

Vision Zero Action Plan

— Humboldt County —



PROJECT TASK FORCE MEETING II

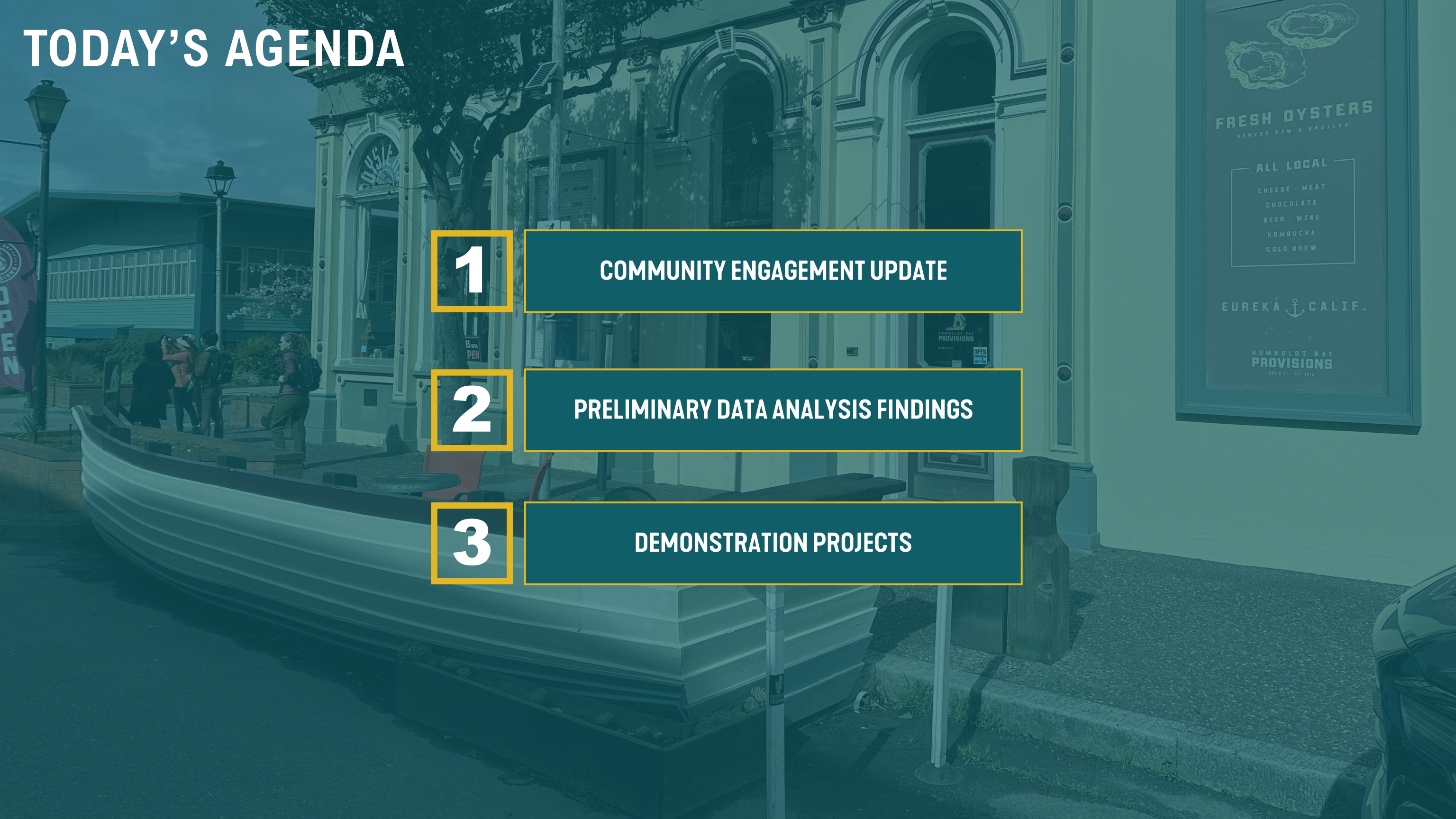
Preliminary Analysis + Demonstration Projects

September 23, 2025



SMITHGROUP





TODAY'S AGENDA

1

COMMUNITY ENGAGEMENT UPDATE

2

PRELIMINARY DATA ANALYSIS FINDINGS

3

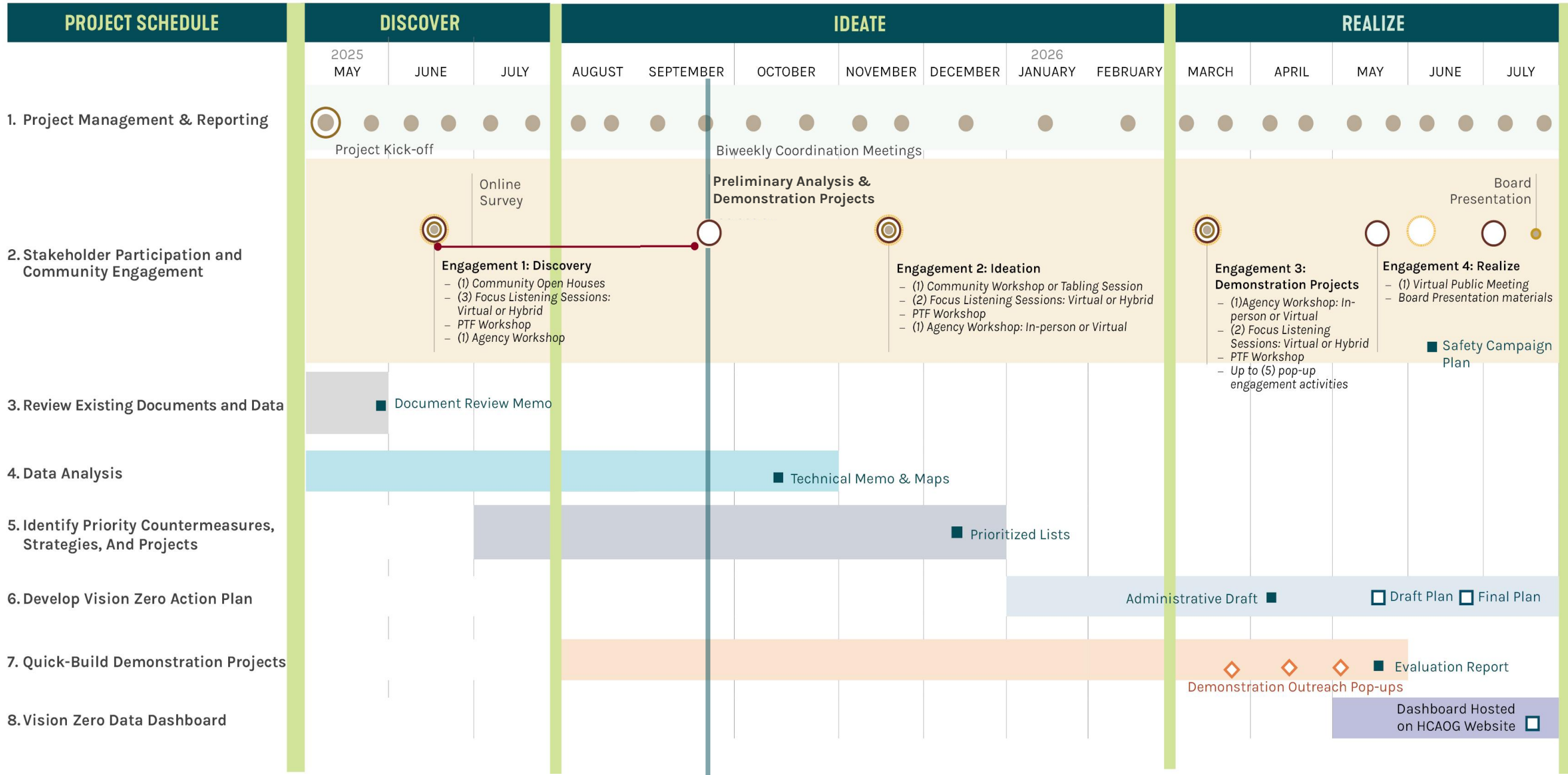
DEMONSTRATION PROJECTS

MEETING GOALS

- Review preliminary analysis and engagement findings
- Collect PTF's input on the potential Demonstration Projects
- Discuss next steps



