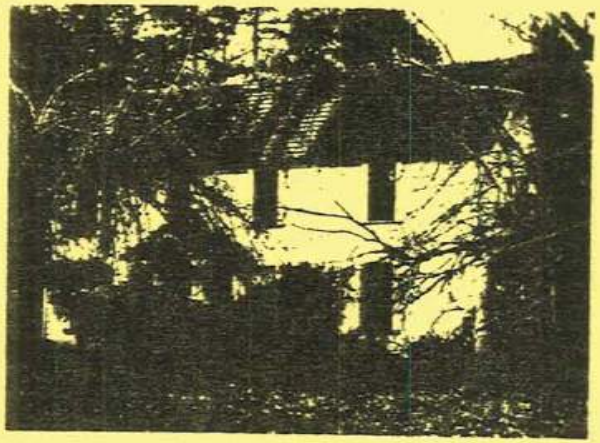
Builder. Jack Williamson built this milking barn

Architecture: Gable roof, central entrance, shiplap siding, single pane upper and lower sash windows.

Further Information. Mr. Williamson purchased Mr. Montgomery's interest from the dissolved McAlister/Montgomery partnership.

A.P. #. 501-261-13

8-01 WILLIAM STEPHENS HOUSE c.1895



Builder. William Nicholson sold William Stephens 110 acres, February 14, 1894. Mrs. Edith Stephens, William's daughter-in-law, says smaller attached house at rear was there when they moved in and that her father built what is now the main house. Presumably Nicholson constructed the rear house prior to 1894.

Architecture. The main house is a medium gable two story New England style end gable. Basic plan is rectangular. House is associated with various outbuildings (see 8-02, 8-03).

House has pier and post foundation, wood shiplap exterior with endboards; wood shingle roof now covered with asphalt roofing paper.

There is a central chimney, now metal, originally brick. Roof trim is sloped soffit at eaves, boxed cornice at gables. There is flat structural opening for windows; plain trim, with lugsill, double-hung, two sash windows; two panes per sash. Windows in attached house at rear have six panes per sash.

Main entrance is off center at front. Door has rectangular glass above and wood panels below. Gable roofed portico is supported by brackets.

Property is surrounded by curly redwood fence, split from timber on the land (8-4).

Further Information: The Stephens family was originally from Germany, lived in Chicago for awhile, then came here with a wagon train by ox team across the plains. Mr. Stephens worked as a road overseer for the county and is said to have named Buttermilk Lane. The creamery there provided a means of identifying the section where his road crew was working.

A.P. #. 501-092-09

8-02 STEPHENS BARN AND OUTBUILDINGS c.1895

Builder. Nicholson may have constructed the barn, this is uncertain.

Architecture. The large gable roof barn and small lean-to are of vernacular form.

A.P. #. 501-092-09

8-03 GEORGE STEPHENS CABIN c.1905?

Builder. George Stephens

Architecture. Log cabin, notched dovetail corners. Two rooms

Further Information. George Stephens built this cabin after returning from Klondike gold mining quest.

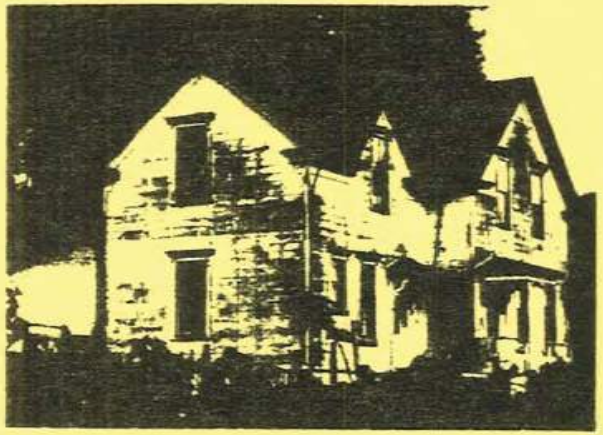
A.P. #. 501-092-09

8-04 STEPHENS CURLY REDWOOD FENCE c.1900

Builder. Susie Baker Fountain Papers for February 1900: "Billy Stephens has a curly redwood fence a mile or so south of Bayside."

A.P. #. 501-092-09

8-05 FRANCIS HENRY HOUSE c.1885



Builder. Francis Henry purchased land from William Nicholson March 3, 1884. Assessments suggest house was built circa 1885, then added to before 1900.

Architecture. House stands alone on two acre lot. It is a one and one-half story upright and wing. There is a shed roof addition at the rear. Exterior wall material is wood shiplap siding with endboards. Foundation is pier and post.

Roofs on both upright and wing are medium gable with boxed cornice returns. There is frieze trim at both eaves and gables. A gable dormer on the wing faces front. There is a chimney centrally located in the main house, suggesting this was originally a New England saltbox end gable, and that the wing was added.

All windows at front and sides of building have shelves and brackets above, slipsills below, with plain molding. Windows have flat structural opening, are double-hung with two panes per sash.

Main door is off-center on front end gable, the arrangement is similar to the Hill (2-4) and Anvick(9-15) houses which also are known to have been built by New Brunswick natives prior to 1890. There is also a front entrance into the wing, and the two doorways share a porch. Stairs approach from the sides.

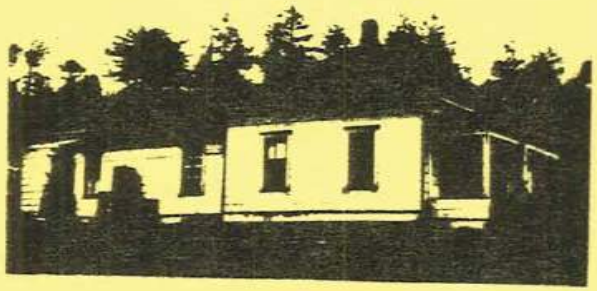
The portico over the main entrance is hipped, with ornamental stickwork and post supports. The portico over the wing entrance is also hipped, but is supported by decorative brackets.

Further Information. Francis Henry was a logger when he first came to Humboldt County in 1876 from New Brunswick. The family first homesteaded in Minnesota but grasshoppers made them leave after two years. Son, Hiram, inherited the place in 1907. Wife of Francis was named Phoebe. Other children were George, Alfreda, Maggie, James W., John, and Mary. The family may have settled in Freshwater before moving to Bayside.

Hiram and another brother were apparently proprietors of a public house at Washington Claim Railraod crossing, according to a newspaper report of May 10, 1876. Hiram was a horsetrader and carpenter.

A.P. #. 501-092-14

8-06 JAMES HENRY HOUSE c.1903



Builder. Apparently built in 1903, by James Henry himself, because there is no previous assessment record. It is reported that a baseboard with "1886-Stephens" carved into it was found. (The architecture is more recent in appearance, what is likely is that recycled wood was used, or that this story applies to the Francis Henry House.)

Architecture. The main building is a one story hip roof with chimney at center of roof. A gable roof section is joined at rear and finally there is a rear hip-roof section. Plan view is a square with attached rectangle at rear. There is a second chimney in the gable roofed section. There is an unattached shed behind the house.

The exterior wall material is now asbestos shingles but appears to originally have been wood shiplap siding. There is unusual decorative trim forming a frieze around the building below the eaves. Trim at eaves is boxed cornice with frieze. Windows have shelves above and slipsills below. The unusual trim at the frieze is replicated around the windows.

The structural opening of the windows is flat. Each sash of the double-hung windows is divided vertically, so entire window has four panes.

There is a partially enclosed veranda style front porch, with a hipped roof supported by square posts. Stairs approach is from the side. Door is centrally located; it has a rectangular glass above and two wood panels below.

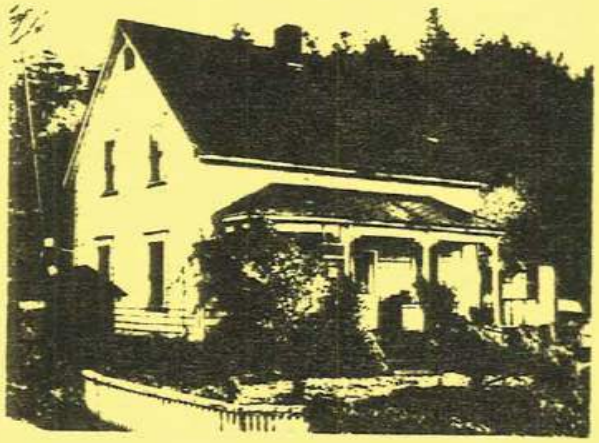
Foundation is pier and post, with vertical board skirting about the perimeter. There is a flange trim board around the base of the building at floor elevation.

Further Information. Susie Baker Fountain Papers say that when 17, J.W. Henry drove ox team, at 22 he started working for Dolbeer andCarson.

J.W. Henry married Emma Andrain, they had a daughter born January 29, 1889, according to the Arcata Union of February 2, 1889. She married Charles J. Monahan (Jr.).

A.P. #. 501-092-06

8-07 JOHN BERRY HOUSE c.1884



Builder. John Berry, native of New Brunswick, purchased for $500, six acres from Isaac Minor on January 31, 1883. The 1885 assessment values land at $90 and improvements at $250.

Architecture. The house is a one and one-half story upright and one story wing. The wing is joined at the gable end so that the plan is rectangular.

Exterior siding is wood shiplap with endboards at building corners. There is a central chimney in the medium gable main roof. The gable and eaves are boxed with fascia board; there is a frieze. Ventilators are inset at the gable ends.

Foundation is pier and post with vertical wood skirting.

Windows have flat structural openings and are double-hung with two panes per sash. There is a ledge above the window opening and slipsill below, with plain molding.

There is a hipped-roof veranda across the front of the building, stairs approach from the front; ornamental stickwork on support posts.

Front door has rectangular glass window in upper half and three wood panels below.

There is a wooden bridge across a ditch which separates the house from the road.

A.P. #. 501-092-46

8-14 JIM NOBLE HOUSE c.1894?



Builder. This house is reported to have newspapers dated 1885 under the exterior siding, so there is a possibility it was moved to this site, and built prior to 1894. The land (one acre) was transferred from John Brown to Hugh James Noble on August 15, 1894, subject to reservations of Dolbeer and Carson. No improvements were listed on the land in 1895. By 1900 the land is assessed at $30 and improvements are assessed at $170.

Architecture. The house is one and one-half story with medium gables. Paired dormers face the road. There is a veranda all along the front. Entrance is at center; semi-attached shed at side. Veranda and shed have sloped roofs and appear to have been added later.

The exterior of the house is sheathed in shiplap wood siding. There are endboards.

Roof is asphalt composition shingles. Boxed cornice at eaves with return cornices at gable ends but not on dormer. There is a frieze, interrupted along eaves by the dormers.

Windows have ornate shelves and brackets above and lugsills below; windows are double-hung. Each sash is vertically divided so that it has two lites and there are four panes per window.

There is a glass transom above the entrance door. The door is wood, with four panels.

Further Information. The lines and basic structure of this house are very like the structure at location 5-01, the Old Saloon House.

Washington Creek area, where the Noble house sits, was the location of Dolbeer and Carson Shingle Mill, and various cook houses, crew quarters, and railroad buildings. In addition, there is mention of the Henry Brothers building a public house in the area in the May 10, 1876, Arcata Union. This land sits in the immediate vicinity of all those buildings, indeed was formerly owned by Dolbeer and Carson. There is probably a good chance the building was not built by Hugh (Jim) Noble, but moved there by him.

Noble was born in New Brunswick in 1848, came to California in 1875, his family followed a year later.

8-15 CHRISTIAN AND JOHN BROWN

c. 1876
New House 1900



Builder. This house was built by John Brown to replace a home built by his father Christian Brown. The original home was built in 1876, the present house was built in 1893 or at the turn of the century depending upon the source you consult.

Architecture. The house is built in an early 1900 style. It is L-shaped in plan with hipped roof, long side faces front.

The exterior siding is wood, of shiplap with end boards at corners; there is exterior trim above walls and below in the form of a plain frieze board above and a flange board below.

Roof is surfaced with asphalt composition shingles, with boxed cornice at eaves.

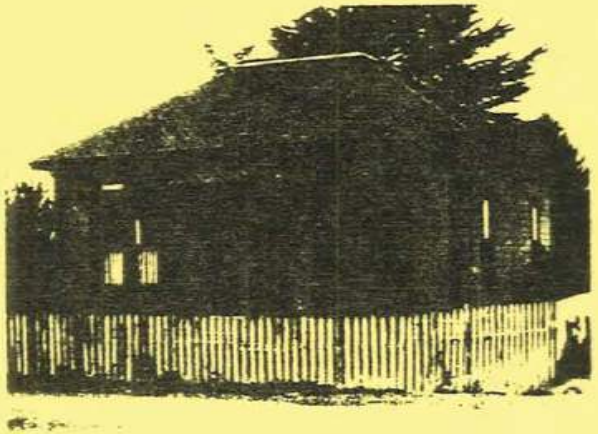
Windows have ledges above and lugsills below, there are brackets below the lugsills. Windows are double-hung with a single pane per sash.

Foundation is pier and post, with vertical wood perimeter skirting.

Further Information. John Brown was married to Maggie Henry on February 17, 1875. Christian Brown was listed in the 1884 Great Register as being from Norway, naturalized in 1877. His age in 1884 was 41.

A.P. #. 501-082-04

8-16 CLENDENIN HOUSE c.1894



Builder. Ernest Clendenin built the house on land deeded to his wife Flora by her father John Smith. The land (.38 acre) was deeded June 8, 1898 "for love and affection," but Ernest and Flora were married March 13, 1894. The house may have been built immediately, assessment records are unclear.

Architecture. The house is one story, with a square floor plan. It has a hipped roof. Exterior is shiplap wood siding, with corner end boards, and frieze trim above with flange trim below.

Windows have flat structural openings with shelf above, lugsills below. Columns border front windows, and there are panels below.

Windows are double-hung with single pane, double sashes.

Front entrance at center of building. Porch roof is hipped, supported by turned column posts. Door has rectangular glass in it with wood panels below.

House is surrounded by redwood picket fence.

A.P. #. 501-061-08

8-17 DOLBEER AND CARSON SCHOOL - MATHESON HOUSE c.1876



Builder. Dolbeer and Carson began operations in 1875. The school district was formed the same year.

Improvements including this structure are valued at $400 on the 1877 assessment rolls for this parcel of land. The structure was used as a schoolhouse, until about 1887 when it was sold to Matheson who presumably made alterations to accomodate family use.

Architecture. The floor plan is square but roofs meet in a "T"; the top of the "T" facing the road. The main house is a one and one-half story center gable. The back house is a one story, gable roofed cottage with rear gable breaking to a sloped roof, a modified saltbox form.

There is no basement, the pier and post original foundation is intact and seems to be sinking into the marshland, though this impression is exaggerated by fill which has been brought in to raise Arcata Road and Graham Road.

The exterior wall material is now a simulated brick asphalt composition construction paper. In all likelihood there is either shiplap or clapboard siding under this surface. There are no evident endboards at building corners, but these are most likely beneath the composition surface.

Roof material is asphalt composition shingles. There is one chimney of brick in the main one and one-half story building and there is a metal chimney in the saltbox roof. Roof trim is sloped soffit and boxed cornice, without frieze, at eaves. At gable ends there is a plain boxed cornice.

The windows are perhaps the best indicators of the hundred years of age of the building. The flat structural opening windows have six lites in each sash, 12 panes per window; plain molding with slipsill.

The main entrance is below the center gable. The porch roof is hipped, with ornamental stickwork on the turned post roof supports; approach is from the side. The doorway is surrounded by molded trim. There are lites at each side of the entranceway; that is, glass side panels. There is a rectangular transom above the door. The door is wood and has four panels. The house is surrounded by a redwood picket fence.

Further Information. John E. Matheson was born on Prince Edward Island in Canada; he is recorded in the Great Register of Humboldt County for 1884, as being 31, naturalized in 1879, and a blacksmith by trade.

The Matheson Brothers operated a blacksmith shop in Jacoby Creek according to a May 10, 1876 news article in the Susie Baker Fountain Papers.

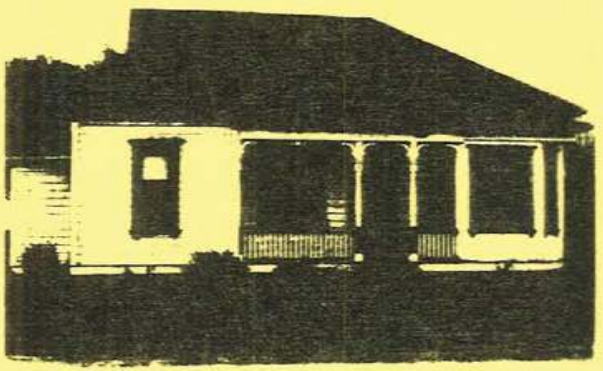
John Matheson was deeded the property by Dolbeer and Carson in 1887, but paid assessments on the land in 1886. The land and house were sold to Ebenezer O. Chamberlain, of Wisconsin, 37 years of age, in 1888 and he appears on that assessment.

The 1891 assessment shows Sarah Robinson as owner and includes as personal property a library, the only one listed in the 1891 Jacoby Creek assessments.

The well serving the house even now was dug 100 years ago and served the entire Dolbeer and Carson community.

A.P. #. 501-081-01

8-18 GEORGE RICE - GEORGE HENRY HOUSE c.1904



Builder. George Rice built the house in 1904 with the help of his brother Orville.

Architecture. A planbook design, square in plan, the house has a compound roof: one end low hip, the other medium gable; with a pyramidal roof over a front room off the main building and veranda.

Siding is wood shiplap, with endboard details at building corners.

Foundation is pier and post; roofing is asphalt composition. Roof trim at eaves is decorated boxed cornice with sloped soffit and frieze. A portion of the frieze is plain, part is surfaced with diamond pattern shingles. Roof at gable ends is close to wall.

Windows have flat structural openings. There are bay windows at one end of the veranda. Shelves above windows, plain trim, lug-sills, and pendants below in line with trim. Windows are double hung, single pane per sash. There is ornamental stickwork, brackets, and turned posts on the veranda. The door has frosted rectangular glass above with decorative paneling below, including triangular shaped insets with sunburst rays as panels.

Further Information. George Rice married Alfreda Henry, daughter of Francis Henry (location 8-5); he sold the house to George Henry his brother-in-law about 1910.

George Henry's son, Ernest, still lives there. The house has been in the same family since it was built.

A.P.N. 501-082-13

8-20 SAM GETCHELL HOUSE c.1884



Builder. Sam Getchell apparently built the house before the 1885 assessments, which values the 3.84 acres of land at $40 and the improvements at $100.

Architecture. Plan is rectangular. Main building is a one and one-half story end gable; a one story salt-box cottage is attached at rear.

Exterior siding is wood shiplap with endboards at building corners.

Roofing is asphalt composition. Windows are double-hung, with six lites per sash, 12 panes per window.

Foundation is pier and post. There is a hip roofed veranda across the front of the building, supported by square posts which are capped.

Approach to main entrance is from the right side. Door is at right side of gable end; wood panels below and rectangular glass above.

There is a back porch at rear of saltbox rear addition. Eaves have sloped soffits and boxed cornices. Gable ends have boxed cornices. There is a plain frieze at both eaves and gables.

Further Information. Sam Getchell was a logger from New Brunswick.

A.P. #. 501-081-05

8-21 SAM MC FARLAND HOUSE c.1883



Builder. Sam McFarland built this house before 1884. He is listed in the Great Register for Humboldt County of 1884 as Samuel Wellington McFarland, 44 years of age, lumberman from New Brunswick naturalized in 1884. The property appears in the 1884 assessment rolls as 2.83 acres, Sec 9 (5N1E) $10 for land, $300 for improvements and personal property. The land is allocated to Eureka. There is no assessment for 1882. Dolbeer and Carsen deeded land to Samuel W. McFarland, March 6, 1882.

Architecture. The structure appears to have been built in stages, before 1890. Plan view is C-shaped.

Structure is two 1-1/2 story gable roofed buildings joined by a wing. Entrance is through an enclosed veranda, there are twin gabled dormers in the front structure. The main entrance is in the center. Siding is shiplap with endboard trim; windows have modest shelf above, slipsill below. There are boxed cornices, with frieze at eaves and gable end.

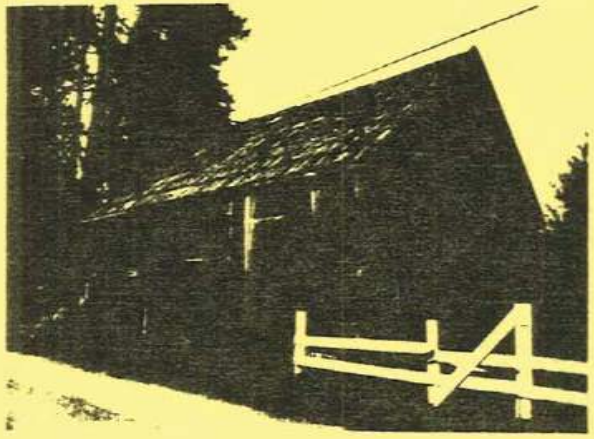
Windows are double hung, double sash, each sash has six lites; original windows have 12 panes.

Further Information. Sam McFarland was married to Ellen Wilson, sister of Mrs. William Carson, and he worked as a foreman for the Dolbeer and Carson Company. He was of Scottish descent, she of Irish, though both were natives of New Brunswick.

Will McFarland was Sam's son. He was born in this house. Sam was quite old when Will was a boy. Will married Bertha Smith, the daughter of John Smith.

A.P. #. 501-081-06

8-22 SAM MC FARLAND BARN c.1888



Builder: Sam McFarland marked completion of this barn October 21, 1888, with a barn social which was reported in the October 24, 1888, Times

Architecture. Medium gable, hand split shakes, vertical plank siding, seems to be all redwood, entrance is into side of barn through a roller door. This design has been called a New England style barn.

Further Information. Humboldt Times, October 24, 1888:

> Mr. McFarland, knowing that Harrison would be elected this fall and that consequently there would be large crops next year, he has lately built a large and commodius barn, and on the eve of the 21st he celebrated the event with a "barn social." About 75 people were present, including quite a number from Eureka. Mr. and Mrs. McFarland did the honor of the occasion with grace and heartiness that could not be surpassed.

Mr. McFarland was evidently a democrat.

A.P. #. 501-081-07

8-23 FRED GETCHELL HOUSE Summer 1876



Builder: New Brunswick logger, Frederick Elliott Getchell is mentioned in the May 10, 1876, edition of the Humboldt Times:

> Fred Getchell will build on 30 acres purchased from Dolbeer and Carson.

The West Coast Signal for June 6, 1877 reports a picnic at Fred Getchell's so the house was apparently completed by then.

Architecture. The house is a one and one-half story front gable with return boxed cornices, 12 pane windows, endboards, shiplap siding, offcenter entrance, vertically divided transom above 4-panel door, narrow sidelights to each side of door. Very similar to Lauffer-Anvick and Hill house (locations 9-15 and 2-04 respectively). There is a hipped-roof addition at rear of house.

Further Information. The 1884 Great Register lists Frederick Elliott Getchell; 37, naturalized 1879, New Brunswick lumberman. The Humboldt-Times for January 30, 1949 obituary says Fred Getchell came to Humboldt County in 1868.

Assessments in 1879/80 are for 33.86 acres, $300 land, $150 improvements; the next year it is $400 for the land; in 1885 nine acres of land were sold off but assessments remained $400 on the remaining 24.86 acres; improvements jumped to $150; in 1891 the land was valued at $1,525 and improvements are $250.

Whether this shows a constant chain of improvements to land and house, or inflation, or both, is uncertain.

A.P. #. 501-121-17

8-24 WALTER GRAHAM HOUSE c.1905



Builder. Walter Graham is said to have built this house in 1905, according to the Arcata Union Bicentennial issue of 1976.