SCHEDULE



9/23: PTF Meeting II

ENGAGEMENT

- HCAOG
- HCAOG + Partner Agencies
- Project Task Force (PTF)
- Online Survey
- ◇ Pop-up Engagement Sessions
- HCAOG Board

KEY DELIVERABLES

- HCAOG + Partner Agencies
- Public-facing

1

COMMUNITY ENGAGEMENT UPDATE

STAKEHOLDER PARTICIPATION & COMMUNITY ENGAGEMENT

- PTF has a key role in guiding the direction of the plan (Bi- Monthly Meetings)
- PTF Meeting and Agency Workshops
- Community Open Houses and Tabling Sessions
- Tabling Sessions
- Pop-Up Sessions
- Focus Group Meetings
- Interactive Websites
- Mobile Surveys
- Social Media
- Community Education Campaign
 - Approach outlining concepts including branding, educational materials, a press toolkit, and training protocols



STAKEHOLDER PARTICIPATION & COMMUNITY ENGAGEMENT



A woman is looking at a large map or poster displayed on a wall. The poster has the title "HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS REGIONAL VISION ZERO ACTION PLAN PLAN DE ACCIÓN REGIONAL VISION CERO".



1

PTF Meeting



Two men are standing outdoors near a utility pole. One man is pointing towards the other. They are both wearing jackets. The background shows a cloudy sky and some trees.



9

Agency Meetings/Tours
1 Virtual Agency Workshop



Two people are sitting at a table in a room with a fireplace and a chandelier. They appear to be in a meeting or discussion.



4

Focus Meetings
2 CBO Calls



A person is standing under a green tent, looking at a map or poster. The tent has the Humboldt County Association of Governments logo on it. The poster is titled "HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS REGIONAL VISION ZERO ACTION PLAN PLAN DE ACCIÓN REGIONAL VISION CERO".



5

Tabling Sessions



A woman is standing in front of a whiteboard, looking at a map or poster. The whiteboard has the Humboldt County Association of Governments logo on it. The poster is titled "HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS REGIONAL VISION ZERO ACTION PLAN PLAN DE ACCIÓN REGIONAL VISION CERO".



1

Community Open House



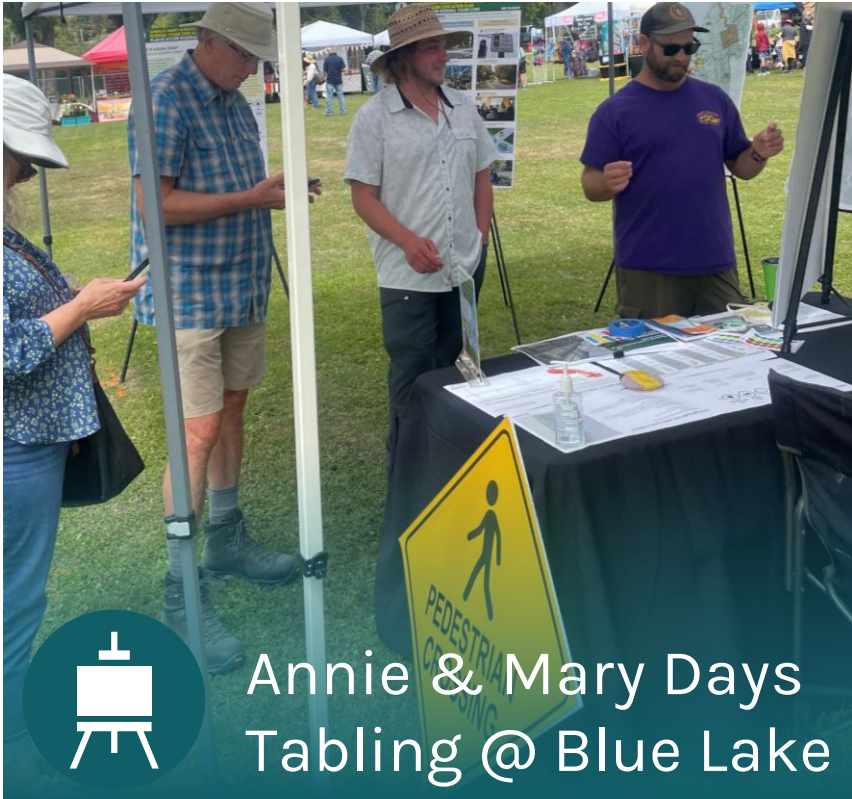
A woman is looking at a map or poster displayed on a wall. The poster has the title "HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS REGIONAL VISION ZERO ACTION PLAN PLAN DE ACCIÓN REGIONAL VISION CERO".



250

Survey Responses

VOICES HEARD ACROSS THE COUNTY



ARCATA



June 17: City Staff Meeting and Site Investigation



September 20: Tabling Session @ North Country Fair



September 26: Tabling Session @ Friday Night Market

Expand bike/pedestrian infrastructure and pilot **traffic calming** projects like speed humps and demo zones.

Multiple Crashes at Samoa Blvd
& H Street Intersection due to
speeding. Flashing beacon
underutilized.



Prioritize **equity & accessibility**, especially for underserved areas and diverse mobility needs.

Engage **schools & universities**
with adaptive outreach and tools to
gather community input.

Make the Arcata Plaza a **car-free zone**, enhancing walkability, safety, and community use.

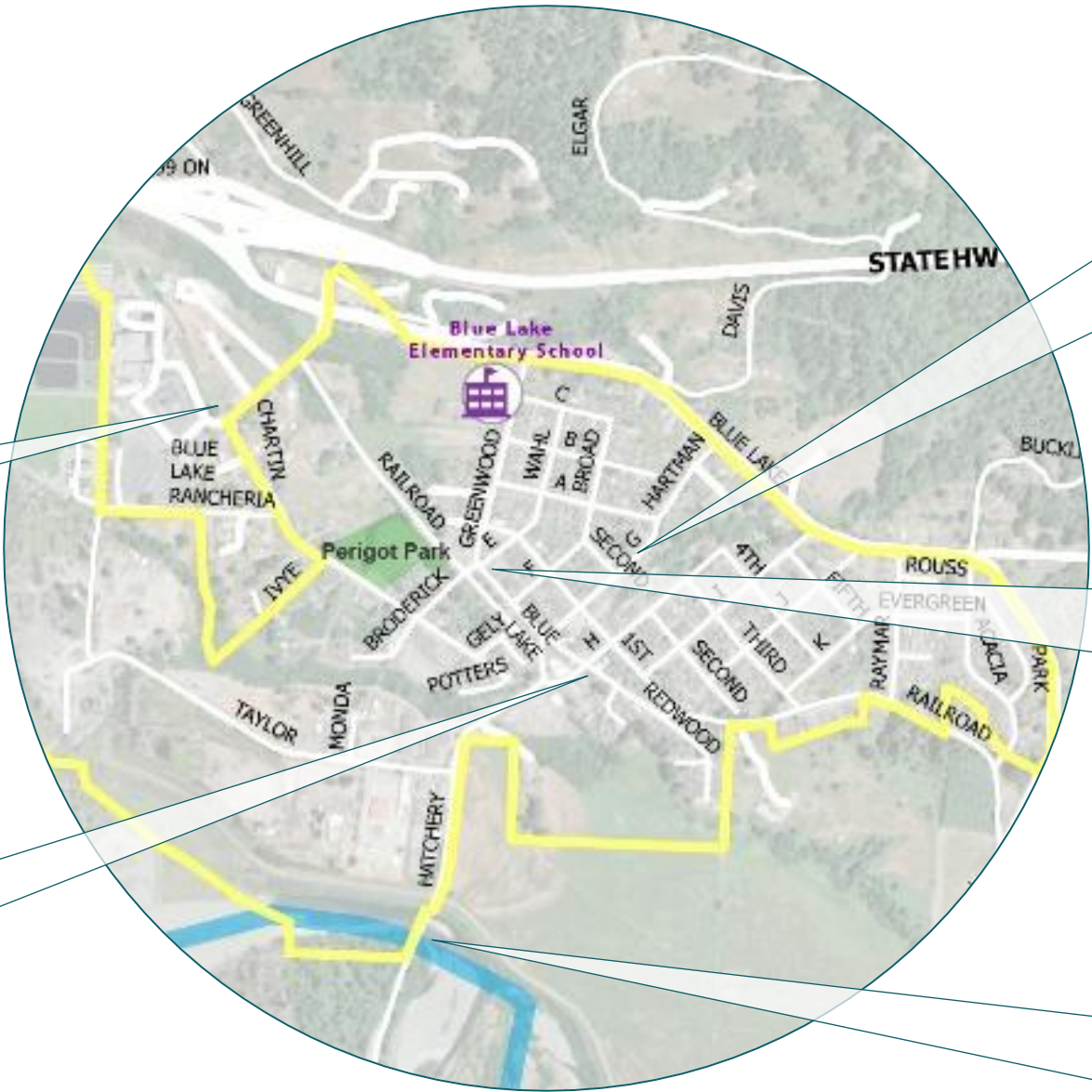
BLUE LAKE



June 17: City Staff Meeting and Site Investigation



August 3: Tabling Session @ Annie and Mary Days



Transit service faces low ridership and delays.

The Annie Mary Trail is under construction. **Trail development** planned along Mad River & Railroad.

Roundabouts and pop-up **traffic calming** projects are being tested.

Successful one-way traffic conversion at Railroad & Greenwood Intersection. **Crosswalks** added & speed limit reduced to 15 mph.

Redesign opportunities for **truck routes** like Blue Lake Blvd and Mad River bridge.

EUREKA



June 17: City Staff Meeting and Site Investigation



June 17: Community Open House @ Wharfinger



June 19: Tabling Session @ Humboldt Bay Trail

Improve **pedestrian safety** with audible push buttons, mini roundabouts, and enhanced crosswalks.

Broadway is very unsafe for cyclists. A **protected bike route** alternative is urgently needed.

Buhne Street is too wide and cars go too fast. **Many streets in Eureka suffer from this.**



Old Town around Opera Alley feels calm and safe. Increased pedestrian presence appears to influence driver behavior positively.

Focus on redesigning high-injury corridors like Harris, Myrtle, & West with **Complete Streets**

HTA is exploring upgrades near transit stops, with a focus on **ADA compliance** and lighting

Difficult to lower **speed limits** due to road design and enforcement challenges around the Hill Area schools

FERNDALE



June 18: City Staff Meeting and Site Investigation

School zones face safety challenges with limited crossings and sidewalks.

Lighting and **signage** improvements are being used to enhance safety.



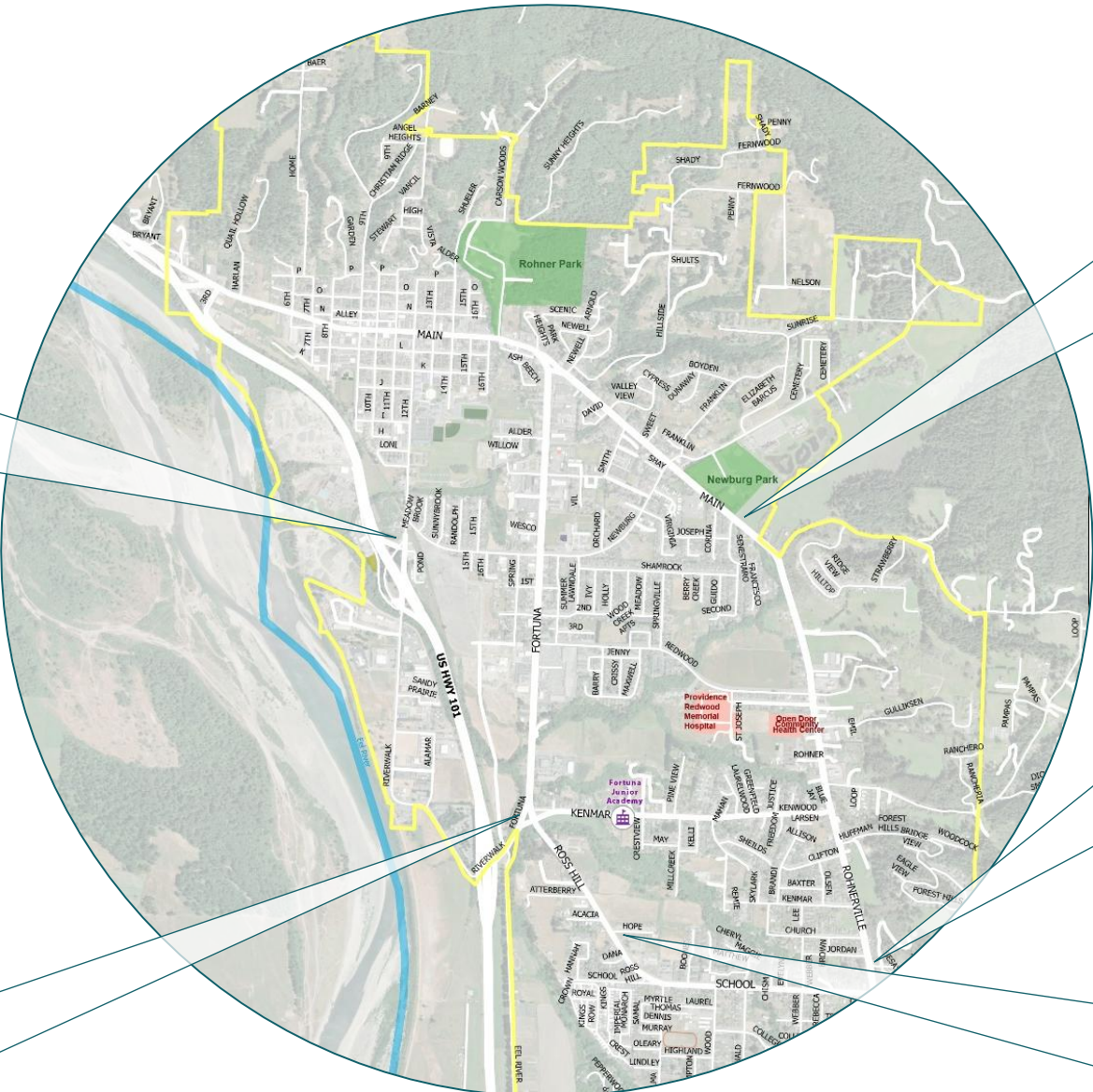
Traffic calming measures like speed bumps and intersection upgrades are being implemented

key corridors like Main Street and Bluff Street need **bike lanes** and crosswalks

FORTUNA



June 18: City Staff Meeting and Site Investigation



12th & Newburg intersection is complex due to old railroad infrastructure; a roundabout is planned.