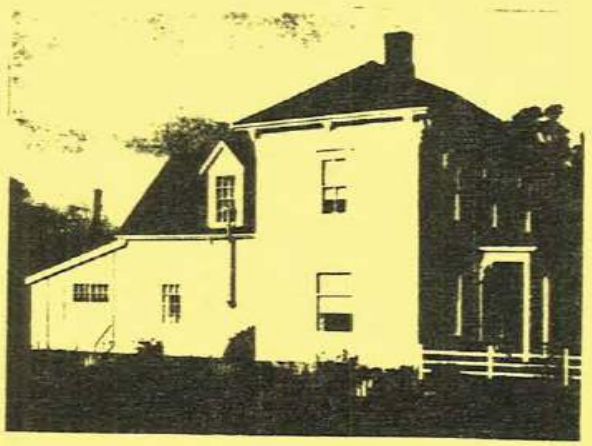
Architecture. The house could easily have been built much earlier, if one goes by design. It is a full two-story. Viewed from above it is square in plan. Medium gable roofs meet in a Tee, the rear roof ridge extends forward to form a center gable at the front of building. Exterior walls downstairs are shiplap wood with end-boards; frieze board divides downstairs from upstairs. Upstairs exterior is wood shingle with no endboards.

Foundation is concrete perimeter at the front of building, pier and post otherwise. There are decorative fish scale shingles inset in gables, which are pedimented boxed cornices; eaves are boxed cornices also, with frieze.

The entranceway is at center of building, approach from the front. The porch roof is hipped. There is decorative stick work and turned posts supporting the porch. Windows are undivided double-hung, double sash, with plain trim, slip sash and ledges above.

Further Information: Walter Graham is the source of the name for the road. He was a logger.

8-25 CAMPBELL-SMITH-MONROE HOUSE 1871-1897



Builder. August 19, 1871, Austin Wiley and Isaac Minor sold 59.75 acres to William Nixon Campbell for $3,000. The 1872 assessments for Wm. Campbell is $1,400 for land, $150 for house and livestock. The area was sold to John Smith sometime before May 10, 1876, for $4,000. Smith's assessment in 1891 was on 94.5 acres, land at $2,100, improvements at $500. The implication is that the value of the land per acre for assessment purposes changed little; if we accept that and generalize it would seem that there were building improvements on the place when Smith bought it, but that he improved the outbuildings some more prior to 1891. The Smith's daughter, Margaret, married John Monroe and he added the front house.

Architecture. The illustration shows clearly how the house was built in stages. It is an upright and wing, T-shaped in plan view. The main building is a full two-story and has a hipped roof. The wing is a one and one-half story gable roofed building with shed roofed addition at rear.

Windows on the wing have 12 panes, six lites per sash, but in the main building windows have larger sheets of glass. Upstairs windows on main house are divided, two panes per sash, and are double-hung. Downstairs windows have transoms above and single sheet of glass in movable sash. The rear wing has a gabled dormer with overhang.

Entire building is surfaced with shiplap wood siding, with end boards. Pier and post foundation. Metal chimney in shed roofed addition at rear, brick chimney in center of main building.

Decorative details at eaves and gable end of wing are boxed cornice with frieze. Windows have modest shelf, plain molding and lugsill with flat structural opening.

Main building is more ornate; eaves of hipped roof have boxed cornice with brackets, dentils and frieze. The windows upstairs are surmounted by a shelf with brackets and dentils which repeat the decorations at the cornice. Central entrance downstairs is covered by hipped roof porch which is supported by squared posts, with decorative stick work.

Further Information. William Nixon Campbell was 47 in 1884 and from Pennsylvania. John Smith was from New Brunswick, born 1833, died 1913; came to Humboldt County in 1855. His wife, Marguerite Isabel McKinsey was born in 1843 in New Brunswick and died in 1908; she was married in 1869 in New Brunswick. John had returned for that express purpose. The farm was operated as a dairy by them, increased assessments may reflect construction of outbuildings and increase of herds. Their daughter, Margaret Smith, married John Monroe in 1896. John Conrad Monroe was born in Iowa in 1870. There were four children: Wilbur, Ernest, Curtis, and Bertha. Bertha now lives in the house. She reports that her father John built the front house within year of marriage, by 1897.

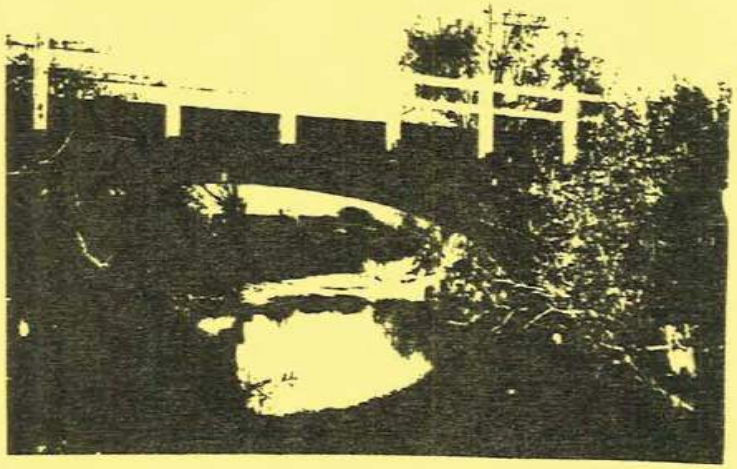
A.P. #. 501-061-09

8-25 a JACOBY CREEK BRIDGE (4C-182 P.M. 7.49) built before April 1928

Builder: a drawing of the bridge in the Humboldt County Department of Public Works files indicates that in April 1928 it was widened from 16 feet to its present width of 24 feet. It was not possible to determine who built the bridge.

Architecture: This is a spandrel, reinforced concrete, earth filled arch. Its original length was approximately 79 feet 6 inches and original width 16 feet before it was widened in 1928. Its current length and width is 24' X 83' 6".

Further Information: It appears that the span provides inadequate flow capacity for high waters due to local rain storms. On the other hand, it has been here since 1928.



8-27 COADY HOUSE c.1900

Builder. It is known that James Coady owned the property in 1900 and assessed value of land was $1,050. Land assessments for the 1901 and 1903 were $1,050 on the 15 acres of land and $300 on improvements. The house appears older. It may have been moved onto the property or not reported on the assessments.

Architecture. The house is an upright and wing. The upright is a full two story high gable with chimney at center, originally brick and now metal. The wing is a one story with medium gable roof breaking to shed roof at rear.

Exterior siding is now asbestos shingles, with endboards. Plain boxed cornice with frieze. Plain molding around windows. Windows suggest construction date after 1890; there are two large panes of glass per sash, four lites per window.

Two entrances into the house, main building entrance is at gable end, off center, wing entrance is into side adjacent to main building. There is a veranda on the wing, a portion of which is enclosed to form a room. Portico over main entrance and roof over veranda are hipped. Turned posts support the roof, there is decorative stickwork.

Eaves of main building have sloped soffits; gable ends have boxed cornices. There are return cornices at gable end of wing, and decorative boxed cornices with ogee decorative sectional curve.

Further Information. 1884 Great Register of Humboldt County records Coady as 29, from Ireland, farmer, naturalized at Table Bluff in 1877.

A.P. #. 501-061-18



8-28 McGUIRE BARN

Builder. In the 1879/80 assessment on this parcel of land, 22 acres is valued at $500 and $150 is value of improvements. This may have included barn in this photo. Owner at the time was Charles McGuire, a farmer from Maine.

Architecture. This is a prairie style barn with open peak ventilation, sometimes called "top hat barn." There is vertical board siding on the upper portion, horizontal boards on lower portion. Entrances are at gable ends.

A.P. #. 501-071-07



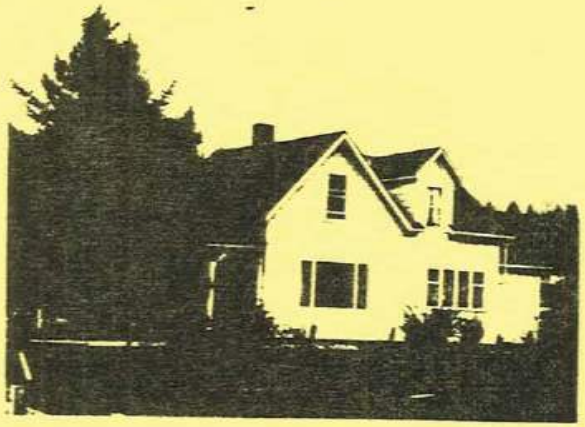
8-29 McKENZIE HOUSE c.1886

Builder. Peter McKinzie appears as owner of this parcel in the 1887 Jacoby Creek assessment. The one acre is valued at $40, improvements are valued at $350.

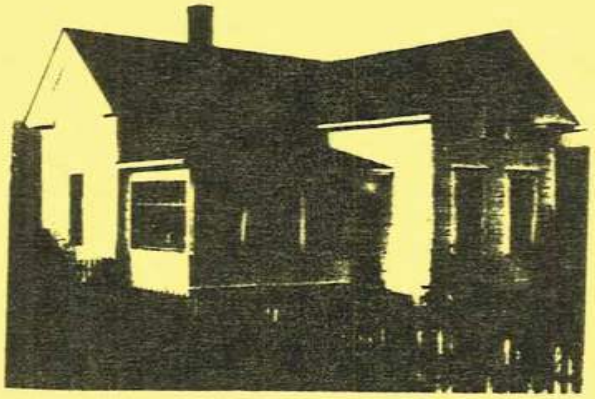
Architecture. House is a one and one-half story high gable with off center front entrance, and one and one-half story rear addition. Peaks of roofs form a Tee. Plan view is rectangular, narrow end at front. There is a one story hipped roof addition behind rear wing.

Brick chimney at center of main building; shiplap siding; end boards. Windows extensively modified. gable with boxed cornice overhang on rear section. Veranda across front of house with hipped roof and carpenter gothic trim at posts.

Further Information. Peter McKenzie was brother to Mrs. John Smith (location 8-25). He was born in New Brunswick in 1836, came here in 1868, married Florence Wetherby in 1889, worked as swamper in the timber industry; was driver of a log car for Freese and Vance at Ryan's Slough, in 1869. According to a Humboldt Times article of July 17, 1869, which reported him hurt. He died in Humboldt County in 1919.



8-30 McADAM-BARWISE-WILL McFARLAND HOUSE
SECOND BAYSIDE POST OFFICE c.1884



Builder. George Conners sold an eight rod by 20 rod parcel to David McAdam on March 22, 1884; this one acre parcel is recorded on the 1884 assessment without improvements, but appears in the 1885 assessments with $50 valuation for land and $300 for improvements. Apparently, the house was built during 1884.

Architecture. House is a tidy little one and one-half story upright and wing, with an enclosed veranda or sun room entrance foyer. Front facing and wing medium gable roofs have return cornices. Viewed from above, gables meet in an L-shape, veranda is roofed with a hipped roof.

There are boxed cornices of ogee section with frieze all around.

Windows on main house are double-hung with two large panes of glass per sash, four lites per window. Very slight shelf above, with lugsill below, molding is plain.

Windows of enclosed veranda are fixed. They are regularly divided vertically in a pattern with two large sections below, and four smaller panels above. The panels above are one quarter the area of the panels below (see illustration).

Brick chimney in wing, pier and post foundation, shiplap wood siding, endboards.

Home has redwood picket fence.

Further Information. David McAdam was from New Brunswick, a surveyor, he was naturalized in 1877.

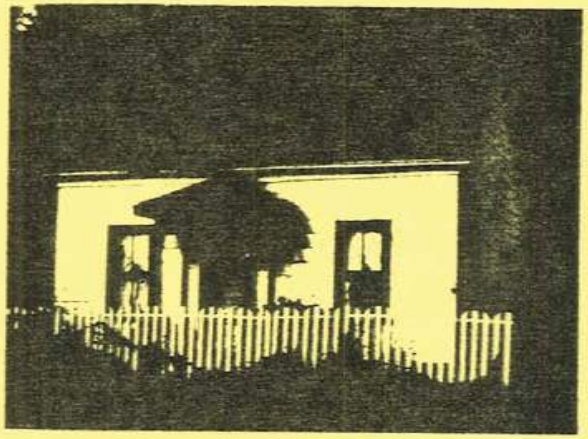
This home passed from David McAdam to his wife, Agnes, October 4, 1886, then to Lizzie Barwise, August 22, 1901, then to William McFarland, August 8, 1914.

Other families who lived there included the Hector Morrison family, which leased the house.

A Mrs. Griswold operated a post office here, on the front porch.

A.P. #. 501-061-13

8-39 FIRST JACOBY CREEK SCHOOL - PINKERTON HOUSE c.1876



Builder. This building was a portion of the first Jacoby Creek Schoolhouse and was originally located where the second Jacoby Creek School building now sits, Location 9-01; it was moved to its present location by a Mr. Pinkerton in 1903 and altered to make it suitable for family residency.

Architecture. Very elementary vernacular design; one story, medium gable roof; hipped portico with decorative turned posts; simple plain moulding about double hung windows, two lites per sash, four panes per window, picket fence. The eaves have boxed cornice and frieze, gable ends are boxed (no cornice) and have frieze. Original exterior siding was apparently clapboard, but sheathing is now asbestos shingles. Entrance at center, door has rectangular glass above, two wood panels below.

Further Information. There were a few Pinkerton's in the area: 7-06, 7-08, 7-09 and 8-03.

A.P #. 501-011-10

8-40 MC CLASKEY HOUSE c. 1905



Builder. John McClaskey transferred ownership of this 21 acre parcel to Reuben and Edith McClaskey on January 20, 1904. The assessment for that year shows land valued at $1,260; and no improvements. Assessment for 1909 shows land at $1,200 and $500 for improvements. Verbal information from Mrs. Anvick and Ernest Henry is that the house was built in 1905.

Architecture. There are at least two unusual features; a bell-cast hipped roof and extremely narrow clapboard siding which continues around porch columns. Plan is basically rectangular with a room at the rear which juts out to the side. It appears to have been a pantry.

Boxed cornice with frieze all around, shelves above windows, with plain mouldings and slipsills. Windows are double hung with generally a single pane per sash.

There are at least three entrance ways: The main entrance is at front center, off a recessed veranda. Door has rectangular glass panel above.

There are also two side entrances: one door of paneled wood into the pantry room mentioned earlier; off a shared recessed proch is door into the kitchen. This has decorative glass panels in a lattice work design of small squares about a central vertical rectangle.

House is surrounded by picket fence.

Further Information. Apparently Frank Maxwell lived here also.

A.P. #. 501-022-12

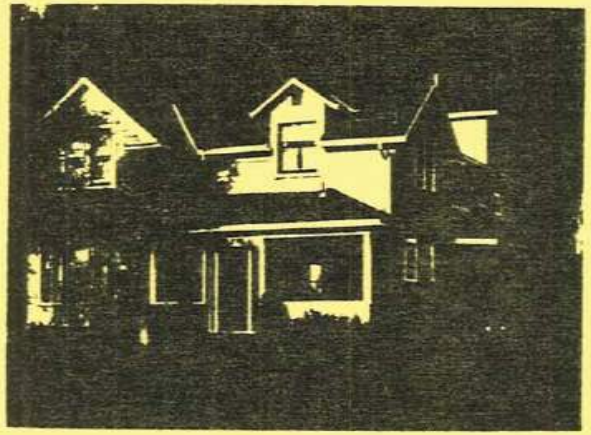
8-41 MC CLASKEY BARN c. 1905

Builder. Reuben McClaskey (see 8-40)

Architecture. Long, wide gables roller doors open shed at side for feeding stock.

A.P. #. 501-022-12

8-42 KANE HOUSE c. 1905



Builder. September 6, 1905, Albert Bayreuther sold this one acre parcel to J.E. Kane for $250. The assessments that year show no improvements; the 1909 assessments is $600 for improvements. Mrs. Partain says Kane built in 1905.

Architecture. One and one-half story house, appears there was originally a separate two story water tower at rear which is now attached by gable roof addition to main building. Plan view of main building is upright and wing, L-shaped. The "toe" of the "L" faces forward, with a return cornice gable and downstairs bay window. There is a one story hipped-roof glass enclosed veranda sun room which extends along the remaining length of the wing front of house.

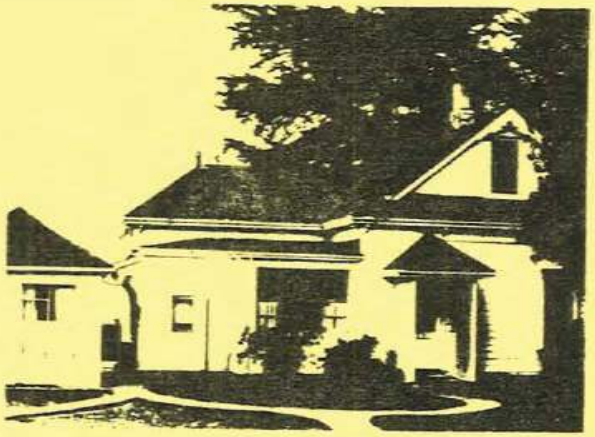
The wing has a gable dormer with overhang, there is a vent in the top of the gable. The end gable of the wing has return cornices. All cornice moldings have a cavetto section;

Exterior siding is wood shiplap. There are endboards along outside building corners. House has wood shingle roof. Main building windows have slight shelf above, plain moulding, and lugsill.

Further Information. John Ewing Kane was born in 1864 in Ireland, came to Humboldt County in 1885, worked for several lumber companies. His daughter was Sadie McCutcheons, who was a bookkeeper for Brizard's. His first wife was sister to Sheriff Redmond, she too was from Ireland.

A.P. #. 501-022-07

8-43 WEATHERBY HOUSE c.1889



Builder. Duncan Campbell Weatherby is recorded on the 1890 assessment as owner of this 4.5 acre parcel. Land is assessed at $200; improvements at $700. Up through 1888 assessments, there is no record of this parcel. Implication is that construction was in 1889.

Architecture. This is an upright and wing with hipped roofs. The upright is one and one-half stories and has an extensive triangular dormer at the front. The extension siding is wood shiplap with endboards. There is bargeboard ornamentation in the dormer gable. Congé section molded boxed cornices all around with brackets and frieze. All windows have hood with brackets; two lites per sash; double hung; two sashes per window; four panes per window. Brick chimney at the peak of the hipped roof of the upright main building and a metal chimney at the extreme ridge of the hipped roof on the wing of the building.

At the front of the wing is a stepped down hipped roof, which joins the wing below the frieze. It appears that this may once have been a veranda which has been enclosed. A sort of bay window extends forward here, so that one side is flush with the upright. There are three sashes to this window; the center sash is twice as wide as the two sashes which adjoin it. The smaller side sashes are each two lites wide and four lites high. The central sash is four lites wide, and four lites high. Wood mullions hold the lites in place.



A side entrance is covered by a shed roof which is supported by ornamented brackets; the front entrance is into the main building or upright off center. It is covered by a hipped roof portico which is supported by square posts. Space between supporting posts and the exterior walls is filled with a lattice work trellis.

Further Information. The 1875 voter registration as reported in Redwood Researcher Volume IV, No. 2 reads "Duncan Campbell Weatherby, 38, New Brunswick, logger (resident) Eureka, naturalized July 12, 1871 in Humboldt County." We may surmise that he was born about 1837. The Susie Baker Fountain Volume 37 reports that Weatherby died in 1899, came to California in 1851, Humboldt County in 1861. Joanna Weatherby, relation to Duncan unknown, sold the property to Hester Orcutt on August 6, 1908. Hester was a member of the Pinkerton family (Location 7-08). Her obituary as reported in Susie Baker Fountain Volume 26, said Hester was a native of Lynfield New Brunswick and lived in Bayside for 49 years, before moving to Eureka where she lived for 13 years before dying in 1947; the suggestion is that she lived in Bayside from 1883 through 1932; it is uncertain what relationship she was to Pinkertons.

A.P. #. 501-022-09

8-44 NICHOLSON HOUSE c.1889



Builder. The 1885 assessment on this 43.5 acre parcel was $1950 for land and $50 for improvements. Archibald Nicholson, owner; 1888 assessments the same. The 1890 assessment is $1150 for land; $600 for improvements. The implication is that the house was built in 1889, and that there was a barn or small house on the place prior to that.

Architecture. This is a one and one-half story structure. Roof shape is a high gable with intersecting offset gable (ridgebeam of intersecting gable is below ridgebeam of main roof). The effect is distinctive, may be of a vernacular form derived from Prince Edward Island, Nova Scotia (see Further Information).

Old photographs indicate external wall material was originally wood shiplap siding downstairs with special decorative shingles upstairs in gable ends, and special flange moldings making division between floors. Exterior sheathing is now wood shingles; and, although well-maintained, these may possibly have been on the house for many years - date of sheathing is uncertain.

There are boxed cornices with frieze at gable ends and eaves. Molding is still apparent between floors.

Windows have modestly detailed molding and slipsills. There may have been some exterior modifications in window treatment when shingle sheathing was applied. The downstairs windows below the offset gable are of a configuration which suggests 1920's architecture. A bay is formed by three windows. The center window is completely framed, double hung, two single pane sashes. Windows to each side are more narrow and have a transom in upper third, and movable casements below.

Roof material appears to be asphalt composition shingles. There is a brick chimney in the roof. There is also a metal flue.

There are two features of the building which are particularly unusual: Interior walls are plastered. There are double hung doors at the front entrance. A. Nicholson's name is engraved in glass above the entrance.

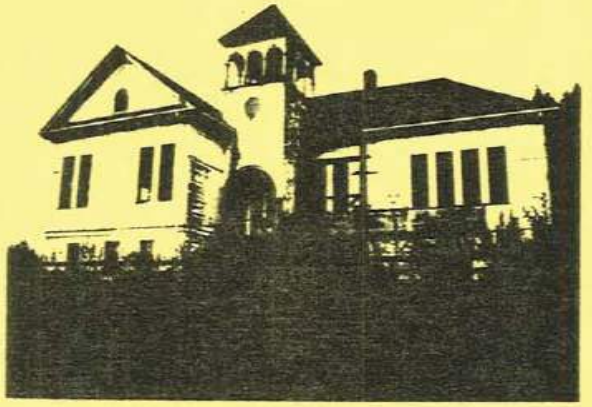
Further Information: Susie Baker Fountain Volume 23 reports that: A. Nicholson was born December 28, 1843, on Prince Edward Island, son of Angus and Sarah Stewart Nicholson, received elementary school education and between 18 and 25 he was a sailor crossing the Atlantic Ocean 40 times on sailing vessels and mail steamers. Came to San Francisco at 25 years, became seaman on steamer between San Francisco and San Diego. Worked on the steamer "Olympic" between San Francisco and Eureka.

From 1870 to 1885 he was employed in the woods of Humboldt County. In 1887 bought place in Bayside where he retired. (This differs from assessment records, see Builder above).

He died April 18, 1897, (according to SBF). Western Watchman reports Archie Nicholson death April 24, 1897 issue; reports his wedding to Sarah Louise Davis Mitchell in November 27, 1886, issue. She was John Mitchell's first wife.

A.P. #. 501-111-01

9-01 SECOND JACOBY CREEK SCHOOL c.1093



Builder. This was also the site of the first school, which was later moved to location 8-30. The school district was organized in 1875, built first school at cost of $550 in 1876. This second school building was constructed in 1903, and modeled on the second Hydesville School. Arcata Union February 7, 1903: "Bayside's new shcool building is about ready for teachers and pupils." The article goes on to say that the building contractor is W.G. Moha and it was built at a cost of $4,200.

Architecture: The schoolhouse sits by itself, L-shaped in plan, one story with a basement, wood exterior wall material. Shiplap in basement walls up to a frieze at base of first floor. Clapboard siding on first floor up to a decorative molding three-fourths of the way up the first floor. Above this molding are round ornamental shingles up to a frieze below the cornice.

Roof shape is a full return cornice front gable, and hipped wing. There is a brick chimney in the center of the wing. There is a steeple tower worked into the front corner union of front gable and wing, the lower portion of this tower serves as a recessed main entranceway. Decoration at eaves and below front gable return is boxed cornice with frieze and brackets. Trim and gables is boxed cornice with plain frieze.

Windows are triple sash with top sash immovable and other two double hung, single pane per sash. Molding on wall between clapboard and shingles is in line with bottom frame of third sash.

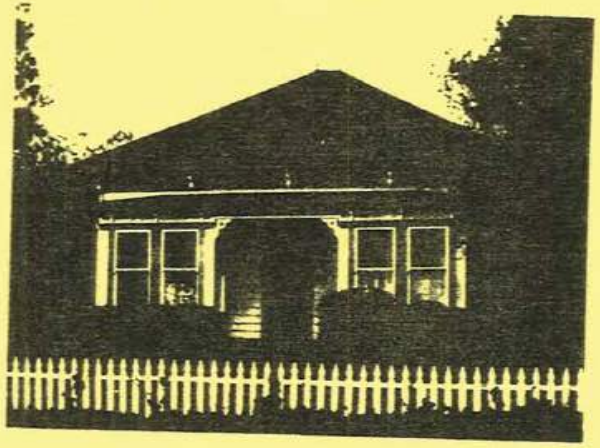
Tower has pyrimidal roof, boxed cornice with frieze, three arches with circular columns which are capped with decorative scrollwork. Tower is surfaced with circular fish scales, there is a circular ventilation grate. Entrance arch is semi-circular

Glass panels to each side of main door, glass transoms over the door, double doors of glass. Stairs did approach from front, but are being reconstructed.

Further Information. Private family now owns the building and is presumably extensively modifying the interior.

A.P. #. 501-011-06

9-05 J. VENNING NELLEST-WILLIAM ZUCAR-AMY SMITH HOUSE c.1889



Builder. J. Venning Nellist was deeded two acres by Mary and Joseph Nellist, his parents, on February 11, 1887. J.V. married Edith Mitchell a year later. The house was probably built somewhere around this time, however, it first appears on assessments in 1891.

Architecture. The house was quite possibly built in stages. There is a gable roofed section attached at the rear. The main building is hip roofed. The total building is rectangular in plan.

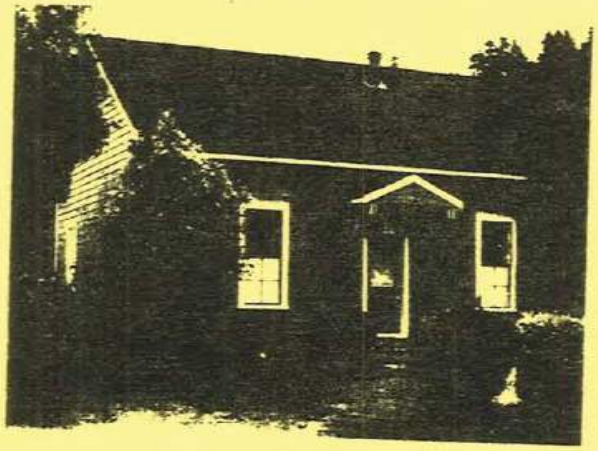
Bay windows at front are joined by a roof, all of which together form a recessed front entrance (see photo 9-05). Both porch roof and main roof have boxed cornice and frieze, with ornamental bracket trim. House is surrounded by a picket fence. There is ornamental trim about the entrance way and a little white picket fence.

Further Information. J. Venning Nellist sold the house to Jeanne Zucar on November 7, 1908. She and William Zucar sold it to Amy Elizabeth Smith on March 16, 1912. Amy Smith married Charles Monahan upon the death of his first wife.

A.P. #.

9-06 ALBEE-FRED SMITH HOUSE

*built: c.1886
moved: c.1950



Builder. Andrew Melvin Albee, logger from Maine, built the house on two acres of land between the present post office and the Old Jacoby Creek School. The land was purchased May 7, 1886, from Mary E. Nellist. The first assessment for improvements is in 1888.

Architecture. Building was originally a one-story upright and wing. The wing was split off and remodeled as a separate structure when the building was moved.

Plan was L-shaped, and is now rectangular. The former wing now stands behind the main building. Foundation is now concrete perimeter; was originally pier and post. The main building has exterior wood shiplap siding. There are endboards. Roof is a medium gable. There is one metal chimney. There is now asphalt composition shingling

Gables have boxed cornices and no frieze. Eaves have boxed cornice with frieze. There are ventilation louvres in the gable ends.

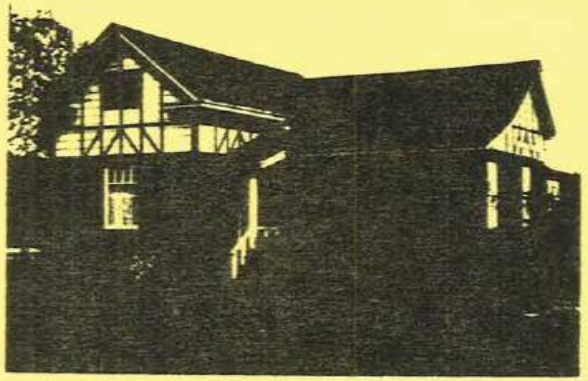
Windows are double hung, double sash, each sash has four lites. Structural opening for windows is flat. Molding is plain, very slight shelf above, lugsills below. Windows have eight panes.

Main entrance is at center, front approach stairs. Door is surmounted by a divided transom. Single rectangular glass pane in door; one wood panel below. Porch is supported by ornate decorated brackets.

Further Information. Mary Nellist was later married to Albee; and became his widow, so the land came back to her with improvements. She sold the land and house to Fred W. and Annie L. Smith on November 1, 1900. The house was moved after Annie Smith died in 1950. Dallas Burgess moved the house.

A.P. #. 501-011-22

9-07 GREENOUGH-McCLASKEY HOUSE c. 1884



Builder. Erastus Bruce Greenough of Vermont, school teacher, purchased 5 acres from George Connors on March 22, 1884. The 1885 assessment shows $400 for improvements on the land, indicating a substantial structure. This is most likely the large house.

Architecture. The house is an upright and wing. The gables form a tee, however, there is a shed roof addition at the rear, so the plan is now L-shaped in form.

The main building is one and one-half stories; the wing and addition are one story.

There is no basement; foundation is pier and post.

Exterior wall material is wood shiplap with endboards. There is additional wood trim modeled in English Tudor lines. Roofs are medium gable with return cornices on the main building and at rear of wing. However, the front section of the gable sweeps forward in a concave curve. Roofing is now asphalt composition shingles.

Eaves on main building are ogee boxed cornice with frieze. Eaves at rear of wing are the same, however, at front of wing the eaves have sloped soffits. Gables have ogee, boxed cornices.

Windows have a flat structural opening and vary in detail. All windows have plain molding and slipsills. Front windows downstairs are fixed, with single pane below and transom above. The transom is divided into four panes by vertical molding. Upstairs window in front gable end has lites at side and a double hung window with two single pane sashes in the center. Windows in the rest of the house have single pane sashes and are double hung, or have double pane sashes and are double-hung.

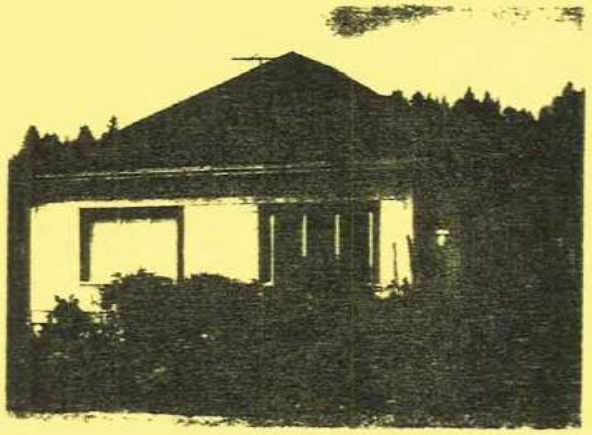
Main door enters into the side of the main building. Entrance stairs are straight on, swept gable roof extends over the porch and is supported by a squared post.

The house has been extensively remodeled inside. Wood removed from the interior walls was "beautiful" according to one informant. Two foot timbers run full length of house.

Further Information. Greenough deeded his interest in the five acres to George McClaskey December 18, 1886. The McClaskey daughter married William Quear and McClaskey deeded one acre to Quear to build a home (Location 9-10). The water line for Location 9-10 still runs from Greenhough-McClaskey house.

A.P. #. 501-031-13

9-08 HARVEY MONAHAN HOUSE c.1912



Builder. Andrew Anvick built the house for Harvey Monahan who was deeded the land by his father, Charles, May 20, 1912.

Architecture. House is rectangular in plan, but is composed of two hip roofed sections joined by a low gable roof section.

One story house; now has concrete perimeter foundation, but was originally pier and post; the siding is wood shiplap with end boards.

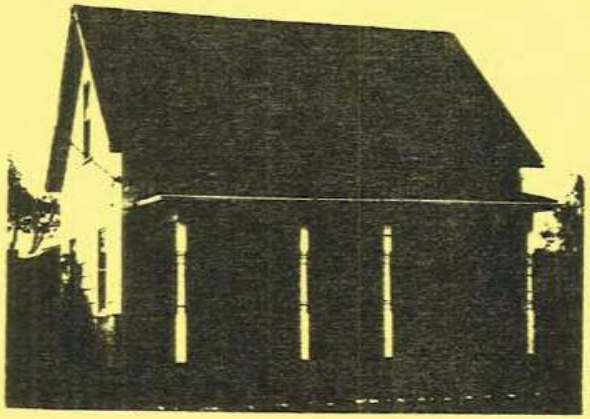
Roof trim at eaves is ogee boxed cornice with freize.

Windows have been extensively modified, but have flat structural opening and plain molding. Main entrance way is into gable roofed section joining hip roofed sections.

A.P. #. 501-011-02

9-09* SECTION CREW CABINS, TRAIN SHEDS, COOKHOUSE, FLANIGAN, AND BROSNAN SHINGLE MILL

9-10 QUEAR HOUSE c.1895



Builder. William Quear was deeded one acre of land by George McClaskey on March 22, 1884. He built one house and another existing house was moved across the creek and joined later. It is most probable that the cottage at the rear was built by Quear and that the one and one-half story house in the front was the add-on.

Architecture. Plan is tee-shaped. Front building is one and one-half story gable roof; rear is one story gable and shed roof. Foundation material is now brick perimeter with pier and post inside; was originally all pier and post.

Siding is now asbestos shingle but was originally shiplap wood.

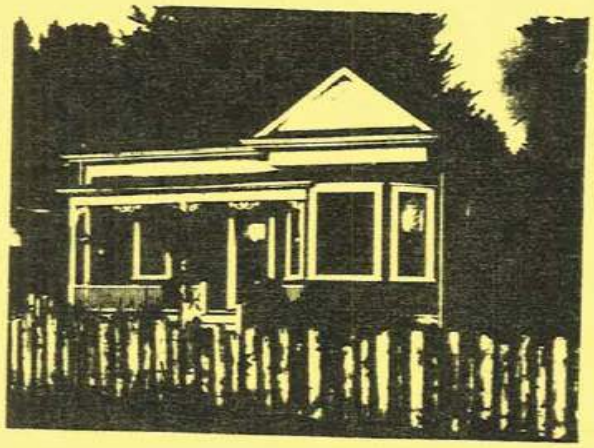
Roof on front building is high gable. On rear building is medium gable with shed roof extension. Roof trim at eaves is projecting with no rafters exposed; at gables edge of roof projects with no decoration.

Window structural opening is flat with plain molding and slipsill. Two sash windows are double hung; two panes per sash. Open veranda with turned posts, stairs approach from side.

Further Information. Interior of house has been extensively renovated. Square nails were used in construction. Water line runs from neighboring house, 9-07.

A.P. #. 501-031-04

9-11 DAVID OSCAR NELLIST HOUSE c.1904



Builder. David Oscar Nellist built the house at the time of his marriage to Maude Orr; the land was deeded to him by his mother, Mary Ellen Nellist, August 18, 1904.

Architecture. There are associated outbuildings, but the main house stands alone. It is complex in plan; the main building has a hip roof with two planes extended upwards to a gable and with one plane extended forward to form an end gable over bay windows at front of house (see photo 9-11). There are additional roof-lines over the partial veranda at front of building and added rooms at rear of main building. Plan is essentially a square with long sides of rectangular additions joining at rear.

House is basically one story but roofline is irregular. Exterior wall material is wood shiplap siding, with fishscale decorative wood shingles in gable ends. There are endboards at building corners.

Roof trim at eaves is ogee boxed cornice with frieze. Roof trim at gable ends is dentil decorated boxed cornice with frieze on pedimented gable over front bay; without dentil decoration on other gable ends.

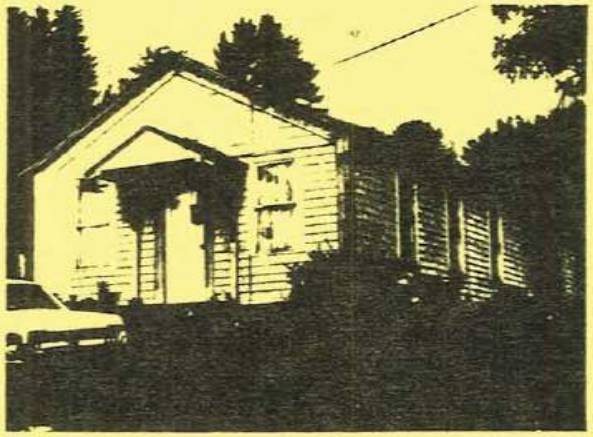
Windows have flat structural opening with shelf above and lugsill below. In general windows are two sash single pane and double hung. The main bay window has a geometric stained glass transom with small squares of colored glass as a border.

Open partial veranda at front of house with central entrance. Plain molding around door. Rectangular glass in wood door with panels below. Turned posts support porch roof which is trimmed with decorative cutout bargeboards and brackets. There is a stickwork railing and bannister. House is surrounded by a picket fence.

Further Information. The house with all its gingerbread ornamentation is an example of so called Victorian Cottage architecture developed from carpenter's plan books at the turn of the century.

A.P. #.

9-12 JACOBY-WILEY-PARDEE-JOSEPH & MARY NELLIST HOUSE c.1850
moved 1950



Builder. Augustus Jacoby, native of Prussia, and his wife, Elizabeth, native of Nova Scotia, had a claim in the Jacoby Creek area by 1853 according to the Arcata Union "Bicentennial Issue." Architectual evidence suggests the Jacoby's built their house upon taking possession of the land.

Architecture. House stands alone; is rectangular plan. It is one story. There is no basement. Foundation material is wood; house was built on four heavy hand-hewn timber skids; was placed on pier and post foundation when it was moved, in 1950, to its present location from a nearby hill.

Exterior wall material is plain wood shingles with shiplap siding at gable ends. There are timbers at building corners. Roof is a low gable, now with composition asphalt shingles. Roof trim at eaves is projecting with rafters exposed, and frieze. At gable end roof projects with no endboards but with frieze.

Windows have a flat structural opening; double hung; double sash, with slipsill; now single pane per sash, but originally six pane, as evident in Arcata Union "Bicentennial Issue" photograph.

Main entrance originally off-center in long side of house, but is now at center gable end. Door is wood with single panel below and rectangular glass above. Stairs are straight, approach from front. Portico is gable roof supported by triangular brackets at 45 degrees from roof. The house is a simple vernacular style, with no ornamentation.

Further Information. Augustus Jacoby was in business in the Arcata area for ten years. He built the Jacoby fireproof warehouse in Union (now Arcata), which is now a California State Historic Landmark. Jacoby moved to San Francisco after his wife died in 1861.

Jacoby sold his 240 acres of holdings to Austin Wiley, April 22, 1868. Wiley sold 364 acres to A.L. Pardee, July 15, 1871. Pardee sold 184.28 acres to Mary Nellist on March 28, 1883; this is the parcel containing the house.

The Nellist family raised eight children in the house; at least two built houses along Arcata Road (Locations 9-05 and 9-11).

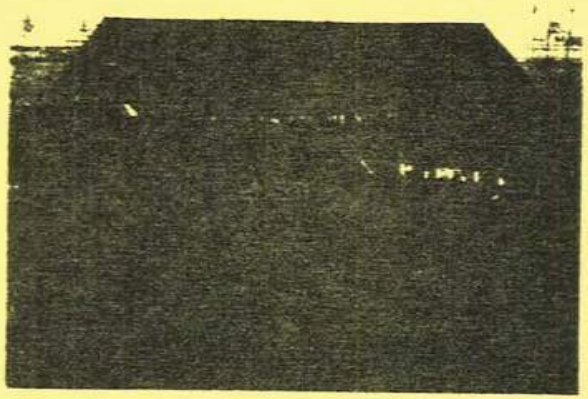
A.P. #. 500-181-01

9-13 THREE C's RANCH BARN before 1900

Builder. The barn has served as a local landmark since the turn of the century when Silvio Comisto and Philip Calanchi of Ferndale and Edward B. Carr purchased the ranch and placed it under the management of Charles Sacchi.

Architecture. Barn is oriented with gable roof ridge running north and south. Wood shingles on roof, vertical planking as siding. Roller doors at gable ends, loft doors at gable peak. Along the east side of barn are 12 window openings into stall areas.

A.P. #. 501-041-05



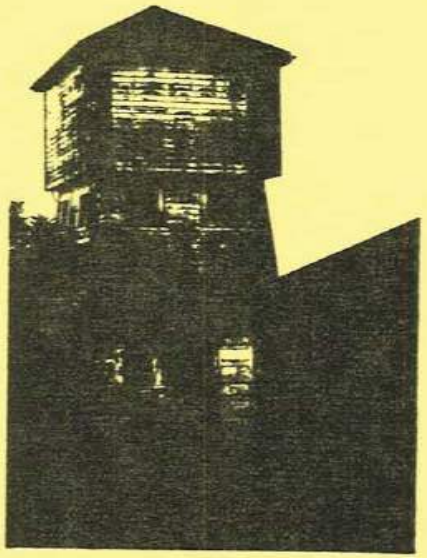
9-14 RHODES-MARSH HOUSE & TRINIDAD WATER TOWER 1930?

Builder. Cora and Robert Rhodes built this house. Upon Mr. Rhodes death, Mrs. Rhodes married Mr. Marsh. Date in concrete at side of house is 1930, which may be date of construction, though architectural form is more characteristic of fin du siecle.

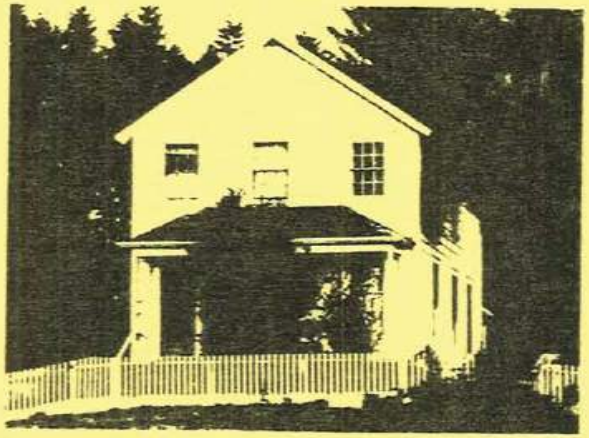
Architecture. House is one story pyramid roof; shiplap siding; endboards; two sash plain molding windows with lugsills, one sash and transom.

The water tower is three story with pyramid, wood shingle roof with shiplap siding and end boards. Windows have plain molding, are single sash divided into six panes. The tank is said to have come from the old Trinidad whaling station.

A.P. #. 500-171-10



9-15 LAUFFER-ANVICK HOUSE c.1889



Builder. J. B. Lauffer took title to 18 acres from the estate of James Beith on August 6, 1889. Appraisal records indicate an assessment of $75 for improvements as early as 1888, when Beith's daughter Mary Morton inherited the property, and assessments do not change markedly through 1904, improvements then valued at $100. Architectural details suggest an early 1880's or even 1870's construction date. The house is very similar to the Charles Hill House (Location 2-04) which also may have been built earlier than 1880, and similar also to descriptions of the original Beith home. However, absent convincing evidence otherwise, the construction of the house is credited to Josiah Lauffer.

Architecture. The house is situated on a knoll, the sort of special rise of land one expects the earliest settlers of a region to take, on what is now called Anvick Lane. It is rectangular in plan, a two story gable front house of the saltbox form, except that chimney is at rear second story. A white picket fence surrounds the home. The roof is a low gable.

Exterior wall material is shiplap wood siding, with endboards at building corners. The roof trim at eaves is ogee boxed cornice and frieze. Trim at gable end is ogee boxed cornice with frieze.

Window structural opening shape is flat. Surrounding detail is shelf at top with slipsill at bottom and plain moulding between. Window division is two sash, opening movement is doublehung. There are six panes per sash (12 pane windows).

Main door is located off-center at gable end. Trim is plain moulding with transom and four panel door of wood. Open veranda with hipped roof extends across front of building. Posts are square.

There is a one story addition at rear with gable roof and a lean-to with shed roof which contains plumbing - bath and wash room. There is an open side porch and entrance attached to rear addition.

Further Information. From Lauffer, land passed into the possession of Charles Grotzman. He sold it to Andreas Klingson Anvick (or Anvig), a native of Norway, on November 16, 1901.

Anvick was in Hawaii prior to 1891, when he came to Humboldt County. His daughter-in-law, Emma, was teacher and principal in Jacoby Creek School for many years. His son, Clarence, was first Master of Bayside Grange, organized in 1932.

A.P. #. 500-172-06

9-16 MORTON HOUSE between 1864 & 1891



Builder. Probably William H. Morton

Architecture. House is associated with various outbuildings (see 9-17). The original plan appears to have been one and one-half story upright with one and one-half story wing. There is a gable roofed extension at the rear. The wing has a brick chimney. Roof is now asphalt composition shingles. The house was moved to its present location from the flats to the west (see location 9-16* on map). It is now on a concrete perimeter foundation, but was originally on piers.

Siding is shiplap wood with end boards. Plain boxed cornice with frieze same width as endboards at gable ends; close eaves.

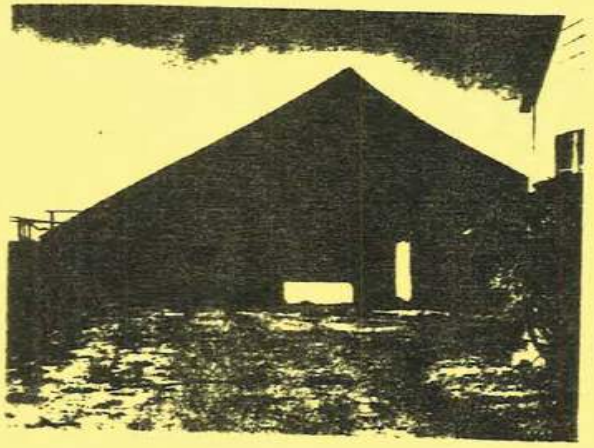
Windows are flat structural opening, one sash and transom with plain moulding and lugsill; double-hung.

Main door location is at union between upright and wing at front of house. Plain moulding around entrance, square wood posts support low gable portico; no ornamentation.

Further Information. See text for location 9-18 for further information concerning the Morton family.

A.P. #. 500-171-15

9-17 MORTON BARN After 1864, before 1891



Builder. Probably William H. Morton

Architecture. Gable-roof, eaves extended on south side to form stables, wood shingles; top-hat style, open peak ventilation; end entrances, sliding doors and hayloft; vertical plank siding.

Further Information. William H. Morton purchased 120 acres from S.P. Jornegan on March 19, 1864. 1891 assessments show $300 improvements. Mrs. Emma Anvick, who moved to the area in 1905 remembers the barn as being there then.

A.P. #. 500-171-22

9-18 BEITH CREEK (pronounced "beef")

This creek is named for James Beith of Scotland, who settled 160 acres between Buttermilk Lane and Anvick Road. Beith was a corset and umbrella merchant in Greenwich, Scotland before arriving here in 1852 with three children 11, 5 and 7. The eldest daughter, Mary, was wed to William H. Morton of New Hampshire, September 22, 1855; he 26, she 15; Augustus Jacoby was witness.

Mary Beith Morton inherited her father's prperty in 1888. There were four Morton children: James Edwin Morton; Minnie Morton Smith Hall; Alice Morton Greenough Pardee; Ida Morton Snider.

9-19* BEITH CREEK BARN AND ORCHARD c.1860?



Builder. The area was originally settled by James Beith in the 1850's. He may have built the barn and set out the orchard.

Architecture. The barn was razed in summer of 1977, and the land is being filled, apparently for some future development. Barn had a medium gable roof, vertical board siding, wood shingles, loft and wagon doors at end, sliding wood shutters, at window opening on south end; louvered cupola with pyramid roof at center of gable roof for ventilation.

Further Information: James Edwin Morton, Beith's grandson, lived in a house nearby, which also has been removed. This may have been the original Beith home.

A.P. #. 500-152-19

IV. MODERN ERA (since 1920)

We include here a map of Old Arcata Road area prepared in 1920. The astute reader will note how many names of original American Era settlers (mentioned in that section) persist on this map. By the same token, parcels had not been subdivided to any great degree in 1920.