Rohnerville Road lacks sidewalks; shoulders serve both pedestrians and cyclists.

Intersection control and speeding issues at Rohnerville & School.

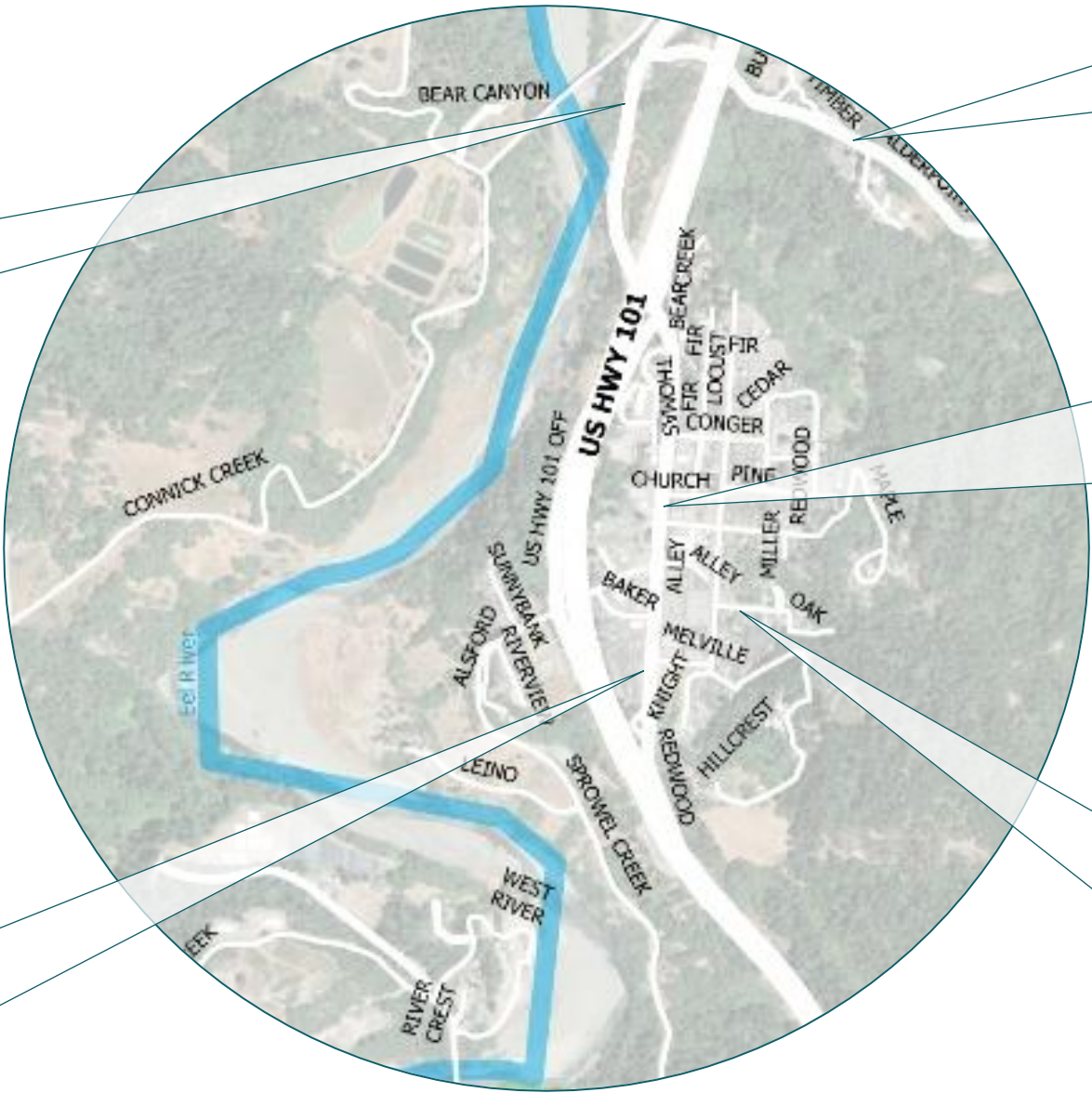
Congestion at **101 & Kenmar** caused by topography and geometry; roundabouts are planned to ease backups.

Ross Hill's **buffered bike lane** is a potential model for expanding safe cycling infrastructure

GARBERVILLE



June 16: County Staff Meeting
and Site Investigation



Speeding traffic on
Redwood drive between Redway and
Garberville

Southbound traffic from **Alderpoint**
mixes with residential flow

Redwood Drive's wide layout
encourages speeding; **angled
parking** reduce visibility. Delivery
trucks often park in the middle of the
street near businesses.

Marked crosswalks exist but
pedestrian conflicts persist;
Complete Streets projects and
flashing beacons aim to improve
safety

Interior streets are narrow with
only on-street parking

MCKINLEYVILLE



June 18: County Staff Meeting
and Site Investigation

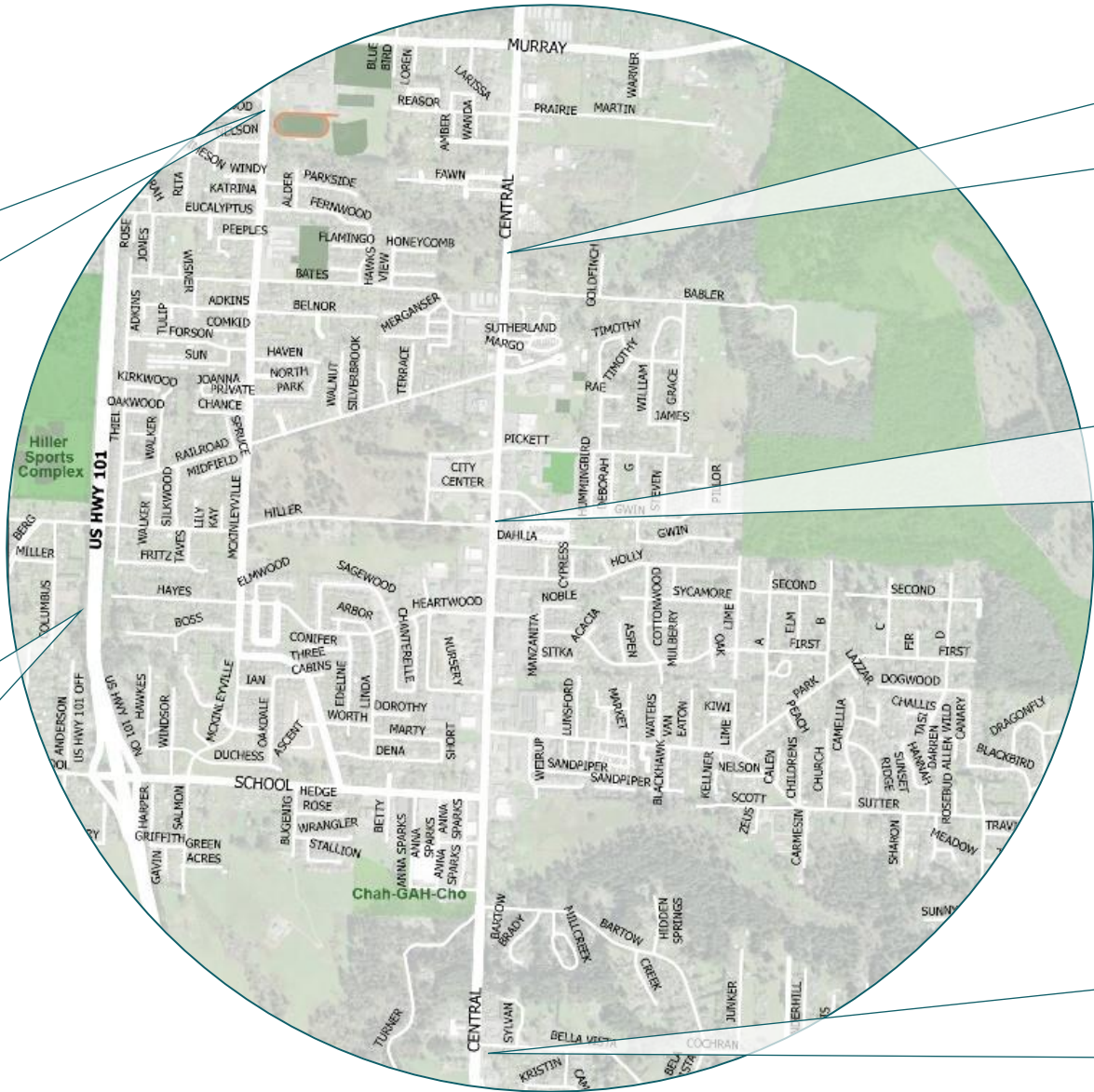
School zones and streets like
Azalea and Sutter face speeding and
infrastructure gaps