The aerial photo location maps in this report were prepared in 1974. (See Appendix: Maps of Identified Historic Resources)

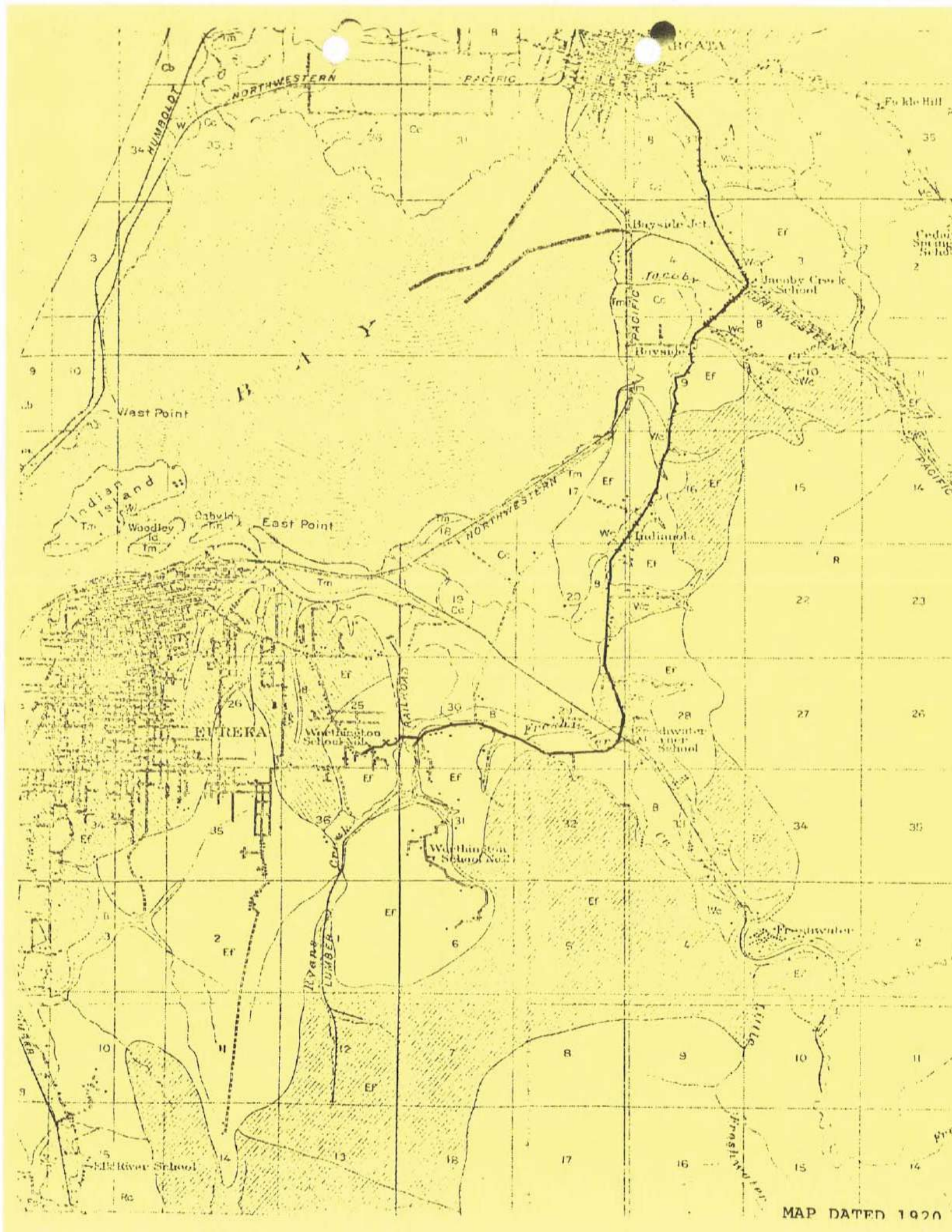
Comparison and contrast of these maps with earlier maps indicate the evolution of land use. Along many areas of the road, new subdivisions have begun to mask old settlement patterns. Thus, at Sunnybrae we see intensive land use for shopping centers, residential subdivisions and apartment complexes. At Indianola are mobile home parks and some light industrial uses.

Contemporary aerial photos reveal that in some areas, subdivision and development has accelerated. On the other hand, timber is rarely harvested near the road, gone are the railroads, cookhouses, and crew shanties, the taverns and roadhouses, the hotels and "places of liquor and women."

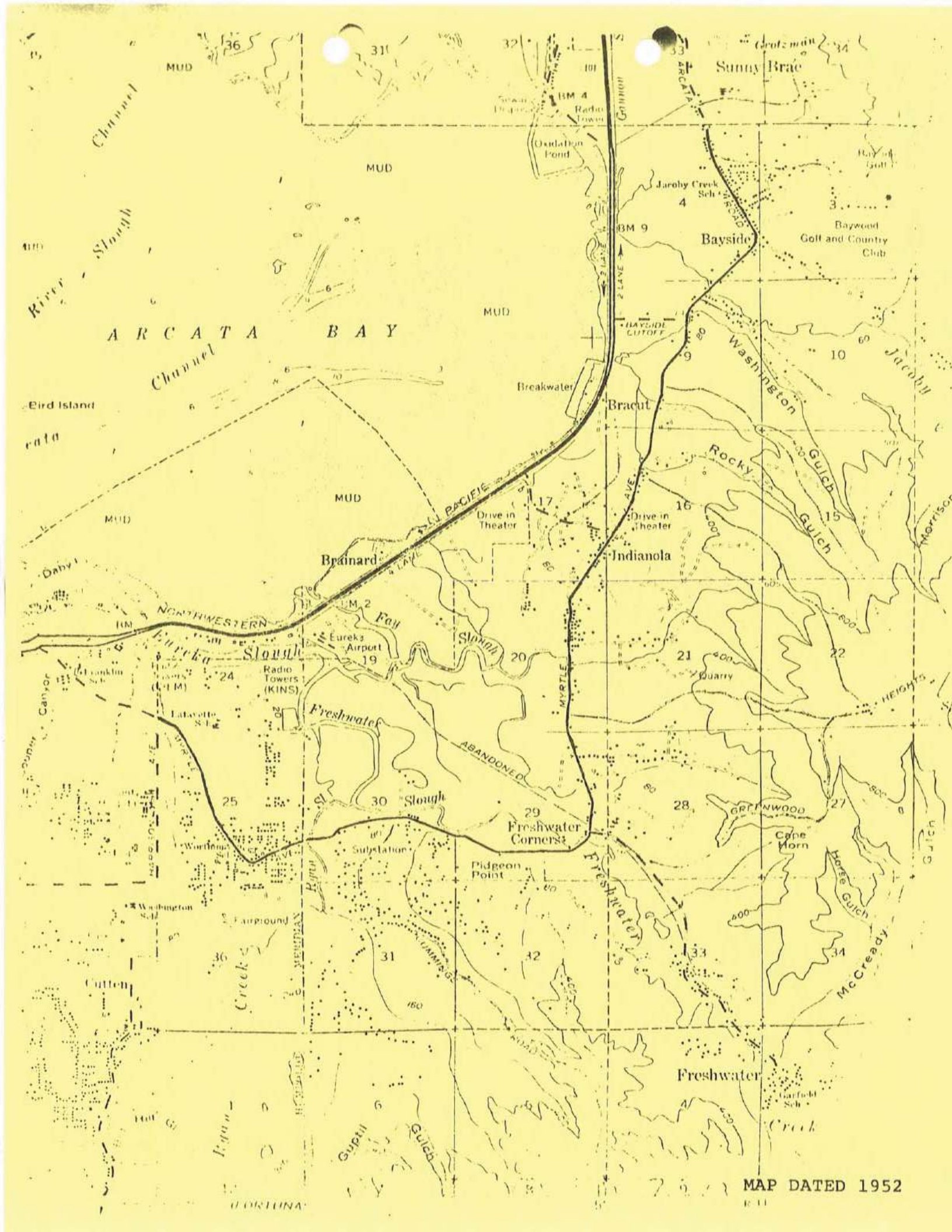
Presently, land use trends in the corridor reflect a mix of rural and urban. Subdivisions and lot splits have taken place off the main road and are not readily apparent. Indeed as one traverses the road, the juxtaposition of original architecture, small farms and rural vistas with interspersed modern houses, serves to heighten one's awareness of the passage of time, the evolution of culture, and the continuity of development. Appropriate designation of historic places along Old Arcata Road may serve to enhance this legibility by focusing development and preserving existing pockets of historic structures.




MAP DATED 1870


ARCATA
NORTHWESTERN PACIFIC
HUMBOLDT
Fickle Hill
Bayside Jct.
Jacoby
Jacoby Creek School
Bayside
West Point
Indian Island
Woodley Id.
Gabriel
East Point
Indianola
EUREKA
Washington School No.1
RAILROAD
Freshwater
Freshwater School
Washington School No.2
CREEK
Evans Lumber
Elk River School
MAP DATED 1920


NORTH BAY
Bayside
Bayside Lumber Co
5N 1E
Freshwater Corners
HILL TRACT
Freshwater 32 Mfg. Co.
The Pacific Lumber
Dungan & I. M. Long
Clausen & Dellefsen
Stephen Hill Estate
Stephen Wilson
Henry M. Dewey
Fay Slough
Slough
Gulch
Bayside Cemetery
Bayside Grammar School
Bayside Union High School
Bayside Methodist Church
Bayside Community Church
Bayside Fire Station
Bayside Post Office
Bayside Store
Bayside Hall


ARCATA BAY
Sunny Brae
Bayside
Baywood Golf and Country Club
Jacoby Creek Sch
Bracut
Breakwater
Indianola
Brainard
Eureka Slough
Fay Slough
Freshwater Slough
Freshwater
Freshwater Corners
Pidgeon Point
Cape Horn
Cutten
Eureka Airport
Radio Towers (KINS)
Drive-in Theater
Oxidation Pond
Bird Island
Washington
Rocky Gulch
Myrtle
Greenwood
Harris
McCready
Gypsum Gulch
Humboldt Bay
Channel
Arcata
Jacoby
Creek
MUD
MAP DATED 1952

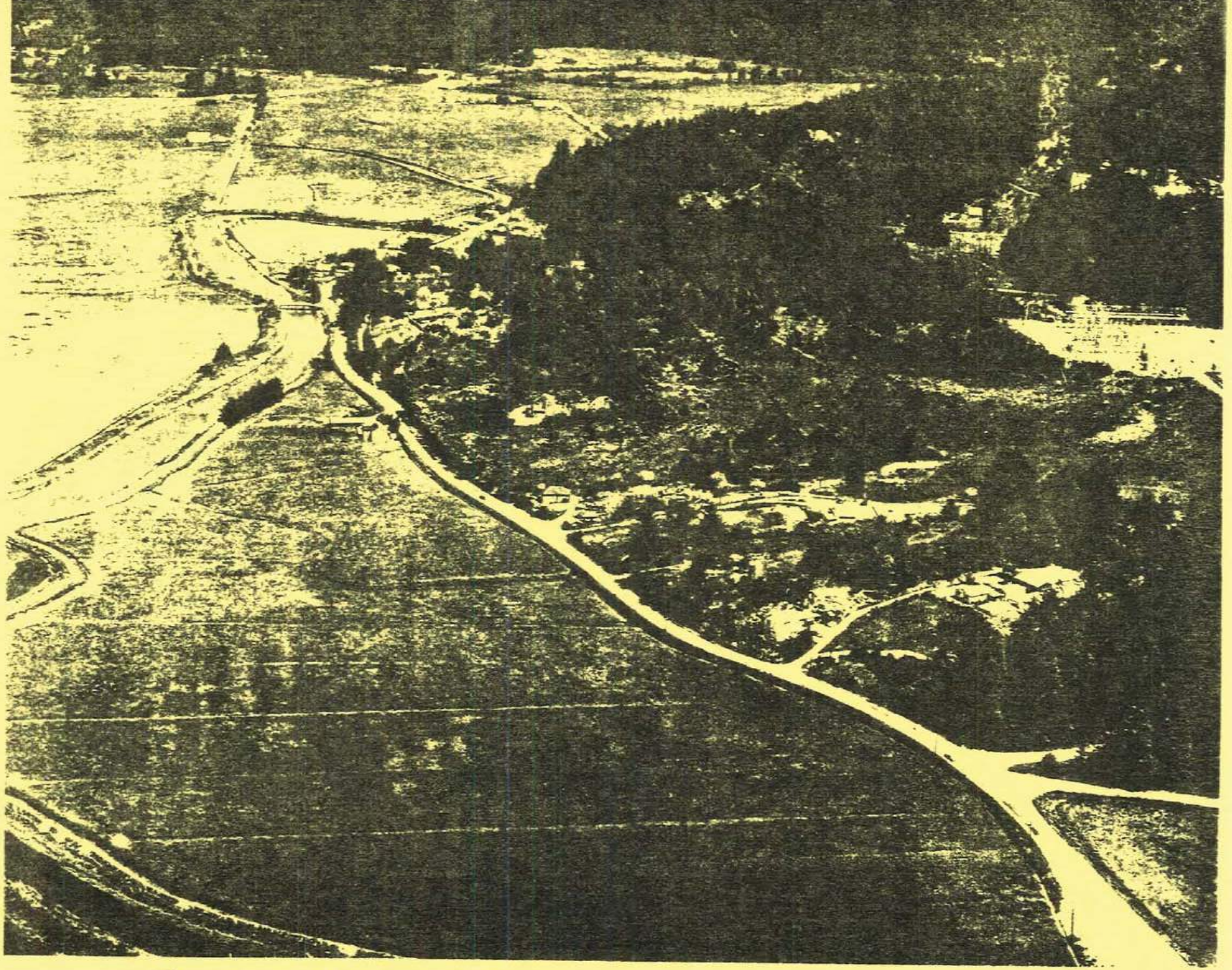


Figure One: 1977 Aerial Oblique View Looking East From Ryans Slough Towards Freshwater Corners

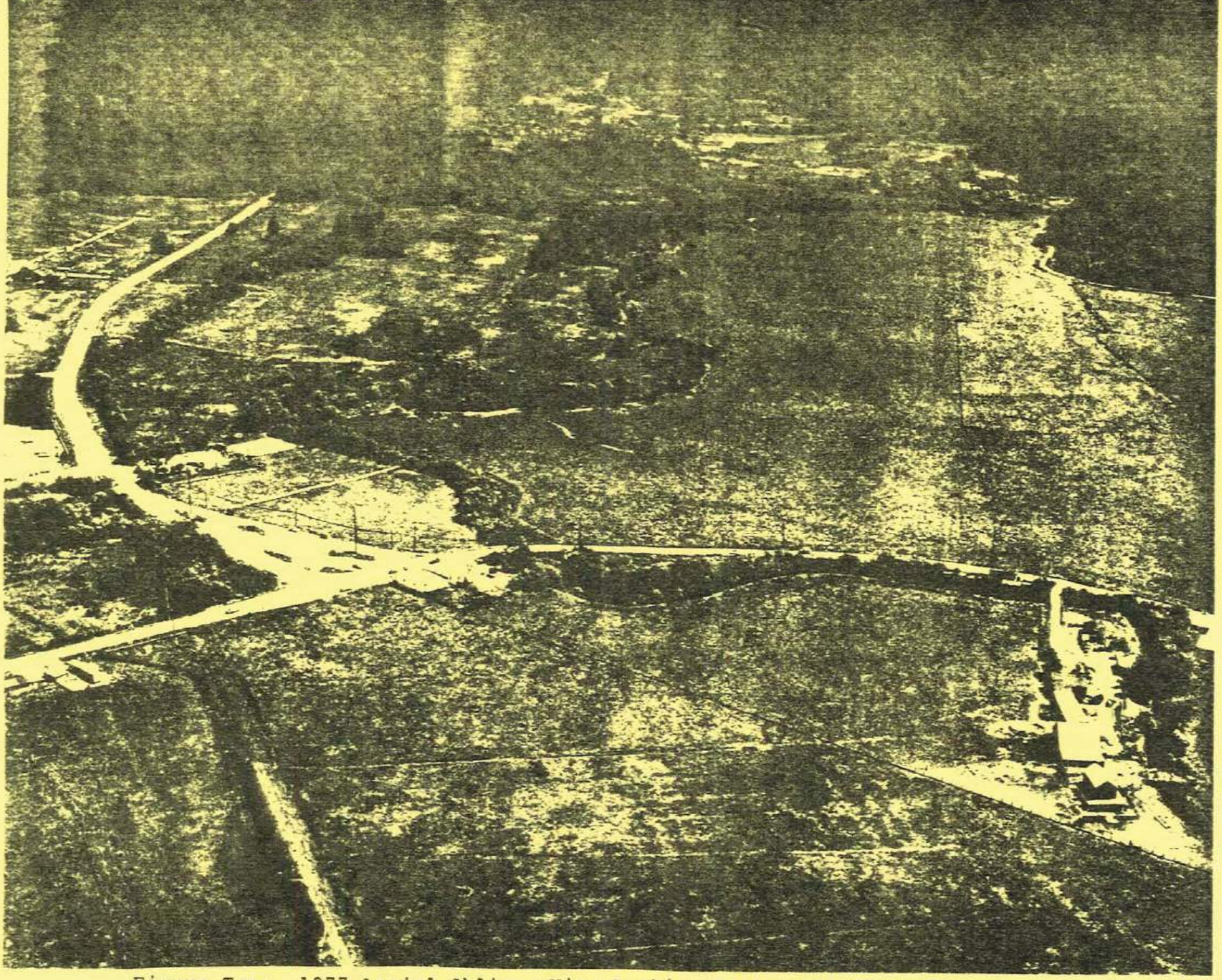


Figure Two: 1977 Aerial Oblique View Looking East Up Freshwater Creek Watershed. Note Old Railroad Grade Extending Up from Left Bottom Edge of Scene

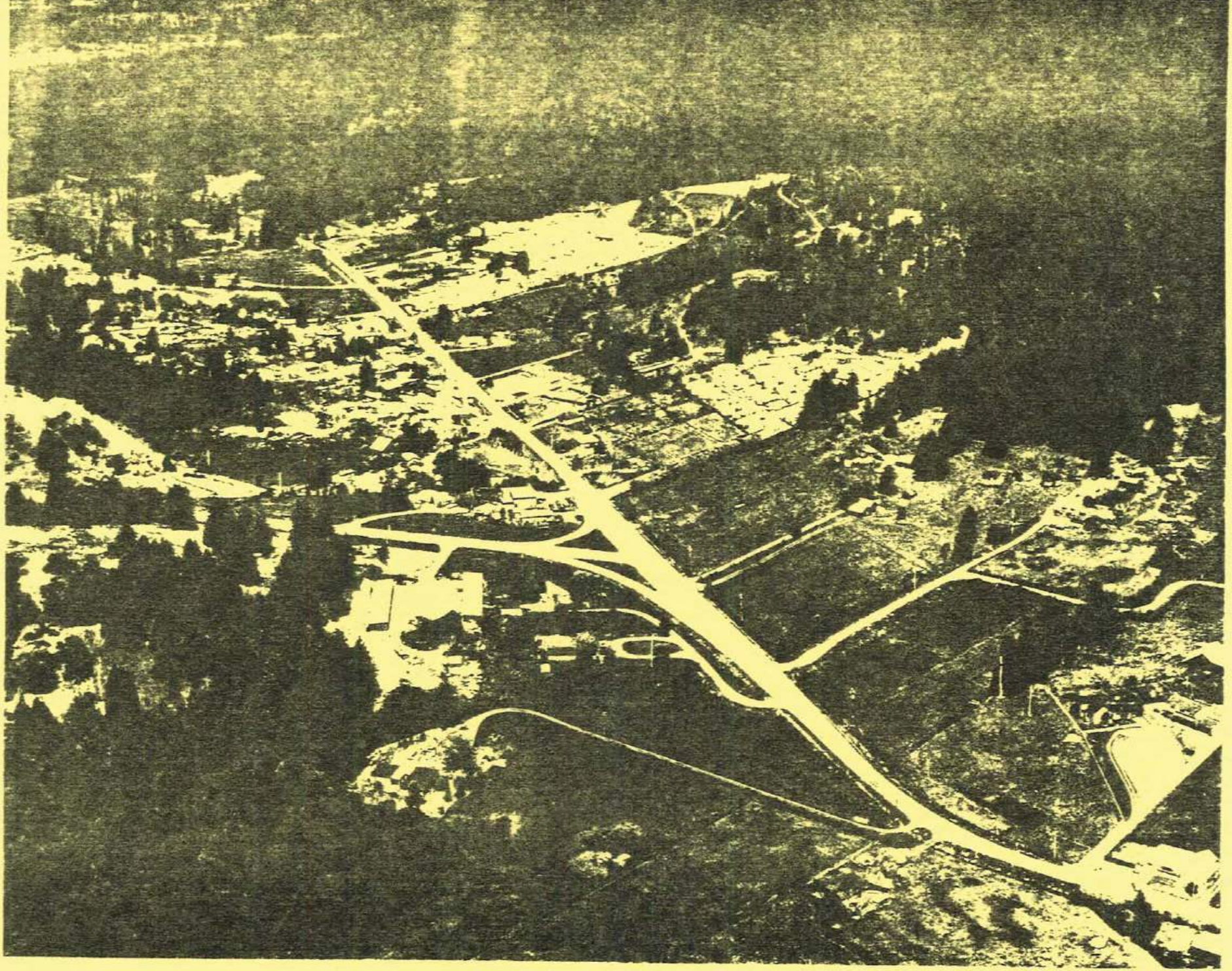


Figure Three: Detail 1977 Aerial Oblique of Indianola Cut-off Area, Note Changing Land Use Patterns Near Road Improvements

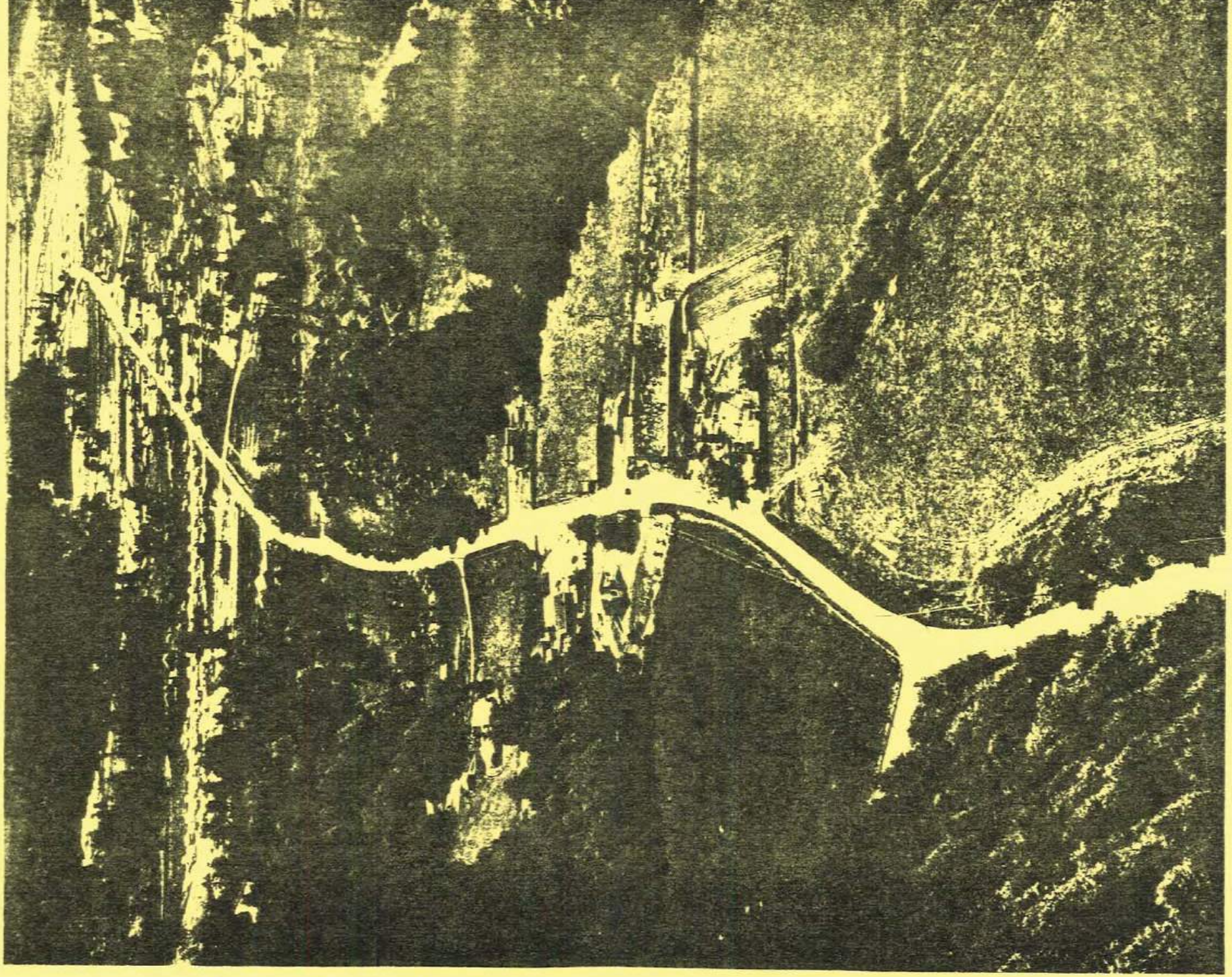


Figure Four : 1977 Aerial Oblique View, Looking Southeast Towards Indianola Cut-off. Note Mobile Home Park Incursions and Original Homesteads

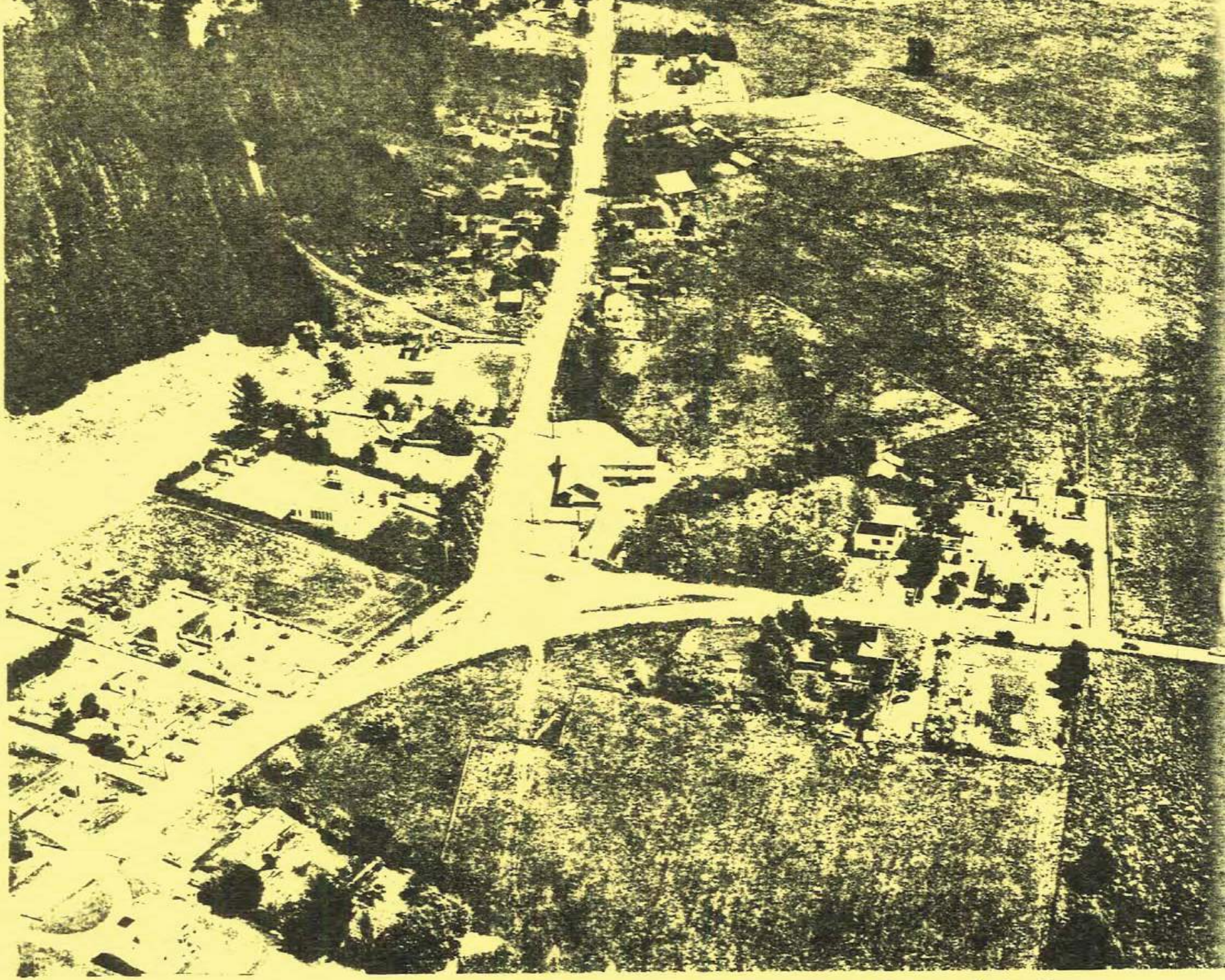


Figure Five: 1977 Aerial Oblique, Looking East along Jacoby Creek Road. Little Change in Landuse Since 1921

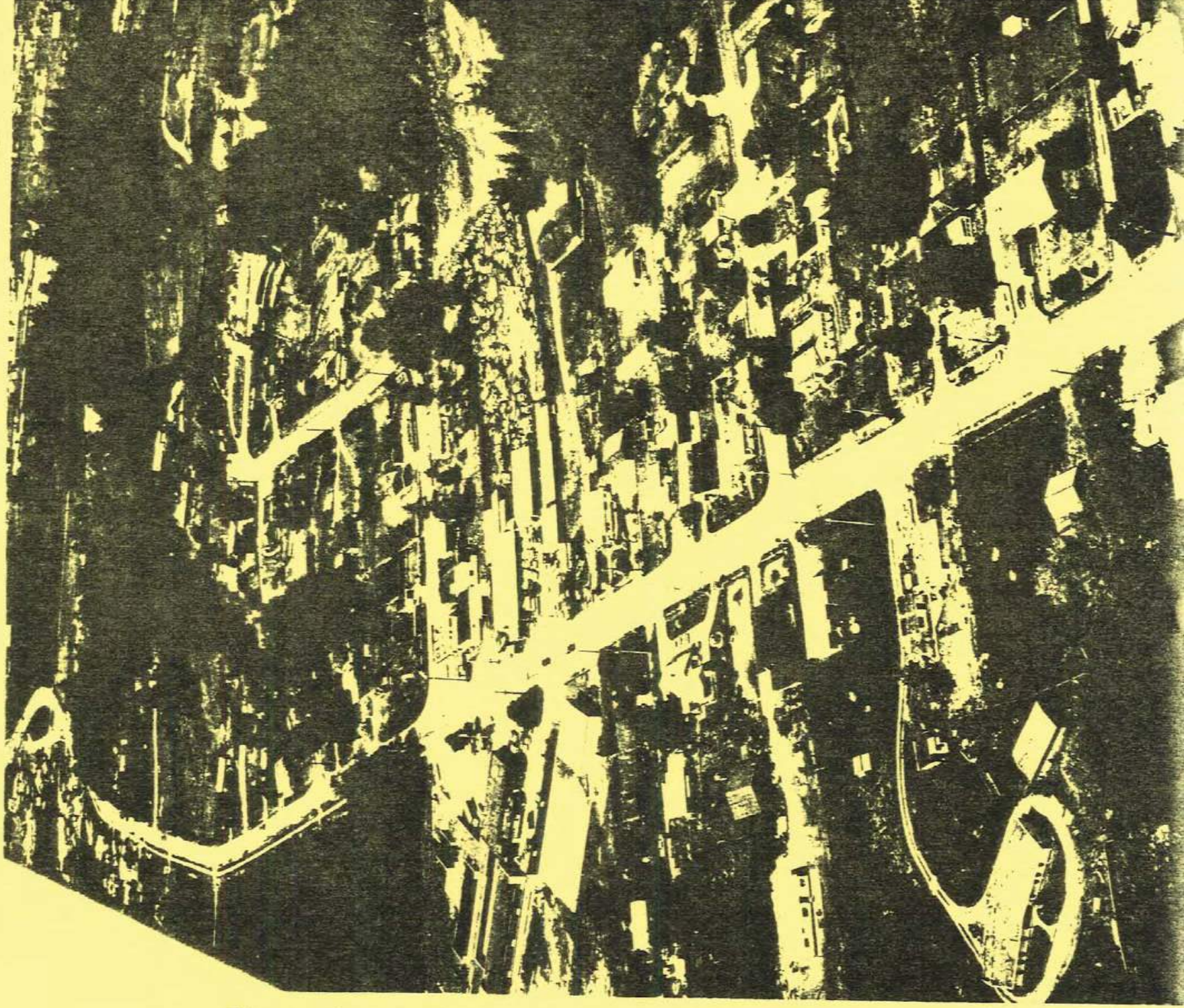
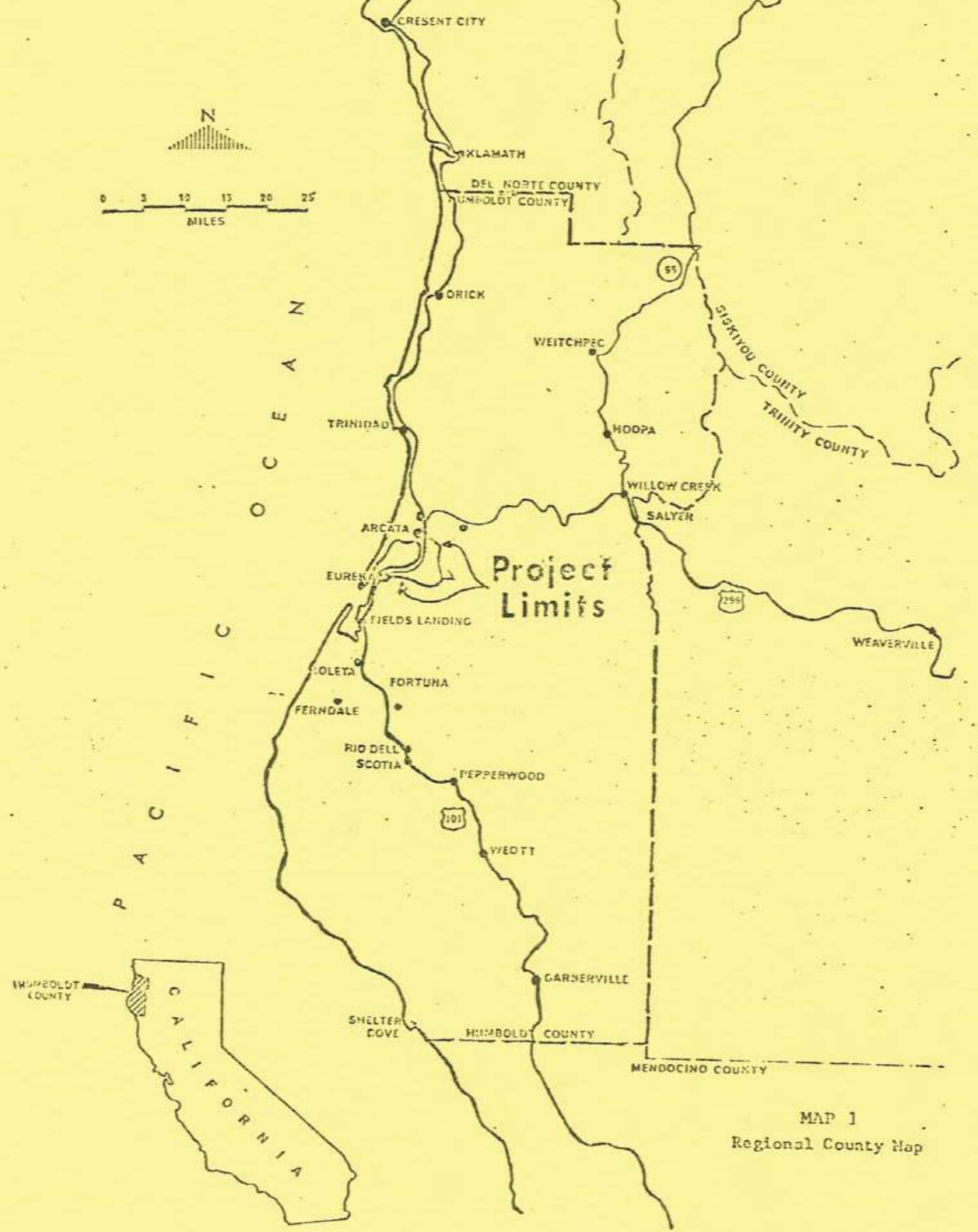
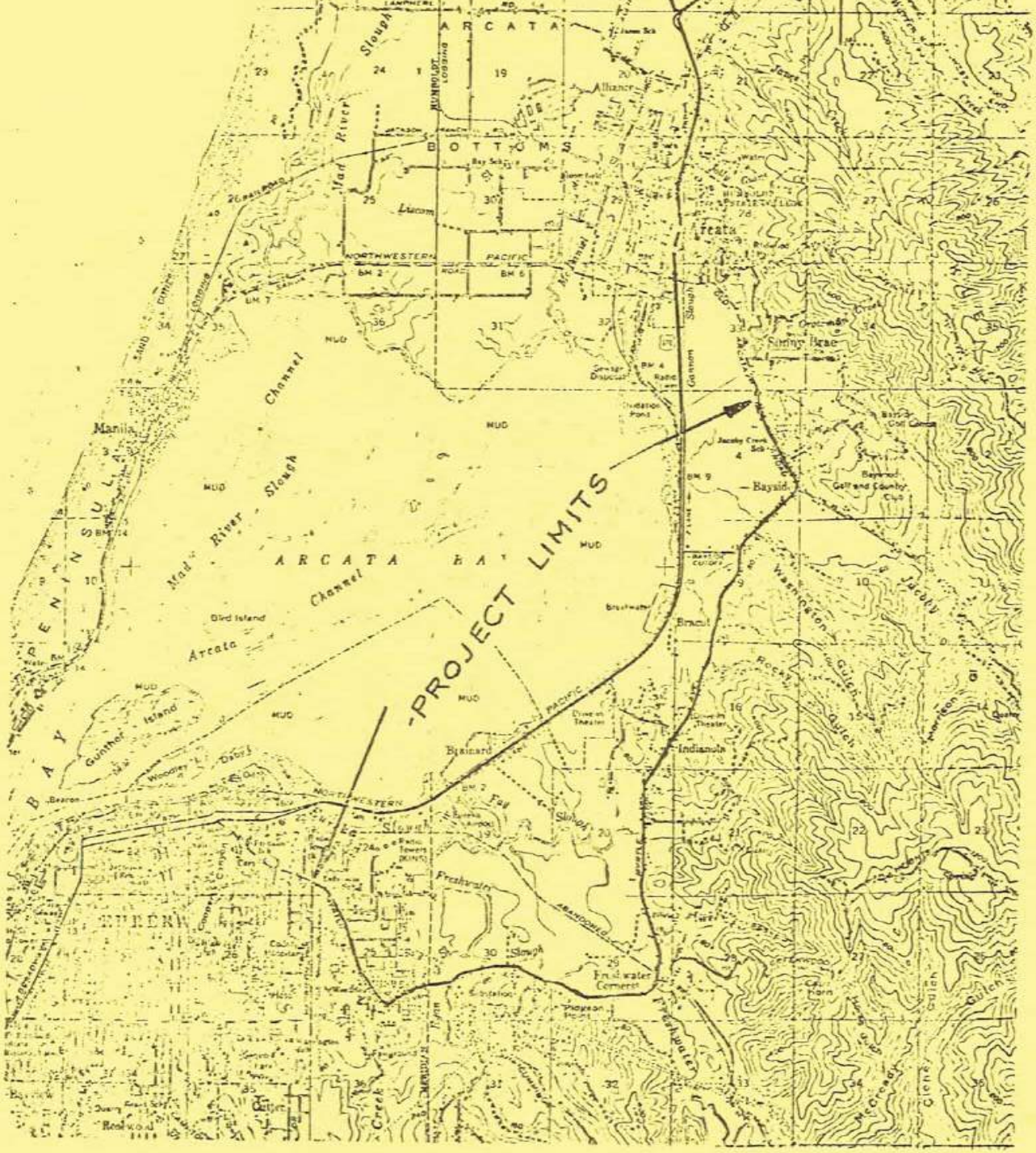


Figure Six: 1977 Aerial Oblique Looking Towards Sunnybrae from Bayside Along Area Where Road has Been Widened and Improved

Appendix: Project Description of
Old Arcata Road-Myrtle Avenue Improvement

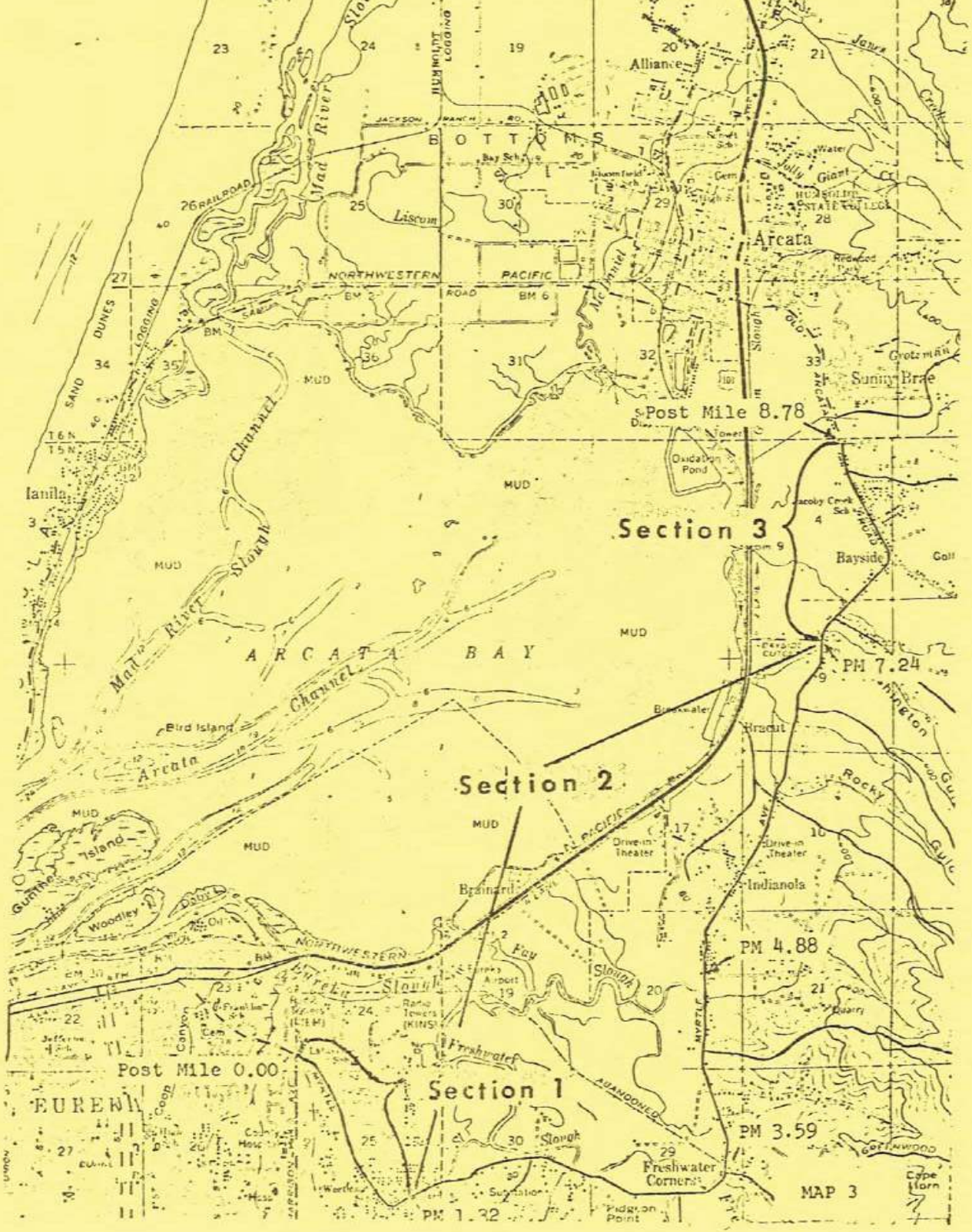



MAP 1
Regional County Map




MAP 2

TOPOGRAPHIC MAP


Post Mile 8.78
Section 3
PM 7.24
Section 2
PM 4.88
Post Mile 0.00
Section 1
PM 3.59
PM 1.32
MAP 3
ARCATA BAY
Arcata
Alliance
Sunny Brae
Bayside
Bracut
Indianola
Brainard
Freshwater Corners
Mad River Slough
Arcata Channel
Bird Island
Woodley
Gunther Island
Freshwater Slough
Fay Slough
Mad River
Liscom
NORTHWESTERN PACIFIC
BOTTOMS
SAND DUNES
MUD
Oxidation Pond
Drive-in Theater
Rocky Gulch
Cape Horn
Pidgeon Point
Substation
Radio Towers (KINS)
Quarry
Cem
Coop
Canyon
Jacoby Creek Sch
Bay Sch
Bloomfield Sch
Redwood Park
Water
Gem
Jolly Giant Cr
Janes Creek
Grotzman
Slough
Brookwater
Tower
Dirt
Gulch
Wartles
Hose
Cooper Hosp
Franklin
Jefferson
Cem
Oil
Dairy
Lake
Fireworks Airport
Fireworks (LEM)
Fireworks (KINS)
Freshwater
Slough
Eureka Slough
Mad River
Lodging
Railroad
Jackson Ranch Rd
Humboldt Logging
Humboldt State College
Arcata
Bayside
Bracut
Rocky Gulch
Myrtle
Abandoned
Greenwood
Cape Horn
Pacific
Northwestern
Eureka
Ianila
T6N
T5N
23
24
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## General Background Discussion

Local: The project is along the existing Humboldt County road between Eureka and Arcata, California, known as Myrtle Avenue from Eureka to the Indianola Cutoff and Old Arcata Road from the Indianola Cutoff to Arcata.

The southern and beginning point of the project is at Hall Avenue in Eureka. The northern and terminal end of the project is the Arcata City limits where the two lane Old Arcata Road becomes contiguous with the four lanes of Samoa Boulevard.

The project length is 7.46 miles and passes through the unincorporated communities of Indianola, Bayside, and Freshwater Corners.

Regional: The Old Arcata Road is one of two roads linking the City of Arcata on the northern shore of Humboldt Bay and the City of Eureka on the east shore of Humboldt Bay. The main road connection between the two cities is U.S. Highway 101, the main north-south highway traversing the western portion of northern California (Regional Map). Highway 101 is the main link between the two cities.

Old Arcata Road is located along the eastern edge of the alluvial bottomlands forming the bay floodplain. This road connects the eastern residential portions of the two cities to one another and to several bedroom communities located in the stream valleys of the Humboldt Bay watershed.

Eureka is the main commercial center of the California North Coast. It is the port city for Humboldt Bay which is the largest and most active port between San Francisco and the Columbia River. Arcata is a commercial satellite of Eureka, containing several timber products industries and Humboldt State University.

## Project Description

The project is located along the existing County road between Eureka and Arcata. The project begins at Hall Avenue in Eureka and continues on Myrtle Avenue past Indianola Cut-off, where Myrtle Avenue becomes known as Old Arcata Road. The project continues on Old Arcata Road north to the Arcata City Limits. Most of the construction will occur within the existing County right of way.

The project is to be completed in three sections. Section I which was along Myrtle Avenue between Harrison and Hall Avenues, Post Mile (P.M.) 0-00 - 1.41 has been completed under a Negative Declaration, SCH #76-060-791.

The areas of focus in this inventory are Sections II and III, P.M. 1.41 through 8.78.

The project involves widening the existing County road and incorporating a path for non-vehicular traffic along portions of it.

From Ryan Slough Bridge to Arcata City Limits the existing 22 foot wide road will be widened to 32 feet, plus an additional 5 foot path area, except through the community of Bayside where it will be widened to 40 feet. The Jacoby Creek Bridge, Freshwater Creek Bridge and Devoy Bridge will be replaced.

The intersection of Old Arcata Road and Bayside Cut-off will be realigned west of the existing road to provide a safer intersection.

The purpose of this project is to enhance traffic safety, increase the capacity of the Myrtle Avenue-Old Arcata Road and, at the same time, provide a safe area for nonvehicular traffic.