Central Ave needs a **planted
median** strip to reduce vehicle
speeds and allow pedestrian refuges to
allow crossing

Roundabouts are planned at key
intersections like Central & Belle Vista,
Harvey Lane, and Hiller Road to
improve traffic flow and safety

Hiller Park is a major hub with
plans to connect to the Hammond Trail

Complex intersection at
Central Avenue & Belle Vista with three
access points, three conflict zones, and
three lanes plus a center turn lane.

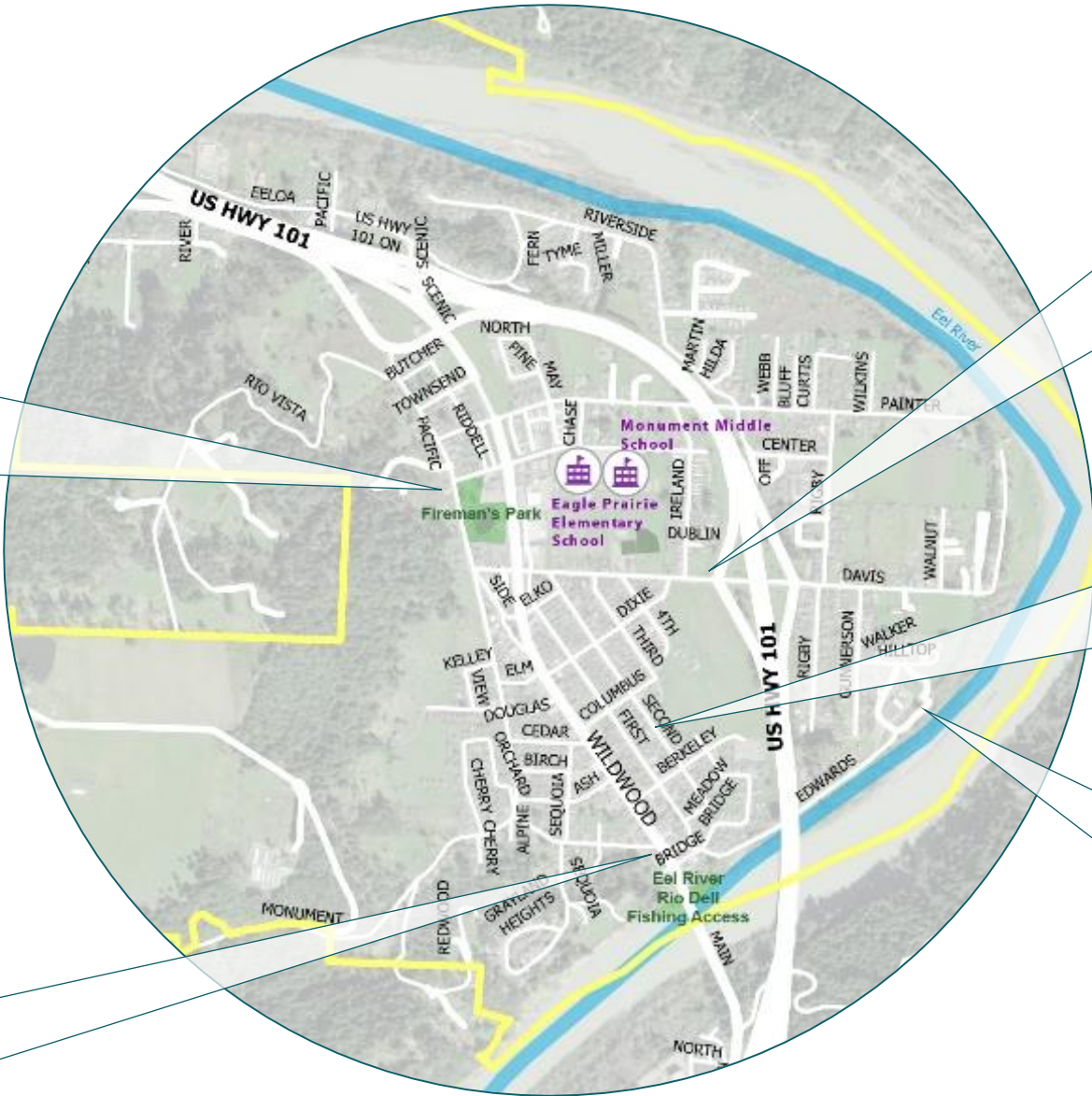


RIO DELL



June 16: City Staff Meeting and Site Investigation

Sidewalk and bike lane gaps persist, especially on **Pacific Ave**, **Bellevue Ave**, and near schools; Safe Routes to School and ATP/STIP projects aim to improve access.



Bus stops (e.g., Davis Street) serve as key transit points, but the locations are unsafe, and transit ridership is low.

The **Avenues neighborhood** has limited sidewalk, poor drainage and deteriorated road surfaces.

Wide intersections (e.g., Monument x Wildwood) and median truck parking create safety hazards.

Edward Street extension includes a **shared-use trail** with vehicular access to the river bar.

TRINIDAD



June 17: Site Investigation
August 22: City Staff Meeting

Radar signs are being considered, especially during tourist seasons

High-risk pedestrian crossings at Edwards, Hector, and Galindo Streets now feature flashing beacons; **sidewalks** and shoulders remain limited.



Awkward design creates safety issues at **101 exit** to Main Street. Requires more comprehensive planning.

Speeding and aggressive driving are issues on Ocean and View Avenues; **speed humps** have been installed to calm traffic.

Scenic Drive poses safety risks due to **geological instability**, affecting road conditions and access.

TRIBAL AND OTHER UNINCORPORATED COMMUNITIES



July 7: Planning Update with North Coast Transportation Committee



July 31: Karuk Tribe Focus Meeting



August 7: Tabling @ Hoopa Sovereign Days



September 11: Outreach @ Manila Community Resource Center



September 13: Tabling @ Bear River Rancheria California Indigenous Days



Lack of light, guardrails, shoulder, and striping on **Highway 96**. No safe passage for pedestrians from Hoopa to Willow Creek or Weitchpec. Many elders get killed walking on the Highway.