General: The project proposes to provide a new facility for nonvehicular traffic and wider road to enhance traffic safety and increase the vehicular carrying capacity of Myrtle Avenue between Hall Avenue in Eureka and the Arcata City Limits. The proposal includes approximately 7.46 miles of continuous roadway which have been divided into sections for purposes of discussion, design, funding, and construction staging.

Section II extends from Hall Avenue, down the grade into the alluvial bottoms and along the eastern edges of the alluvial bottoms to the intersection with Bayside Cutoff.

Section III consists of approximately 1.58 miles of the Old Arcata Road extending from Bayside Cutoff and through the unincorporated community of Bayside to the Arcata City Limits where it connects with the previously improved Samoa Boulevard.

Tabular summaries of the expected consturction activities, roadbed construction activities, roadbed realignment and cross-sectional profiles are provided as Tables 1-3 on pages eight through eleven.

Specifics: The following descriptions apply to a general conceptualization rather than to a detailed engineering plan. "It is to be understood that the design phase of the project will determine the actual disposition and dimensions of the typical section" (Hegy, W. Z. File 01-Hum-501-CR 5501).

SECTION II

The existing road in Section II has a average width of approximately 22 feet on a 40 foot right-of-way. The proposed typical section consists of two 12 foot traffic lanes with

4 foot surfaced shoulders, and a surfaced 5 foot path (Table 3, cross-section F-F) on a right-of-way having a minimum width of 60 feet (Table 1). This section is approximately 5.79 miles long and may vary from the proposed typical section. Table 2 lists the sequence of expected excavations, fills, and construction. The major efforts expected are the replacement of a small cribwall, widening the bridge over Ryan Slough, shifting Freshwater Slough at Devoy Road, replacing the bridge at Devoy Road, and the construction of a new bridge over Freshwater Creek.

The new centerline of the road will vary up to 10 feet from the existing centerline. Most of the change is expected on the western side of the road except for a 10 foot eastern adjustment at Freshwater Corners. The roadbed will be lowered in a few locations to remove some of the humps that currently reduce sight distance.

It is stressed that the plans for this section are preliminary and that later modifications of the outlined plan will include changes which will reduce impact on homesites.

SECTION III

It is proposed to widen the present roadbed, which has an average width of 22 feet, to a minimum of 32 feet (inclusive of shoulders) plus a 5 foot path, on a right-of-way of approximately 60 feet from Bayside Cutoff to Jacoby Creek Road (Table 3, cross-section F-F).

The road will be realigned about 20 feet west of the existing road at the intersection of Old Arcata Road and Bayside Cutoff. The bridge at Jacoby Creek will be replaced with a wider and longer structure to accommodate the wider road and provide an enlarged waterway area.

The roadbed through the community of Bayside may be widened to 40 feet, which would include two 12 ffoot traffic lanes and two 8 foot surfaced shoulders adequate for on-street parking. Two 5 foot sidewalk areas will also be provided (Table 3, cross-section D-D). Some deviation from the centerline is expected in the area just north of Jacoby Creek Elementary School to reduce the impact on the residences located on the east side of the road. No major earthwork is projected for this section.

Variances from the above will be made wherever and whenever it is deemed appropriate, for public or private safety.

Myrtle Avenue-Old Arcata Road (FDK 300)

| | SECTION I (P.M. 0.00-1.41) | SECTION II (P.M. 1.41-7.20) | SECTION III (P.M. 7.20-8.78) |
|---|---|---|---|
| Land Use Designation: | | | |
| Present (1973) | Medium Density Residential & Commercial | Low Density Residential | Medium Density Residential & Commercial |
| Design Year (1993) | (same) | (same) | (same) |
| Existing Roadway and Traffic Data: | | | |
| Existing Right-of-Way | 60' P.M. 0.00-1.24<br>50' P.M. 1.24-1.32 | 50' P.M. 1.32-1.58<br>40'+P.M. 1.58-7.95 | 40' & 50' |
| Posted Speed Limit | 35 mph | 45 mph with 35 mph near Freshwater Road. | 25 & 35 mph |
| Structural Section | Fair | Poor | Fair |
| Width of Surfacing | 40'± | 20'± | 20'± |
| Length of Section | 1.41 mile | 5.79 miles | 1.4 mile |
| Average Daily Traffic '73 | 5000-9500 | 1000-4500 | 3000-4000 |
| On Street Parking | yes | no | yes |
| Provisions for other Transportation Modes | yes (5' sidewalk area both sides, some surfaced. | no | yes (5' sidewalk area both sides, reserved but not developed) |
| Proposed Design Criteria: | | | |
| Basic Right-of-Way | 60' | 50' P.M. 1.32-1.58<br>60' P.M. 1.58-7.95 | 50' |
| Average Daily Traffic '93 | 11,500 | 6,800 | 5,600 |
| Design Hourly Volume | 1,000 | 600 | 500 |
| Direction | 80% | 70% | 80% |
| Trucks | 5% | 5% | 5% |
| Velocity | 35 mph | 35 mph - 45 mph | 25 & 35 mph |
| Special Provisions: | | | |
| On-Street Parking | yes (except where unfeasible) | no | yes (except where unfeasible) |
| Other Transportation | yes (Reserve 5' sidewalk area both sides, Surface by others) | yes (Const. 5' surfaced trail. one side) | yes (Reserve 5' sidewalk area both sides, surface by others) |

Post mile (P.M.) is the distance in miles from Harrison Ave., Eureka.

Table 2

PROPOSED CONSTRUCTION ACTIVITIES

Rt. and Lt. refer to right and left, respectively, relative to travel from Eureka towards Arcata.

Const. Emb. means construct embankment.

Exc. means excavate.

Note: Refer to Table 4 for projected changes in centerline location.

Section I Myrtle Avenue (P.M. 0.00 - Harrison Avenue/Myrtle Avenue Intersection)

Earthwork: P.M.

[1] 0.010-0.090 Rt. Const. Emb. (20' deep with existing stability problem)
[1] 0.100-0.120 Rt. Exc. (≈ 10' high bank)
0.200-0.204 Rt. Const. Emb. ( 12' deep)

Structures: P.M.

No structures projected.

Section II Rural (Hall Avenue to Bayside Cutoff)

Earthwork: P.M.

| | |
|---|---|
| 1.410-1.438 Lt. | Exc. (≈ 15' high bank) |
| 1.900-2.130 | Exc. (Lower existing grade ≈ 2' max. near house) |
| 2.100-2.270 Lt. | Const. Emb. into existing slough. Relocate existing slough as required. (Freshwater Slough) |
| 2.620-2.750 | Lower existing road grade. (3'-4' max.) Realign or construct sight bench as required for intersection sight distance. |
| 4.960-5.150 | Exc.-Lower existing grade ≈ 2' max. |
| 5.920-6.090 | Exc.-Lower existing grade ≈ 4' max. to improve vertical alignment and reduce impact on dwelling at P.M. 6.050 Rt. |
| 6.900-7.050 Lt. | Emb. (≈ 25' deep) |
| 6.960-7.050 Lt. | Exc. (≈ 10' high bank) |

Structures: P.M.

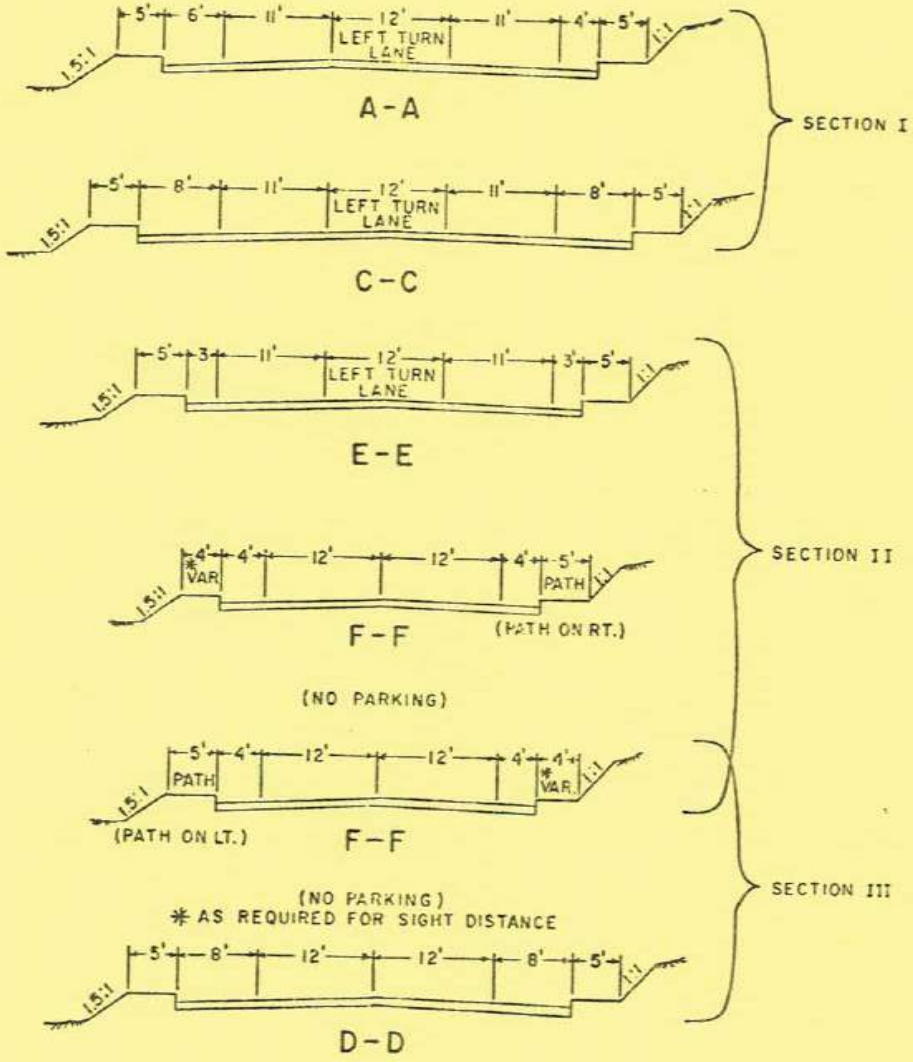
| | |
|---|---|
| 1.45 Rt. | Place small cribwall |
| [2] 1.51 Rt. | Relocate or replace existing cribwall. |
| 1.58 | Widen existing bridge 4' on the left side (Ryan Slough). |
| 2.05 Lt. | Construct retaining wall near house is required. |
| 2.24 Lt. | Construct new bridge across slough (Freshwater Slough). |
| 2.26-2.28 Rt. | Construct low retaining wall along toe of existing cut. |
| 3.53 | Construct new bridge over Freshwater Creek. |

Section III Bayside

Replace Jacoby Creek Bridge.

[1] Consider constructing curb only and possibly eliminate need for excavation.
[2] Pursue the possibility of not altering the existing bridge (Typical would narrow from 32' to 28' to match existing bridge width. This could also eliminate the Exc. at P.M. 1.410-1.438 Lt.

TYPICAL CROSS-SECTIONAL PROFILES




TYPICAL SECTION:

| | | | |
|---|---|---|---|
| P.M. | 0.00 | Begin Section | A-A |
| P.M. | 0.10 | Begin Section | C-C |
| P.M. | 1.32 | Begin Section | E-E |
| P.M. | 1.41 | Begin Section | F-F (Path on Rt.) |
| P.M. | 1.67 | Begin Section | F-F (Path on Lt.) |
| P.M. | 7.95 | Begin Section | D-D |

All dimensions are conceptual only and may be subject to minor changes during the actual design.

Table 4

PROJECTED CHANGES IN CENTERLINE LOCATION AND ELEVATION
(Right and left are relative to travel from Eureka towards Arcata)

| POST MILE | HORIZONTAL OFFSET | VERTICAL OFFSET |
|---|---|---|
| Section I | | |
| 0.00 | 0' | 0' |
| 1.52 | 0' | 0' |
| Section II | | |
| Begin Bridge | 2'Lt. | 0' |
| 1.98 | 2'Lt. | 0' |
| 2.05 | 0' | 2' |
| 2.09 | 6'Lt. | 0' |
| 2.24 | 10'Lt. | 0' |
| 2.30 | 0' | 0' |
| 2.62 | 0' | 0' |
| 2.68 | 0' | -3' |
| 2.76 | 0' | 0' |
| 2.87 | 0' | 0' |
| 2.93 | 5'Lt. | 0' |
| 3.15 | 5'Lt. | 0' |
| 3.59 | 10'Rt. | 0' |
| 3.68 | 0' | 0' |
| 3.79 | 0' | 0' |
| 3,84 | 4'Lt. | 0' |
| 4.31 | 4'Lt. | 0' |
| 4.41 | 0' | 0' |
| 4.53 | 0' | 0' |
| 4.59 | 4'Lt. | 0' |
| 4.96 | 4'Lt. | 0' |
| 5.00 | 4'Lt. | -2' |
| 5.03 | 4'Lt. | -2' |
| 5.06 | 0' | -1' |
| 5.15 | 0' | 0' |
| 5.92 | 0' | 0' |
| 6.00 | 0' | -4' |
| 6.09 | 0' | 0' |
| 6.26 | 0' | 0' |
| 6.35 | 6'Lt. | 0' |
| Section III | | |
| 7.05 | 6'Lt. | 0' |
| 7.12 | *20'Lt. | 0' |
| 7.41 | *0' | 0' |
| 8.33 | 0' | 0' |
| 8.37 | 5'Lt. | 0' |
| 8.51 | 5'Lt. | 0' |
| 8.54 | 0' | 0' |

* Transition Varies

# Appendix: Archaeological Reports & Correspondence

S-14457 a

# REPORT OF AN ARCHAEOLOGICAL FIELD SURVEY OF THE OLD ARCATA ROAD

FOR THE

DEPARTMENT OF PUBLIC WORKS

COUNTY OF HUMBOLDT

Note: Due to past acts of vandalism on many Indian graveyards, the site locations have not been disclosed. Archaeologists requiring more information must contact Donald C. Tuttle, Natural Resources Analyst, Humboldt County, at 707-445-7741.

Darlena K. Blucher, Ph.D.
Assistant Professor of
Anthropology,
Humboldt State University
Consulting Archaeologist
August, 1975

Donald C. Tuttle
Natural Resources Analyst
Department of Public Works
1106 Second Street
Eureka, CA 95501

## INTRODUCTION

At the request of the Humboldt County Department of Public Works an archaeological surface survey was carried out between post miles 0.00 and 8.78 on the Old Arcata Road between July 8 and 11. The purpose of the survey was to assess the impact of proposed widening operations on pre-historic and historic (post-1850) aboriginal cultural resources. The survey was conducted by the consultant archaeologist in conjunction with Robert Quever of the Northwest Indian Cemetery Protective Association, Inc. (N.I.C.P.A.) who acted as both field assistant and informant.

Field methodology might be described as both intuitive and intensive. Heavily tarmacked and built up areas as well as areas of heavy vegetation (redwood, blackberry, etc.) were ignored because original ground surface was not visible. Attention was paid to those areas most likely to have been subject to settlement and use, i.e., flat areas along and between sloughs and creeks. These areas were subject to intensive foot survey. In most instances surface visibility was so poor due to grass cover (either pasture, hay stands, or natural grass) and to silt that the presence or absence of former human activity could not be ascertained. In a few instances this was particularly frustrating, especially when I was informed "the Indians say there is something here." The invisibility of some sites is reported by Loud (1918:287) and therefore, is not unusual, especially when flooding and silting must be taken into consideration. The foot survey involved traversing the areas to be subjected to direct impact searching for surface features indicative of former occupation or use (house pits, artifacts, shells, soil color changes, vegetation changes) and investigating erosion channels, drainage channels, cut banks and the contents of gopher-hole backdirt for similar indications.

## ETHNOGRAPHIC BACKGROUND

The Old Arcata Road lies in the heart of territory formerly inhabited by the Wiyot Indians. The Wiyot held an area of approximately 465 sq. mi. (Loud, 1918:302,Pl.1) most of which consisted of redwood forest with the remainder being coastal sand dunes, tidal marsh or open prairie (Kroeber, 1925:114). The area is bisected by two major rivers, the Mad and the Eel, and is characterized by a number of freshwater creeks and tidal sloughs. Every known Wiyot settlement lies above a stream, river,

or slough, or at the periphery of Humboldt Bay. Occupation seems to have been very heavy in the coastal area, i.e., the flats west of the ridges and redwood forests.

In 1853 the Wiyot numbered about 800 persons scattered for the most part in small settlements on flats and along the 150-180 miles of streams. Population density in the territory was high in comparison to the remainder of the North American continent: between 5 and 7 persons per linear mile of stream (Loud, 1918:302). By 1860 the population had dwindled to 450 through disease, maltreatment, and massacre. By 1910 numbers had decreased to 150 (Kroeber, 1925:214) and today the group is close to extinction (R. Quever, personal communication).

The Wiyot subsistence economy was based on hunting, fishing, and gathering with the only plant cultivated being a native tobacco. Protein was received mainly in the form of salmon, but the hunting of sea mammals (seal, sea lion, sea-otter) and land animals (elk, deer, and smaller animals including birds), and the scavenging of beached whales was not uncommon. A variety of clams and mussels were also important to the diet. Acorns, hazelnuts, and huckleberry were gathered along with a wide variety of other berries, seeds, nuts, and roots depending upon the season (Loud, 1918:231-241). The Wiyot took full advantage of the resources available to them in a rich natural environment.

Because of the seasonality and variety of food resources the settlement pattern was quite variable with persons moving from relatively permanent house clusters which might be called villages to hunting, fishing, mussel collecting or vegetable gathering stations or campsites. The result of this movement is a variety of prehistoric and historic Wiyot sites scattered along the coast, sloughs, creeks, rivers, flats, and ridges with a fairly high density. Many of these habitation sites and campsites have been destroyed by post-1853 white occupation and use as well as by flooding and consequent erosion. Others have been obscured by silting.

The relatively permanent house clusters consisted of a few families living in semi-subterranean or pit-houses with walls made of redwood planks. These clusters were the scenes of Wiyot daily life including marriage, birth, and death. It may be assumed without equivocation that these clusters contain graves since the practice was to bury the dead in redwood lined graves within the community. Known communities contain(ed) substantial cemeteries.

The current alignment of the Old Arcata Road closely approximates the oldest known commercial trail circuiting Humboldt Bay. The trail was apparently quite active as a travel and trade route prior to white settlement and passed through an area of dense Wiyot occupation wherein not only campsites and permanent house clusters were to be found, but also at least four trade and production centers (memorandum from N.I.C.P.A. to Environmental Research Consultants dated April 25, 1974). Today much of the area along the route is subject to heavy settlement and use and it is likely that many invaluable cultural resources have been completely or partially destroyed, thus making future (and present)

knowledge of the Wiyot lifeway and commercial transactions incomplete and therefore, unreconstructable in their totality.

## SURVEYS

1913: In 1913 Llewellyn Loud carried out an archaeological survey of the Wiyot territory and through both informant information and field survey located 172 known sites, 98 of which were in use in 1913 (Loud, 1918: 258). A significant portion of the 172 sites were found in the Humboldt Bay area, including portions of Eureka and Arcata and the flats in between (Loud, 1918:Pl. 1). Loud's methodology was to glean information from Indian informants concerning the location of former habitation sites. Oftentimes he would visit the areas pointed out to him looking for visible remains, but sometimes he would not (Loud, 1918:257, 287). In some cases where he did survey the sites there were no archaeological remains, which fact did not permit precise location.

Since the accuracy of many of Loud's site locations are in doubt for the Eel River /he points out they may be as much as a half-mile off (1918: 258)/, it is quite possible that several of the Humboldt Bay area locations may also be inaccurate. This seems to have been borne out by other independent surveys carried out in the past year by Robert Quever of N.I.C.P.A. and by Roger Cook of Caltrans who were attempting to assess the impact of various projects on some of Loud's sites (personal communications). Therefore, while Loud's map is invaluable, its overall accuracy is open to some question and it should be used with caution. The proposed widening of the Old Arcata Road and concomitant re-positioning of culverts and utility poles could encroach upon some of Loud's sites, especially numbers 45 and 50-54. The actual locations and therefore the peripheries of these sites are unknown.

Present: The present survey represents an attempt to combine inadequate published and informant information with actual foot survey utilizing the intuitive method (i.e., looking for spots most likely to have been inhabited or used). In this manner six new sensitive and a number of potentially sensitive old areas were located. In only two of these locations was archaeological evidence for former occupation found. These two areas (A-1 and A-2 below) are highly sensitive and both would be subject to direct impact. Both seem already to have been partly destroyed by road construction and/or modern occupation.

Summary: If one looks at the distribution of sites and probable sites just described and at others to be found on Loud's map (1918:Pl. 1) and the Eureka Quad. Map (U.S.G.S.), it becomes evident that almost the entire stretch of the Old Arcata Road can be considered sensitive or potentially sensitive. This is to be expected because it passes through territory prime for Wiyot settlement and use. If enough could be known it would probably be possible to say that this route was subject to extensive and continuous occupation and utilization for several centuries. It is because of this that I would recommend work in this area proceed with extreme caution, if it must be done at all, and with the full cooperation of and between Native Americans and archaeologists. Much of cultural value will be subject to both primary and secondary impact.

## RECOMMENDATIONS

Recommendations for the mitigation of the impact of construction on prehistoric and historic cultural resources along the Old Arcata Road can be quite varied. The first and most obvious would be not to undertake the project and to leave the road in its present condition and alignment. This would prevent the loss of Native American heritage, eliminate the destruction of places dear to the memory of living peoples and the disturbance of Indian graves, as well as prevent the irrevocable loss of scientific data bearing on the socio-cultural and socio-economic organization of the Wiyot and the role they may have played in the general economic system and trade networks of central and northern California. When taking into consideration the interests of traffic safety, the recommendation to leave the road as is seems as unrealistic as one to do nothing about mitigation and permit the road to go through without regard to the irremediable losses which would occur.

In order to make the Department aware of the various alternative it has, I would like to discuss the general recommendations which might be made and the problems inherent in each before making specific recommendations.

A. Excavation: the recommendation most often made by archaeologists is that of the salvage excavation or the test excavation made for the purpose of extracting and preserving of scientific data. Salvage excavation might be made at the sites discussed under sections A-1 and A-2 (pp.3-4). Test excavations might be recommended to establish the presence of sites mentioned as possibly existing in sections B-1 through B-4 (p.4), C-1 and C-2 (p.4), and D (p.4). However, this number of excavations would be expensive for the county to undertake (at least $2,000.00 each) and also would go against the 200-year moratorium on digging which we would like to establish in the interests of better scientific methods existing in the future. A second problem which is often encountered in any excavation is the presence of human interments. Cemeteries are considered inviolate by law and by both whites and Native Americans. This subject and particularly the removal of Native American interments by

archaeologists is especially sensitive to Native Americans, both as individuals and as groups. They have considerable respect for the deceased and have been known to react with violence upon the insensitive disturbance of cemeteries. If excavation is decided upon, an offer to reinter human remains in an area of Native American choosing should be made. The offer may not be accepted and indeed, the idea of excavation may be opposed.

The advantages of salvage or test excavations are twofold: the archaeologist is able to gain data he would not have otherwise and to preserve and study it; the project planners and construction agents can go ahead with their operations without danger of destroying anything of value to science and, theoretically, of destroying anything remaining of importance to Native Americans.

The decision to excavate must be made in consultation with representatives of the various Humboldt County Native American groups and organizations. These are the people who are most concerned with the preservation of the Native American heritage no matter to whose group the threatened areas formerly belonged. The excavations should be carried out with the full knowledge and cooperation of Native American representatives and it would not be unrealistic to suggest that an observer or participant representing their interests be present at each excavation.

B. Archaeological Observer: A second alternative would be to have an archaeologist "on the spot," i.e., to have one present as such potentially sensitive areas as B-1 through B-4, C-1 and C-2, and D are approached by construction equipment. This person could be empowered to make on the spot decisions with regard to the presence of cultural material and the necessity for excavation if such were encountered. This would eliminate the expense of a test excavation being carried out in an area which proved sterile. The disadvantages of this are (1) some evidence would be destroyed in the encounter with earth moving equipment and (2) construction in the concerned area would have to cease while excavation was being carried out. Again, the decision to excavate should be made in consultation with Native American representatives.

C. Filling Operations: It will be desirable to fill certain low areas during construction. From the point of view of the archaeologist, the filling of low areas causes no adverse affects upon cultural resources. If these areas are not to be subject to scraping, grading, culvert or utility pole emplacement prior to filling operations, the impact is not viewed as negative and can be considered positive in the sense that what exists is being preserved for posterity. However, problems might arise with Native Americans and their opinions should be consulted.

D. Specific Recommendations:

1. Bayside Cutoff (section A-1): the most obvious recommendation which can be made for the mitigation of impact at the Bayside Cutoff is to not realign the Old Arcata Road in this area. If it is viewed as absolutely imperative to realign the road at this

point, at least test excavations if not complete salvage operations would be in order with the reinterment of burials in either case. As was discussed in A above, the decision to excavate and to reinter probable skeletal material must be made in consultation with Native Americans.

2. Freshwater Corners (section A-2): Test excavations would be in order within the right-of-way of the new widening to determine the actual presence of cultural resources if it is decided not to follow the "on the spot" archaeologists suggested in B above. I would recommend the latter more strongly.

3. Loud's sites 45, 50, and 54: The suggestions made in B above are recommended.

4. Jacoby Creek (section B-2): The suggestions made in B above are recommended, but it is suggested that test excavations be made to the left and right of the road might be more in order because if this is one continuous area of settlement much could be destroyed before earth moving equipment could be halted.

5. Felt Road (section C-1), Ryan Slough (section C-2), and Spears Road (section D): the suggestions made in B above are recommended.

E. It is recommended that the archaeologists selected to carry out excavations or to act as "on the spot" experts contact me and work in cooperation with the resident N.I.C.P.A. archaeologist and with other representatives of the Native American community.

Darlena K. Blucher

Darlena K. Blucher, Ph.D.
Consulting Archaeologist

# NORTHWEST INDIAN CEMETERY

Protective Association Inc.
Milton Marks
Chairman
Old State Highway – Orick, Calif. 95555

RE: Proposed general improvement of Myrtle Avenue / Bayside Rd. from Eureka (Harrison Ave intersection) to Sunnybrae (Arcata city limits), Map ~~Known~~ Attached

In regard to an inquiry made concerning the above named site by Environmental Research Consultants, NICPA has considered the site and has reached the following conclusion based on the information available to NICPA:

[ ] The proposed developments above named will have no foreseeable impact on the area's Indian Historic or cultural significance:

[X] For the following reason, the proposed development above-named will have an impact on the area's Indian Historic or cultural significance:

See attached Memorandum, 4/25/74.

[ ] No decision can be reached because of insufficiency of the furnished details of the project and the following information will be needed to reach a decision:

Dated this 25th day of April, 19 74

Milton M Marks, Chairman
Northwest Indian Cemetery Protective Association, Inc.

Filed with: Humboldt County Planning Dept.
California Coastal Zone Conservation Commission
Environmental Research Consultants
The Center for Community Development
California Indian Legal Service
Northwest Indian Cemetery Protective Ass'n, Inc.
Far West Indian Historical Ass'n, Inc.

NORTHWEST INDIAN CEMETERY
Protective Association Inc.
Old State Highway – Orick, Calif. 95555

Milton Marks
Chairman

Francis White – V.C.
Hufford Road
Orick, Calif.

Richard McClellan – Sec.
House 52 Cal. State U. Humboldt
Arcata, California

Marcellene Norton – Tr.
1151 Vista Drive
Eureka, Calif.

MEMORANDUM

TO: Environmental Research Consultants
P.O. Box 4120
Arcata, California 95521

FROM: Northwest Indian Cemetery Protective Association and
The Center for Community Development,
Humboldt State University

DATE: April 25, 1974

RE: Impact on Indian historical values of proposed improvement of Myrtle Avenue/Bayside Road from Eureka to Sunnybrae

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The current course of Myrtle Avenue/Bayside Road from Eureka to Sunnybrae approximates that of the most ancient known commercial trail circuiting the eastern lobe of Arcata Bay. Consequently, it encroaches DÓ-RE-DO-LÍM WI-KÁ (Humboldt Bay Wiyot village sites) at five points and closely approaches twelve others. Of these, five are known to have been occupied after 1850; and at least four of those by known ancestors of present Indian residents of Humboldt County. All are presumed, and most known, to contain gravesites or cemeteries. The canoe-draught inlet (HÓ-LU-WH-TÉN') then afforded by Jacoby Creek (CH-RUK-TÓ-MH ) probably was responsible for rendering the occupation of the low-ridge and littoral savannah from approximately Bayside Cutoff to Anvick Road -- and bordering Eureka Slough -- particularly dense and active. H-KÁT-DH-PÍ, DÓ-LO-GO-LÍM, GÁ-KE-TÉN' and KOK-TÉ were all trade and production centers situated in this area. Their destruction or desecration would render forever absent any possibility of re-constructing the very rich pre-columbian economic-social-cultural activity of this area. Substantial improvement of the existing Myrtle Avenue/Bayside Road artery through this land -- beyond current or palpably projected local needs -- would of course inevitably induce this irrecoverable effect. In addition, many more remote sites would suffer predictably -- and associated known gravesites be predictably threatened -- by subsequent commercial-industrial and residential development.

The early post-invasion history of this area -- for reasons that might be obvious to thoughtful non-Indian persons -- has been consistently, systematically distorted or rigidly withheld from generally

available historiography, documentation, or media news. It exists, validly, only through the traditional system of chronicling still pursued by some of the surviving native Americans of the area. Among the extremely rare published accounts of the most recent Indian residence on Humbolit Bay-bordering lands -- including the crescent strip in question -- are the following:

> J.R. Browne, Special Agent, U.S. Treasury Dept.
> Report: 9/19/1859, 36th Congress, 1st Session, serial no. 1033, document no. 46, pp. 14-16.
>
> "Many Indians have been killed by private companies during the past winter and spring, and a man named now holds a contract ... in virtue of which he has raised a company and has been engaged for some months past in a cruel and relentless pursuit of the ... Wiyot Indians ... in this vicinity, slaughtering ... without reagrd to age or sex ... I would earnestly impress upon the Department the miserable and forlorn condition of these Indians... I have seen nothing so cruel and relentless as the treatment of these unhappy people by the authorities constituted by law for their protection. Instead of receiving aid and succor, they have been starved and driven away ... and then followed into their remote hiding places, where they have sought to die in peace, and cruelly slaughtered ... till but a few are left -- and that few without hope."

The process by which this Indian removal occurred was described in at least one instance by a Eureka physician writing in the San Francisco Bulletin March 13, 1860. Presumably for motives of fear or personal security he chose anonymity:

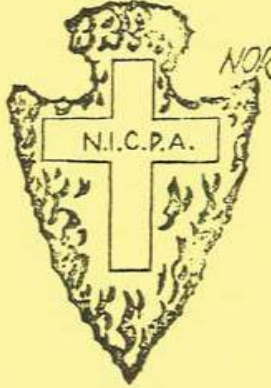
> "Amid the wailing of mutilated infants, the cries of agony of children, the shrieks and groans of mothers in death, the savage blows are given, cutting through bone and brain. The cries for mercy are met by joke and libidinous remark, while the bloody ax decends again and again with un-pitying stroke, doing its work of death -- the hatchet and knife finishing what the ax left undone. A few escape -- a child under the body of its dead mother, a young woman wounded ... another who hid in the bushes.
>
> "Here was a young mother, fatally wounded, hugging the mutilated carcass of her dying infant to her bosom; there, a terrified child of two years with her ear and scalp torn from the side of her little head. Here a

COPY

> father frantic with grief over the bloody corpses of his four little children and wife; there, a brother and sister bitterly weeping and trying to soothe with cold water the pallid face of a dying relative. Here, an aged female, still living and sitting up, though covered with ghastly wounds and dyed in her own blood; there a living infant by its dead mother, desirous of drawing nourishment from a source that nevermore could flow."

These accounts may help to make clear to mercifully deluded non-Indians the purposes and process by which the occupation and use of this property passed from its former and primordial custody into the present ownership.

COPY




NORTHWEST INDIAN CEMETERY
PROTECTIVE ASSOCIATION INC.
3580 Cessna Avenue -Airport
McKinleyville, CA 95521
707/839-3231

February 26, 1975

INDIAN HISTORICAL STATEMENT

As mentioned previously this area has a most significant historical value to the Native American community, therefore, Northwest Indian Cemetery Protective Association, Inc. (N.I.C.P.A.) views any development activity in this area adverse to Indian Historical, Archaeological, Human, Animal, Fowl, and plant life species. Widening or improving of this road will cause further chasams of injustice, morale inequalities and perpetrate the mentality to attempt to annihilate the Native American culture for a few feet of earth again !!!

Victor R. Cutnose

VICTOR R.CUTNOSE,
Administrative Director

NORTHWEST INDIAN CEMETERY
PROTECTIVE ASSOCIATION INC.

3580 Cessna Avenue - Airport
McKinleyville, CA 95521
(707) 839-3231

February 26, 1975

ARCHAEOLOGICAL STATEMENT

Llewellyn Loud conducted a general archaeological survey of the Wiyot Territory in 1913 (Loud: Ethnography and Archaeology of the Wiyot Territory - 1918) in which he cites numerous village sites around Arcata Bay (then Humboldt Bay) some of which were Historic Sites, others pre-historic. NICPA informants have also pointed out several sites, in addition to Loud's sites.

An Archaeological Surface Survey of the proposed project area was conducted in order to ascertain the degree of damage which may be done to these sites in the process of widening the road.

Due to topographical changes, fill and grading, very little evidence remains on the surface to indicate the extent of cultural material remaining below the surface, however, there are still some house pits visible, some cores, chert debitage, possible flakes and shellmound remnants.

In conclusion, the Old Arcata Road now encroaches directly on a minimum of (5) Wiyot Village Sites (and thus burial sites) and approaches the periphery of at least (7) others. Extensive damage has been done to many of these sites already, due to construction and maintenance of this road. Logically further construction will due further damages to the archaeological resources of this area.

Robert L. Quever,
Staff Archaeologist

Archaeological Resource Service

June 6, 1977

Mr. Don Tuttle
Natural Resources Analyst
County of Humboldt
527 D Street
Eureka, California 95501

Re: Archaeological Site on Old Arcata Road and Jacoby Creek Road (ARS 77-39)

Dear Don:

On April 13, you contacted us and requested that we undertake archaeological test excavations along Old Arcata Road in the vicnity of its intersection with Jacoby Creek Road (map 1). Here was reported to exist a previously unrecorded Wiyot Indian village, which Jim Benson, archaeologist for the Northwest Indian Cemetery Protective Association, had reported in December 1976 during his Humboldt Bay survey. Originally, Benson was to make test excavations on four separate pieces of land along this right-of-way, as authorized by right-of-entry agreements with the landowners. Since Benson was unable to excavate, the right-of-entry agreements were forwarded to us. However, upon receipt of these forms, we found that the size of the excavation units was unsuitable to define the significance of the "resource" and so new right-of-entry forms were prepared.

In the interim, I attempted to contact Mr. Benson in order to get more in-depth information regarding the site, such as what type of site it was, where within the right-of-way were artifacts found, what type(s) of artifacts was (were) found, etc. Mr. Benson was particularly close-mouthed about the site, including not giving me any information as to the numerical designation of the site. Simultaneously, we contacted the SCA District 01 Clearinghouse at Sonoma State College, allegedly where Benson's site records from the Humboldt Bay survey were stored, hoping that they would be able to give us the site designation. It appears, however, that no permanent form has been filed for this "site", either with the County or the District archaeologist.

It is evident from survey work done by Dr. Darlena Blucher of Humboldt State (1975) on the entire span of Old Arcata Road proposed for widening (between PM 0.00 and 8.78 miles) that the area surrounding this particular intersection is particularly sensitive to prehistoric Wiyot occupation. The Jacoby Creek portion of the right-of-way was considered by Blucher as particularly sensitive (section B-2). Here she recommended test excavations (1975:3). Llewellyn Loud's 1918 publication of his research on the Wiyot reported the locations of several villages along Old Arcata

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Road, but no sites are presently recorded in the area of the intersection of Old Arcata Road and Jacoby Creek Road. Complaints have been voiced, by Blucher as well as NICPA archaeologists, that some of Loud's sites may be mis-located, being as much as ½ mile off their true locations (Blucher 1975:3). Unfortunately, until recently, no one has attempted to systematically hone down the imperfections in Loud's site recording, in order to save future surveyors from making similiar mistakes. Hampered as we were by a lack of definitive data from Benson, and being uncertain as to the validity of Loud's data, we were very dubious about undertaking test excavations on an alleged resource without first seeing for ourselves. We learned that only six additional feet of road surface would be created by the widening project. We also learned that several of the parcels selected by Benson for test excavations were not even on that portion of Old Arcata Road to be impacted· instead, these parcels were situated on Jacoby Creek Road. The proposed action would certainly not directly impact any alleged archaeological resource in the area which we re-surveyed April 20. At no time did we see any fire-fractured rock, chipped stone flakes, ground stone, or other prehistoric cultural materials within the right-of-way. In several backyards of houses which faced Old Arcata Road, we did observe what appeared to be darkened soil and pieces of shell and/or chipped stone. However, none of these parcels had been selected by Benson as those which should be test excavated.

No aboriginal cultural material was observed in the front yard of the Rowland property (map 2). The Rowland property does front on the Old Arcata Road section to be impacted by the proposed widening; however, only 1 additional foot of road surface is to be created on the north roadside. In the rear yard of the Rowland property, a sizeable archaeological site was found. We are still unable to tell if this is the site which Benson reported. The presence of the site was identified by a collection of chipped and ground stone tools in Mr. Rowland's possession which he said he had collected while tilling his vegetable garden on the eastern portion of the property. William Roop of ARS talked at length with Mr. Rowland about the site, ascertaining that he is not planning any further modifications to the resource, instead giving his attention over to refurbishing the old schoolhouse. It is very possible that a great proportion of the site may lie under the old schoolhouse.

* Mark map 2

As we could not find any artifacts within the right-of-way to be impacted by the proposed road widening, we did not see the need to undertake test excavations. We also did not undertake test excavations on the Rowland property, although there indeed is an archaeological site there, because this site (temporarily designated ARS 77-39-Rowland/Schoolhouse site) will not be directly or indirectly negatively impacted by the proposed road widening. In fact, we feel that the Special Use zoning designation of this area of the Bayside community, combined with the proposed Historic District nomination being afforded to over 20 homesteads along Old Arcata Road, will

effectively act to prevent further desecration to these valuable prehistoric sites as well as preserving examples of historic structures. Blucher notes that " the current alignment of Old Arcata Road closely approximates the oldest known commercial trail circulating Humboldt Bay. . .active as a travel and trade route prior to White settlement and passed through an area of dense Wiyot occupation" (1975:2) If the proposed road widening is the impetus needed to provide some protection to both prehistoric and historic resources so prevalent along this route, then the action should be definitely viewed as having a positive, direct impact on these valuable resources.

As we were asked only to ascertain the need for testing on this particular section of Old Arcata Road, we are not prepared to appraise the kind of impacts which might occur to other prehistoric sites along Old Arcata Road. We espied several large sites which appear (at 40 mph) to be "disrupted" by White homesteading or commercial utilization, perhaps by the Road itself. Blucher may refer to these large sites as areas A-1 and A-2, but lacking her maps, we cannot infer further.

We feel, after viewing the right-of-way, that the recommendation of test excavation was unwarranted given the proposed action, and had such excavations been undertaken, much more damage would have done to this site than any damage possible through the proposed widening. We understand and appreciate the concerns of the native Americans when they descry the wanton desecration of their homesites and burial grounds by White commercial enterprise. However, even test excavation destroys sites, making it even more difficult to reconstruct past lifeways. From reading the various reports filed on the Old Arcata Road project, it is our opinion that a cooler appraisal of the situation should have been made. We archaeologists as professionals should learn to look objectively at a proposed action, assessing impacts, without making " sons" pay for the sins of their "fathers".

As professionals, hired by the so-called contractor or developer, it is our responsibility to record what we find, because no one else will. Particularly, if we are to call ourselves "cultural resource managers", we must provide usable information to our peers as well as to the agents of change. If we are suggesting that the agents of change plan around culturally sensitive areas, we must be definitive in locating these areas and assessing the amount and kind of disturbance posed to these sensitive areas. Cloistering of data has not prevented the wanton desecration of either homesites or cemeteries. When the data is not even available to the scientific community working to prevent disruption of the delicate strata of history, something is very wrong in the "state" of archaeology. Even test excavation can irreversibly damage a resource, particularly when the site will be afforded protection as a consequence of the action, as in this particular issue.

In summation, there is a significant cultural resource that will be indirectly affected by the proposed action, but the effect will be positive given the proposal to nominate all historical structures along

Old Arcata Road near Jacoby Creek Road as a NRHP district, thereby putting such conditions on "development" that further desecration of sensitive prehistoric resources will be prevented. We would recommend therefore that during the inventory necessary for the historic district nomination, that all resources, historic as well as prehistoric, be located and investigated. It should be noted that not only historic structures are significant: a plot of land, a crossing of roads, a ford- any of these localities may have historical significance. The greater the amount of land underneath inventoried historical structures afforded protection, the better the opportunity to include under a protective aegis any and all prehistoric remains. Under new federal guidelines, sizeable tax shelters and even grants-in-aid are available to those who put land into historic preservation. For those who consider the preservation of prehistoric and historic resources a financial burden should be made aware of the implications of these federal guidelines. We see our participation in this overall project as being able to push for a preservationist response to both historic and prehistoric values while still allowing "progressive" modifications to occur to an equally important commercial and social thoroughfare which presently functions to define the present Bayside community.

Forthcoming will be a copy of the registry form for the Rowland/Schoolhouse site for your records. When the permanent State trinomial is received, this will also be sent. In the event that the proposed widening at Old Arcata Road and Jacoby Creek Road takes place, we would recommend that an observor team-one archaeologist and a local Indian representative- be present, even though we realize that only filling of the marsh edge will be taking place in this particular intersection.

If there are further questions on this particular project, please do not hesitate to contact us.

Sincerely,

Katherine Flynn

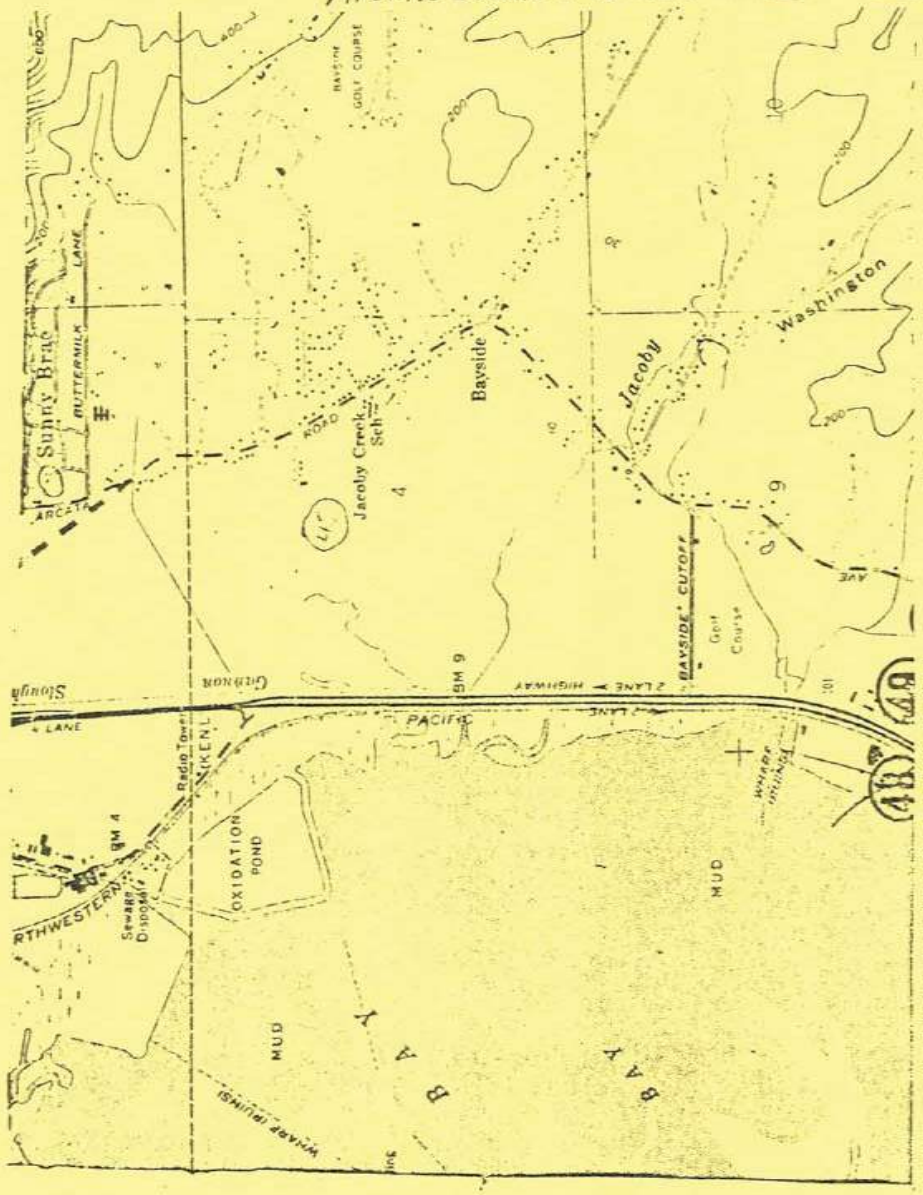
Katherine Flynn

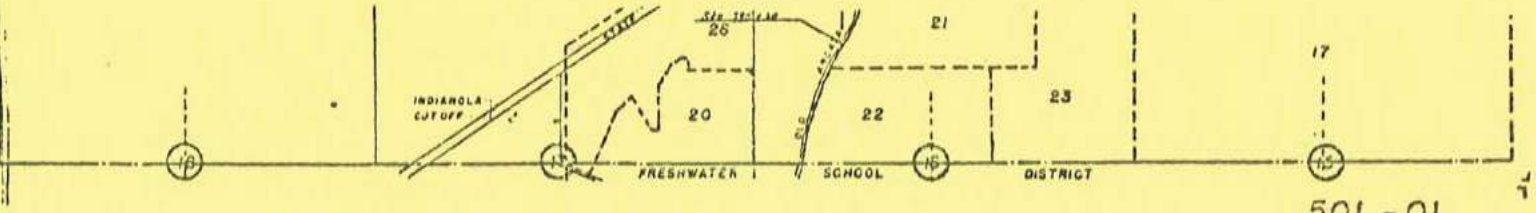
Enclosures: Maps 1 and 2; invoice

# MAP I

PROJECT LOCATION

Arcata South 7½ min N

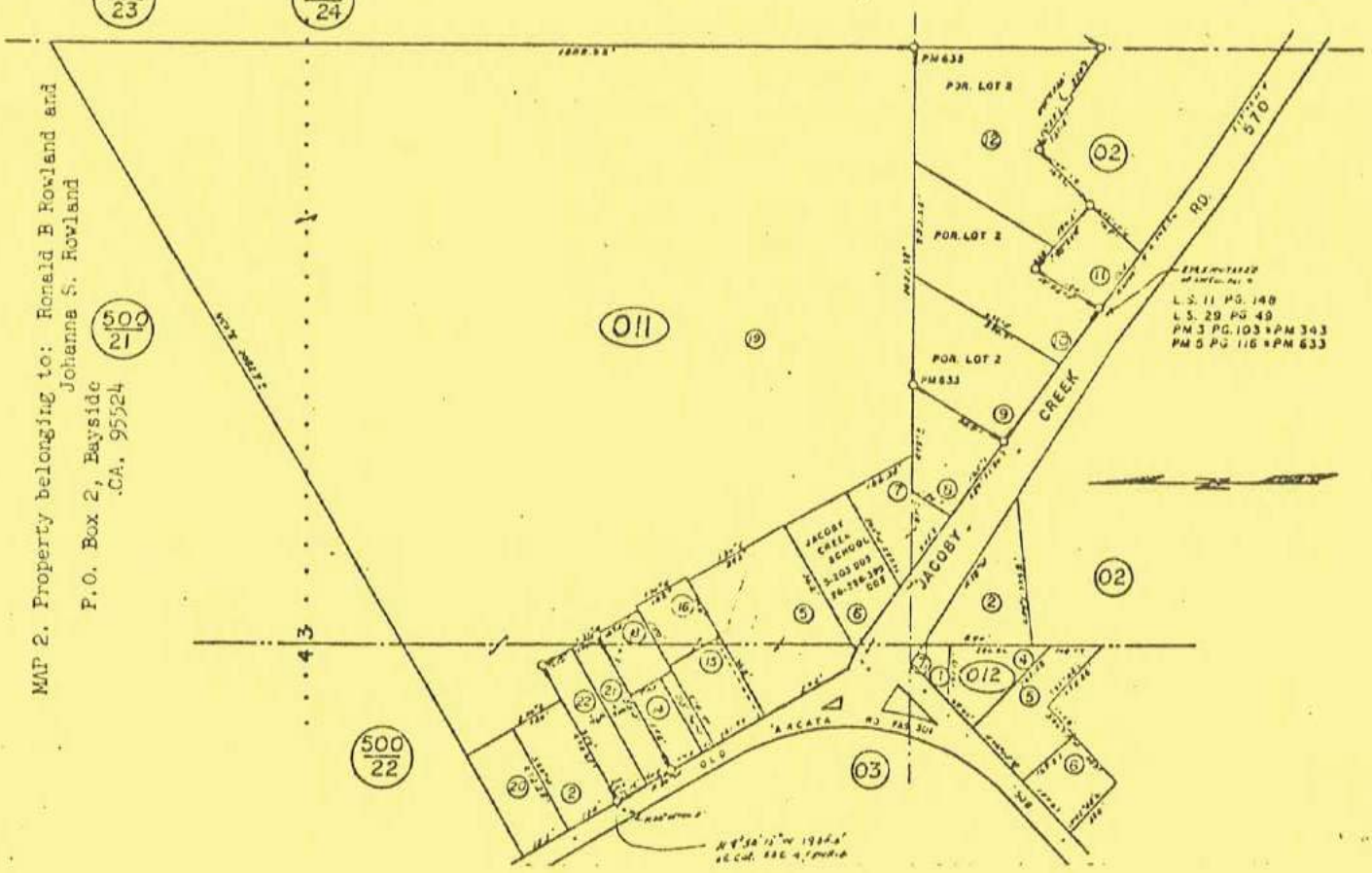





PTN W1/2 SEC 38 & E1/2 OF SE1/4 SEC 4 5N 1E

501 - 01
T.C.A. 102-03
1" = 200'