Roads are unsafe and poorly maintained with frequent slides. Pedestrian and bike access is severely limited, with dark, narrow roads, no sidewalks or bike lanes, and dangerous bridges in **Hoopa**.

Passing lanes are unsafe. Aggressive driving worsened by long-term construction delays and poor signage on **Highway 299**.

No bike lane, sidewalk, or public transportation on Briceland Thorn Road. Accidents caused by **DUI**.

Concerns about pedestrian safety, especially students crossing **Highway 255** near Manila and speeding on Samoa Peninsula. Lower speed limit from 55 to 45 is needed.

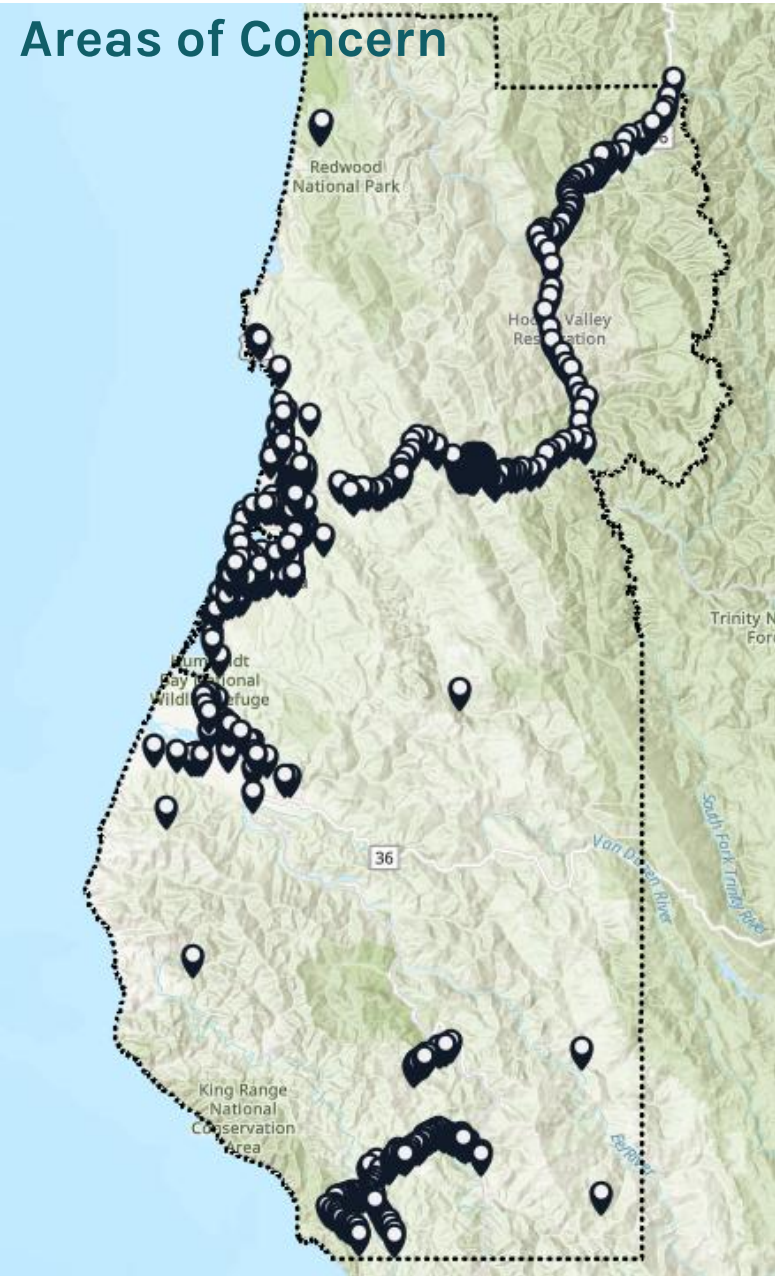
Table Bluff needs better transportation. Lots of the kids go to the school in Loleta, with no way to get there. There is no reliable public transportation to or from Table Bluff.