MAP 2. Property belonging to: Ronald B Rowland and Johanna S. Rowland
P.O. Box 2, Bayside CA. 95524

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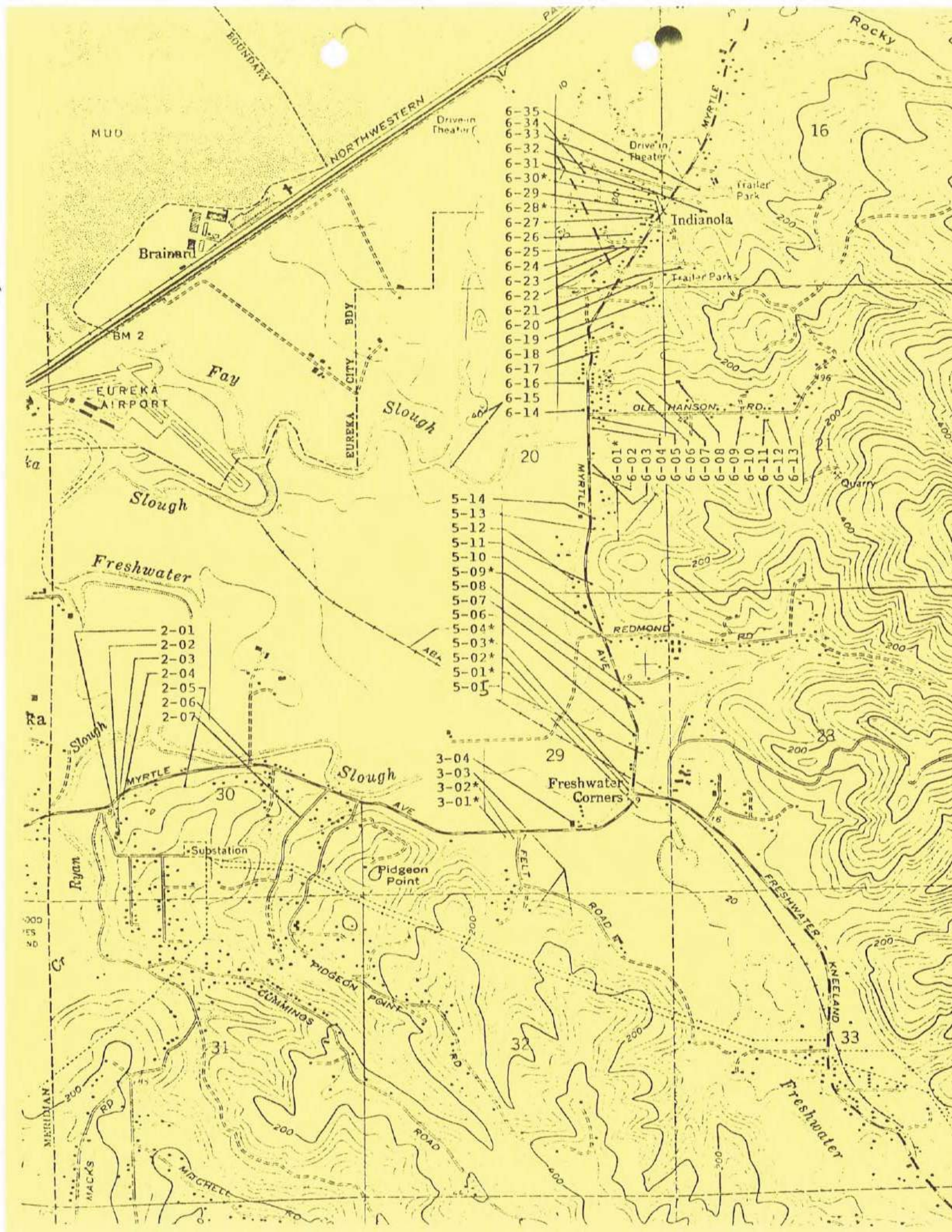
Appendix: Maps of Identified Historic Resource Locations



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EUREKA CITY BDY
Fay
EUREKA AIRPORT
Slough
OLE HANSON RD.
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21
Quarry
Slough
MYRTLE
Freshwater
REDMOND RD
AVE
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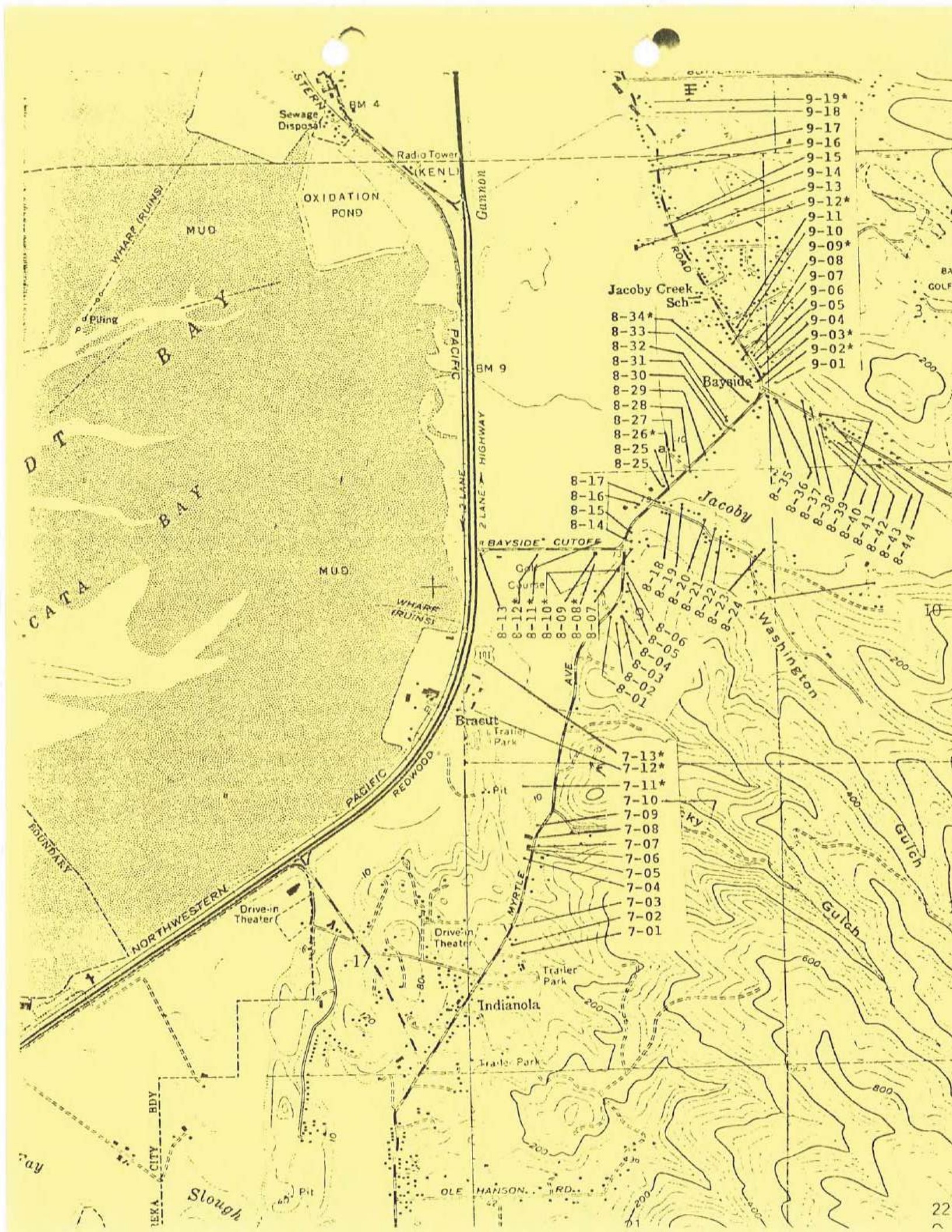

Sewage Disposal
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Gannon
PACIFIC
BM 9
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BAYSIDE CUTOFF
Golf Course
Jacoby Creek Sch
ROAD
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Jacoby
Washington
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REDWOOD
NORTHWESTERN
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## PERSONAL COMMUNICATIONS

Mrs. Emma Anvick, Bayside
Mrs. Ruth Barnes, Jacoby Creek Road, Bayside
Mrs. Martha Canclini, Jacoby Creek Road, Bayside
Mr. Albert Cari
Mrs. Bob Fox, Indianola Road
Mrs. Rolph Hellberg, Indianola
Mr. Ernest Henry, Graham Road, Bayside
Dr. Hal Jackson, Humboldt State University
Mrs. Harold McAlister, Old Arcata Road
Mrs. Harry McLean, Ole Hanson Road
Mr. Sam Mitchell, 1770 Eastwood Drive, Eureka
Mrs. Dayton Murray, Arcata
Mr. Louis Nessier, Upper Mitchell Road
Mrs. Katherine Nevers, Old Arcata Road
Mrs. Betty Partain, Jacoby Creek Road, Bayside
Mrs. James Pastori, 1034 Harris, Eureka
Mrs. Glenn Peterson, Old Arcata Road, Bayside
Mrs. Neel Pettit, Indianola Road
Mrs. Mary Rasmussen, Indianola Road
Mrs. Lester Spinney, Old Arcata Road
Miss Edith Stephens, Old Arcata Road, Bayside
Mr. Ernest Watson, 198 E. 12th, Arcata
Mrs. bessi Woodcock, 1842 O St., Eureka

ADDENDUM

An Historic Resources Inventory:
Old Arcata Road - Myrtle Avenue Corridor:

The following letter from the State Historic Preservation Office lists properties that have been determined eligible for the National Register of Historic Places. Descriptions of properties that were not included in this report and were found to be eligible are attached to the report immediately following the letter.

STATE OF CALIFORNIA—THE RESOURCES AGENCY

EDMUND G. BROWN JR., Governor

DEPARTMENT OF PARKS AND RECREATION
P.O. BOX 2390
SACRAMENTO 95811
(916) 445-8006

November 3, 1978

Mr. Omar L. Homme
Federal Highway Administration
P.O. Box 1915
Sacramento, CA 95809

Attention: Bob Cady

Dear Mr. Homme:

I have received your letter of October 6, 1978 regarding the proposed highway improvement project along Myrtle Avenue - Old Arcata Road between the Cities of Eureka and Arcata in Humboldt County.

Representatives from the Federal Highway Administration, Humboldt County, and the Office of Historic Preservation conducted an on-site inspection of the project area on October 18, 1978. The area of potential environmental impact has been redefined to include the roadway corridor and adjacent properties.

I have reviewed the Historic Resources Inventory prepared by Humboldt County Department of Public Works and recommend that the following structures are eligible for inclusion on the National Register as architecturally important properties representing distinctive characteristics of a type, period, or method of construction:

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| 3-04 | Long-Graham Dairy Barn |
| 5-05 | Long-Graham House |
| 5-06 | Graham-Anderson House |
| 5-07 | George Graham House |
| 5-10 | Stephen Wilson House |
| 5-11 | Second Clifton Wilson House |
| 5-12 | Clifton Wilson Watertower |
| 5-13 | Kirkham-Chandler-Spaght House |
| 5-14 | Joseph Spinney House |
| 6-02 | Gideon Spinney House |
| 6-03 | John Pinkerton House |
| 7-02 | Viale House |
| 7-03 | Al & Mary Johnson House |
| 7-06 | George Pinkerton-McAlister Barn |
| 7-08 | George Pinkerton-Montgomery-Williamson Barn |

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| 7-09 | George Pinkerton-Montgomery-Williamson House |
| 8-05 | Francis Henry House |
| 8-06 | James Henry House |
| 8-07 | Berry House |
| 8-14 | Noble House |
| 8-16 | Clendenin House |
| 8-17 | Dolbeer & Carson School/Matheson House |
| 8-25 | Campbell-Smith-Monroe House |
| 8-28 | McGuire Barn |
| 8-30 | McAdam-Barwise-Will McFarland House-Second Bayside Post Office |
| 8-31 | George Mitchell House |
| 8-32 | Bayside Presbyterian Church |
| 8-33 | Connors-Lawlor-Wilson House |
| 9-04 | Charles Monahan-Dexter House-Fifth & present Bayside Post Office |
| 9-05 | J. Venning Nellist-William Zucar-Amy Smith House |
| 9-11 | David Oscar-Nellist House |
| 9-14 | Rhodes-Marsh-Trinidad Watertower |

Please feel free to contact Eugene Itogawa of my staff if you need any further assistance by calling (916) 322-8701.

Sincerely yours,

Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

GI:pbp

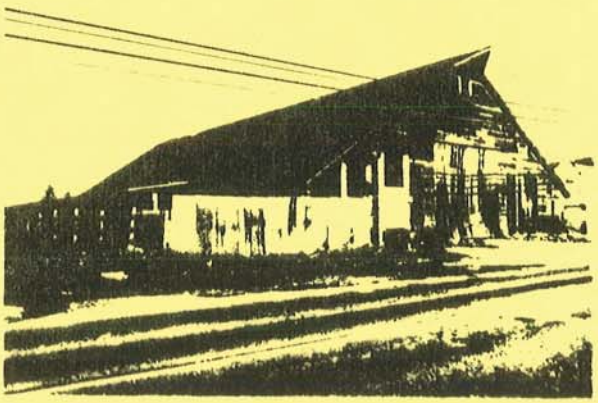
cc: Donald Tuttle
Natural Resources Analyst
County of Humboldt
1106 Second Street
Eureka, CA 95501

Louis S. Wall
Advisory Council on Historic Preservation
Box 25085
Denver, CO 80225

3-04 LONG-GRAHAM DAIRY BARN Before 1914

Near Freshwater Slough was the dairy run by the Long-Graham family for many years. This large, gable-roofed barn was built prior to 1914. Note the extended ridge beam and peaked gables which were used to hoist hay to the loft.

A.P. # 402-241-09



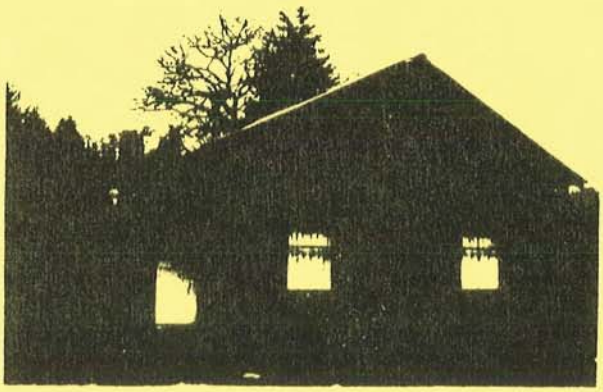
7-02 VIALE HOUSE 1915

Builder: The Viales

Architecture: This is a simple, one story bungalow with a low gable roof, shingle siding, and timbered brackets at the eaves. The entrance is at the gable end, off center, recessed under a sloped extension of the gable roof. The door has an eight panel window above and a panel below. The gable end has two double-pane windows, and a brick fireplace extends upward at the rear of the house.

Further Information: This house and another one adjacent to it were built by the Viales in a shingle style very common in this area between 1910 and 1920, representing a transition from the hip roofs of the early 1900's and the more modern styles of the 1920's and 1930's.

A.P. # 402-061-03



7-03 AL AND MARY JOHNSON HOUSE 1902

Builder: Al & Mary Johnson

Architecture: This home is a one story, hip roof structure with a narrow, gable roof portico extended above the front entrance and supported by two ornate columns. An unusual feature of the house is a corner bay with a small gable roof projection above the center bay window. There are two large, rectangular, two-pane windows on each side of the portico, with three of the same style windows in the bay.

Further Information: This house was preceded by an earlier house which was deeded to Mary E. Johnson in 1890 and in subsequent assessments for many years thereafter.

A.P. # 402-061-02



7-08 GEORGE PINKERTON - MONTGOMERY - WILLIAMSON BARN c.1919

Builder: J. Montgomery and M. McAlister

Architecture: This red barn is a steep gable roof structure with roller and loft doors at the gable ends. The many-paned glass windows both on the gable end and along the sides are uncommon for barns in this area.

Further Information: This barn and the house at site 7-09 went to J. Montgomery after the Montgomery - McAlister partnership was dissolved.

A.P. # 501-261-13



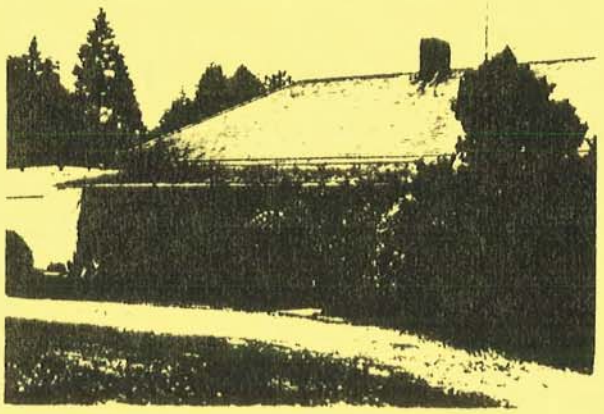
7-09 GEORGE PINKERTON - MONTGOMERY - WILLIAMSON HOUSE 1883

Builder: George Pinkerton

Architecture: This house is a one story, basically rectangular structure. The main section is gable-roofed with the front entrance at the gable side, off center in the front. At the north end of the house is a smaller gable roof section perpendicular to the main section, with the gable end facing the front. The main section has two chimneys, one at the north end and another closer to the south end. The walls of the house are now largely overgrown by ivy and obstructed by shrubbery.

Further Information: George Pinkerton was born in New Brunswick in 1853, came to Humboldt County in 1877 and worked in the woods at Ryan's Slough and later in the shingle mill at Freshwater. In 1883 he established a 70-acre ranch at Rocky Gulch; by 1919, he had acquired 258 acres which was then purchased by J. Montgomery and M. McAlister for $50,000.00.

A.P. # 501-261-13



8-31 GEORGE MITCHELL HOUSE c.1877

Builder: In 1877, John Mitchell sold one acre of land to George Mitchell for the construction of a house.

Architecture: The house is a rectangular, one story, gable roofed structure with a center front facing gable end and a recessed, gable side section. There are two front entrances: one is off-center in the front facing gable section and covered by a hip roof portico supported on two posts; the other is in the center of the recessed gable side section and covered by a longer hip roof portico, which is attached to the house at the center gable end and supported by one post at the open end. There is a gable window upstairs in the center section (even though the house is not a full one-and-one half story). Seven other windows on the front section are rectangular and double-sashed.

Further Information: George Mitchell was a native of New Brunswick. He and his wife Mary had two daughters: Annie Louise who married Fred Smith, and Edith who married J. Venning Nellist.

A.P. # 501-071-09



8-32 BAYSIDE PRESBYTERIAN CHURCH 1899

Builder: Sheperd Hall

Architecture: Gable roof church, open bell tower, copied from Fields Landing Congregational Church.

Further Information: The church was organized in 1896 with fourteen charter members (all women). The lumber was donated by William Carson whose sister-in-law, Mrs. Sam McFarland, was one of the charter members. Several of the other members lived along the old road: Morrison, Nellist, Smith, McKenzie, Noble, and Clendenin.

A.P. # 501-061-17



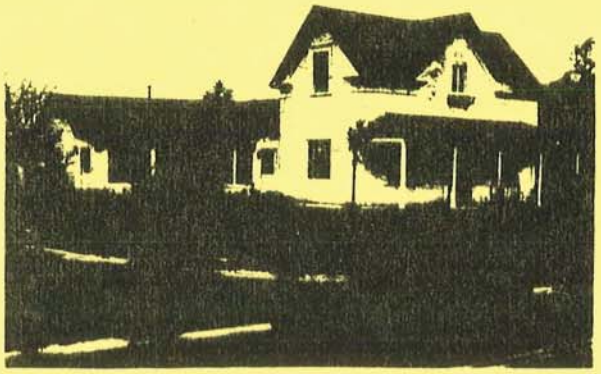
8-33 CONNORS-LAWLOR-WILSON HOUSE 1876

Builder: George Connors

Architecture: The two-story front section of this home has a steep gable roof, with a central lighted gable and return cornices at all gable ends. A hip roofed, open porch extends forward at the single story level and around the north end of the house supported by square posts. The front entrance is centered, and flanked by two large, 16-pane windows. There is a smaller, rectangular, 6-pane window in the center gable end above the porch roof. The rear, one story section is gable roofed with sloped roof extensions over an enclosed porch, with the entrance at the gable end.

Further Information: George Connors came from New Brunswick and settled in Bayside in 1876. The rear, one-story section of the house was built that year. The two-story front section has unusual plastered walls, indicating a later construction date. Connors sold his property in 1887 to Flanigan, Brosnan, and Company, where the firm erected a store adjoining the Jacoby Creek Railroad.

A.P. # 501-031-06



9-04 CHARLES MONAHAN-DEXTER HOUSE c.1887
FIFTH AND PRESENT BAYSIDE POST OFFICE

Builder: Mary Nellist sold Charles A. Monahan 26.88 acres for $1,000 on February 11, 1887. In the 1887 assessment, the land was valued at $776.00 with no improvements listed. In the 1888 assessment, the land is valued at $520.00, with improvements valued at $500.00. From this it can be assumed that the house was built during 1887 when Mr. Monahan owned the land (but whether or not he was the builder is uncertain).

Architecture: The main section is a two-story, "four-over-four" room floor plan, with a hipped roof and brick chimney. The recessed one-story wing also has a hipped roof and brick chimney, with a hipped roof porch supported by four decorated posts extending forward over the entire front section. In the main section, the entrance is off center and covered by a narrow, slope roof portico supported on two posts on a raised stairway leading to the door. Another one story structure has been added to the other side of the main two-story section to serve as the post office. The exterior siding is shiplap with end boards. The trim at the eaves is ogee boxed cornice with frieze. The frieze on the two story section is decorated with dentils and bracket. All windows have plain molding; most are in pairs and are two-sash, double-hung, with vertical mullion dividing the sashes, which have two panes each.

Further Information: Charles H. Monahan, a native of Minnesota, was an engineer on the Flannigan and Brosnan logging railroad. Charles and his first wife Mary had four children: Hugh, Charles, Harry, and Ada. After Mary's death, their daughter Ada and her husband Edward Dexter lived in the house. Charles was remarried to Amy Smith and moved into her home.

A.P. # 501-011-15