SURVEY UPDATE

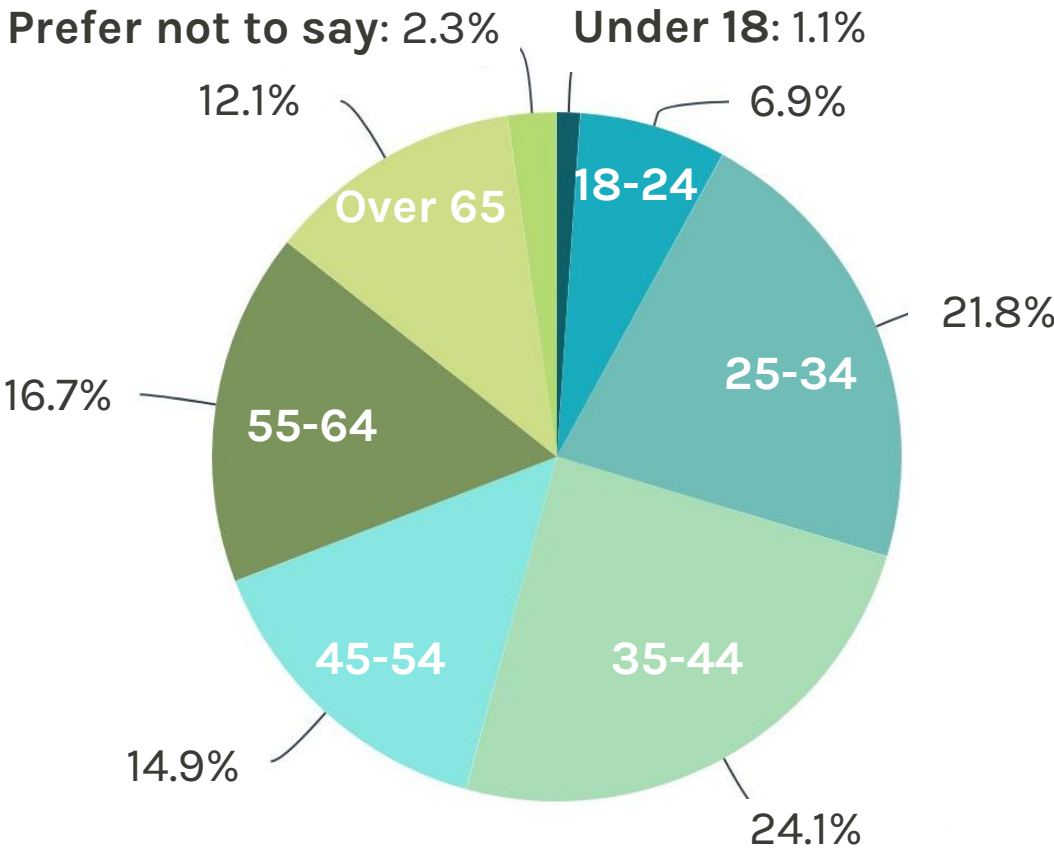


June 16: Community survey launched

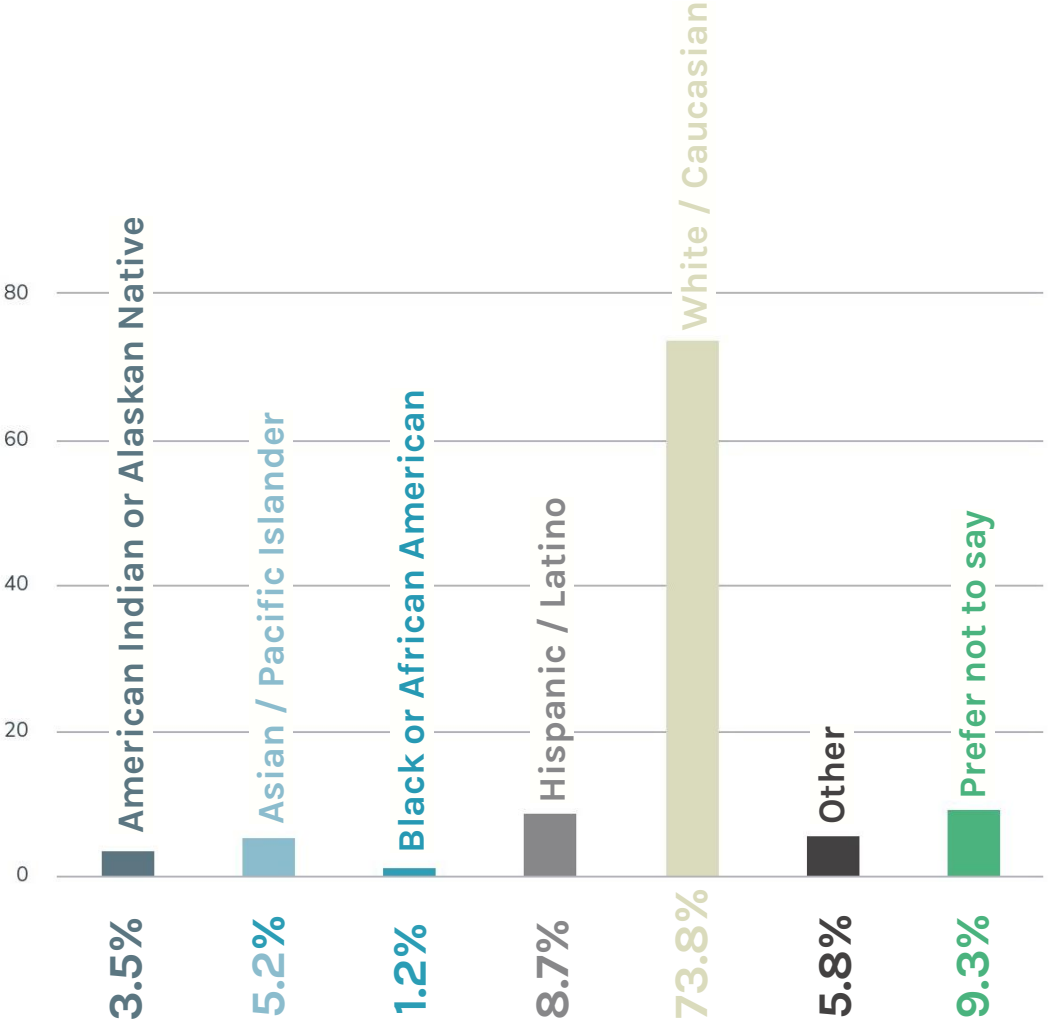
Areas of Concern



What is your age group?

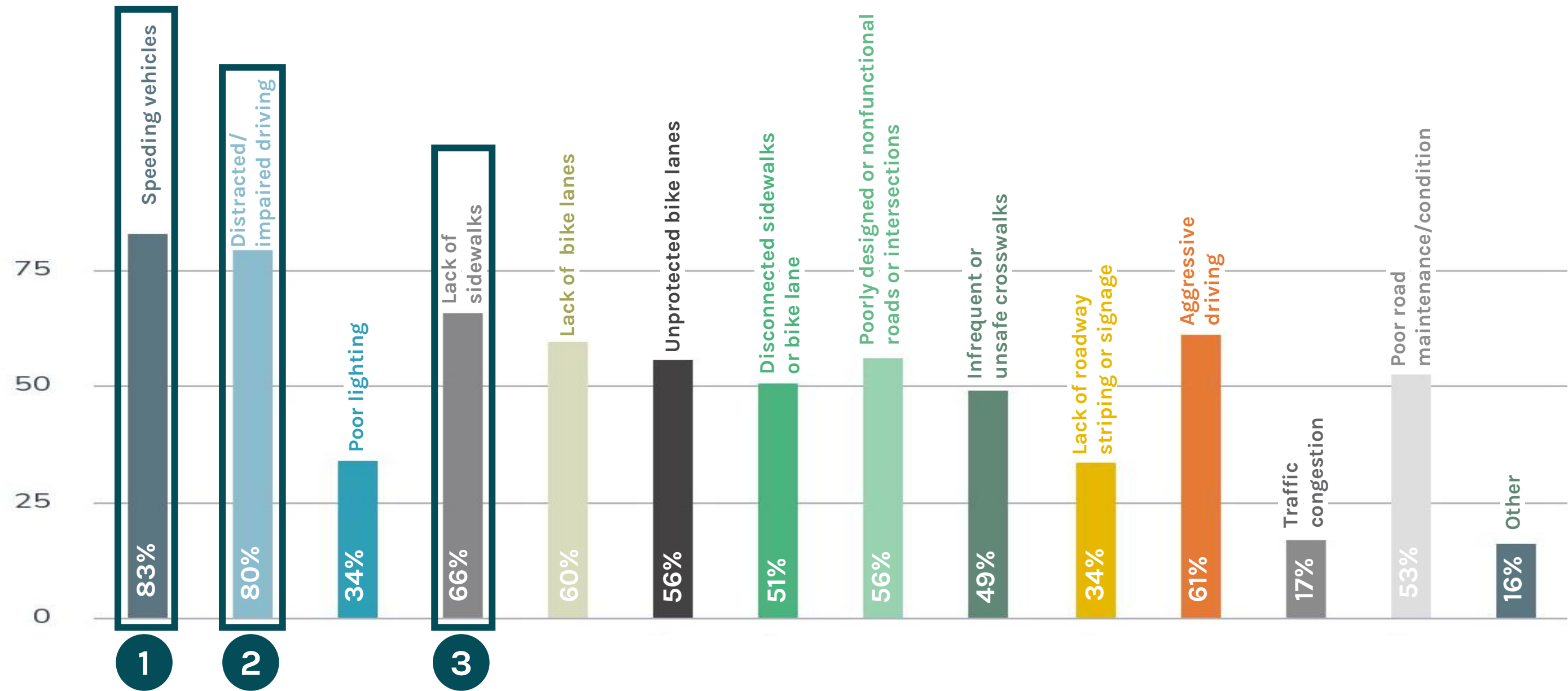


Which race or ethnicity best describes you?



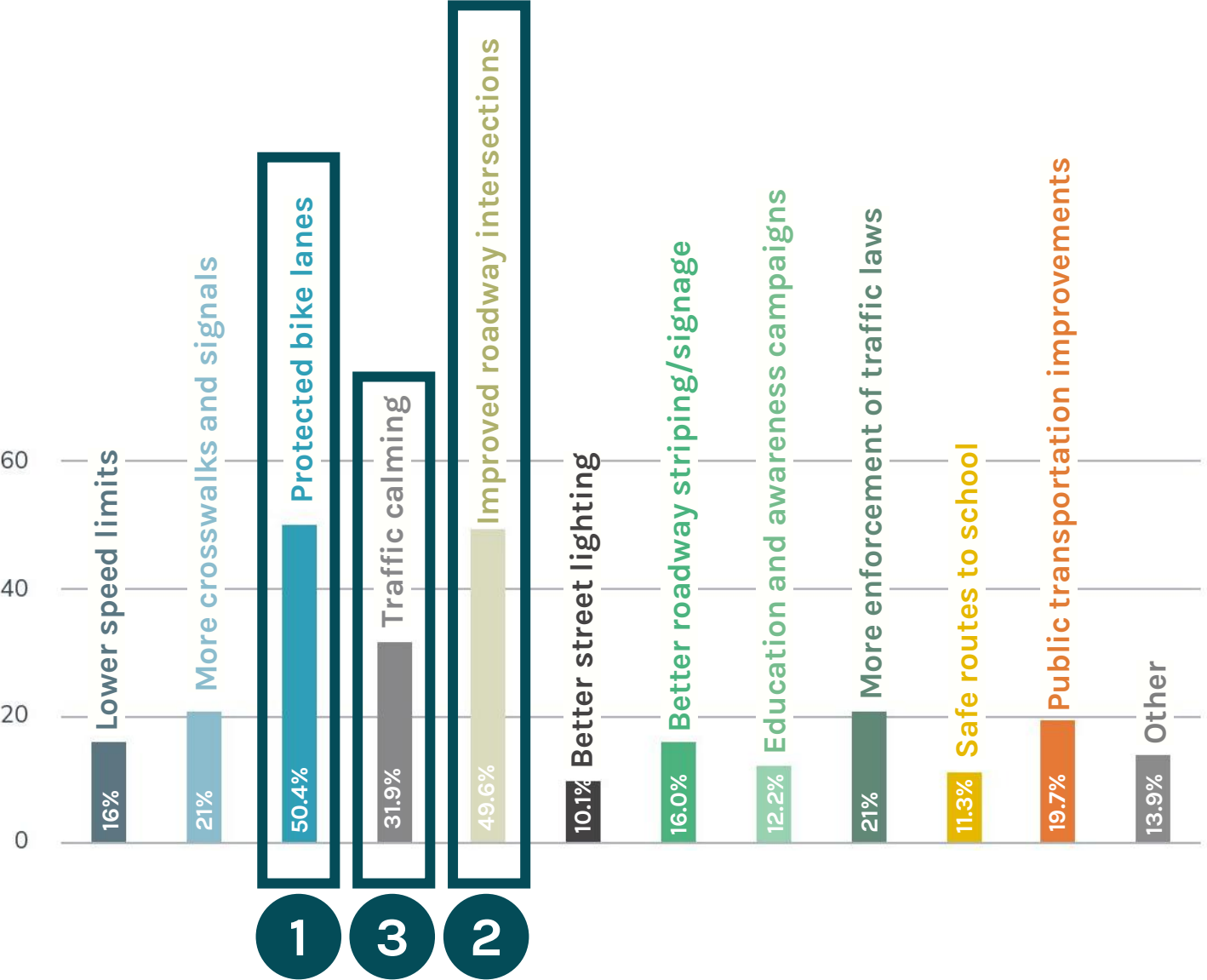
SURVEY UPDATE

What factors make you feel unsafe from traffic?
Select all that apply.

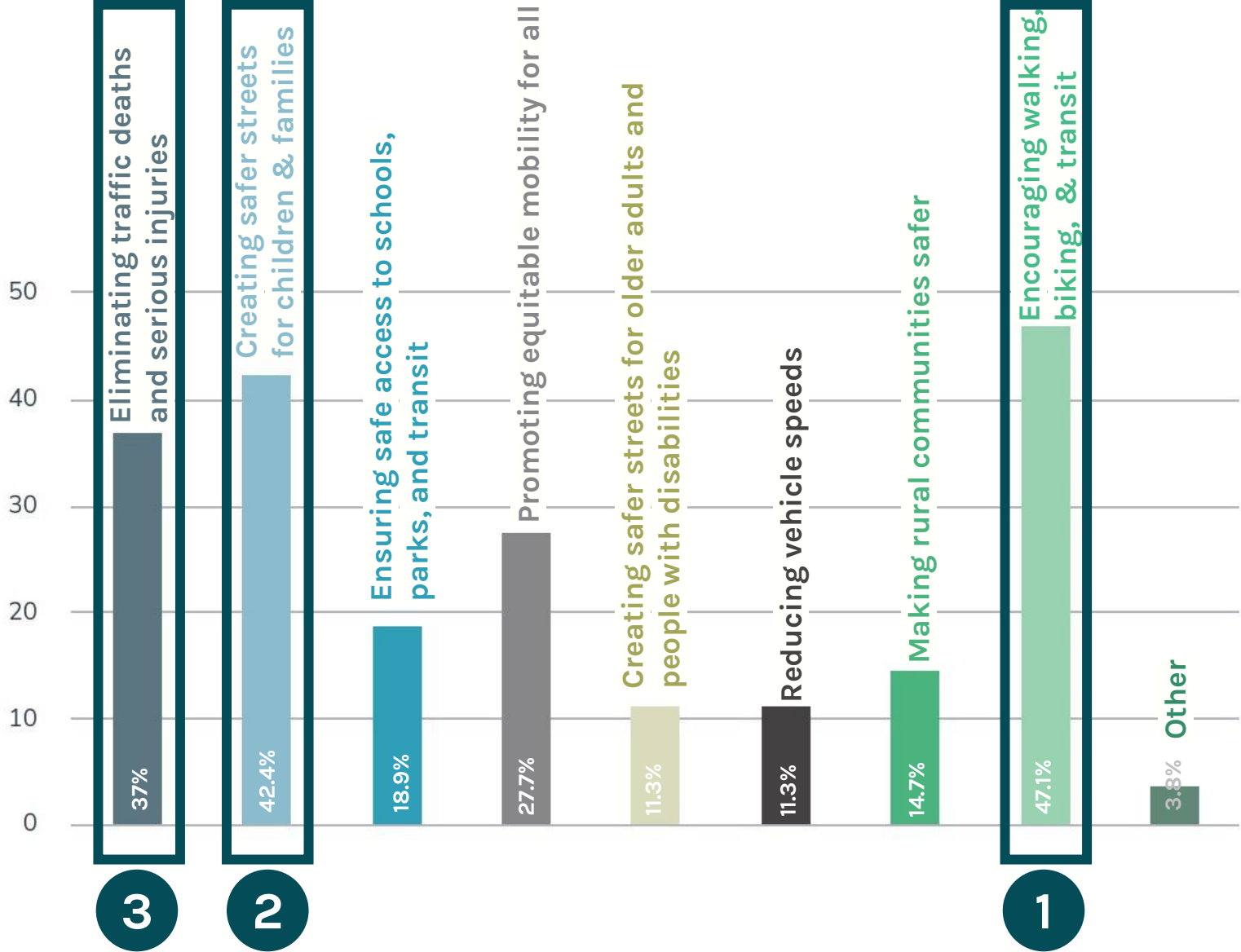


SURVEY UPDATE

What should be the top priorities to improve traffic safety?
Select up to 3



Which of the following goals resonate most with you?
Select up to 2



KEY TAKEAWAYS FROM COMMUNITY ENGAGEMENT

- Support **traffic calming** measures including roundabouts & speed humps.
- Enhance pedestrian safety, especially in **school zones** and high-traffic areas.
- Incorporate **complete streets** design in urban areas to encourage walking and biking.
- Expand **trail connections** to key destinations like parks, schools, and housing.
- Improve **transit** access to make it safer, more equitable, and convenient for all users.
- Coordinate **truck traffic** and loading zones to reduce conflicts.
- Prioritize road infrastructure upgrades and safety in **rural areas**.

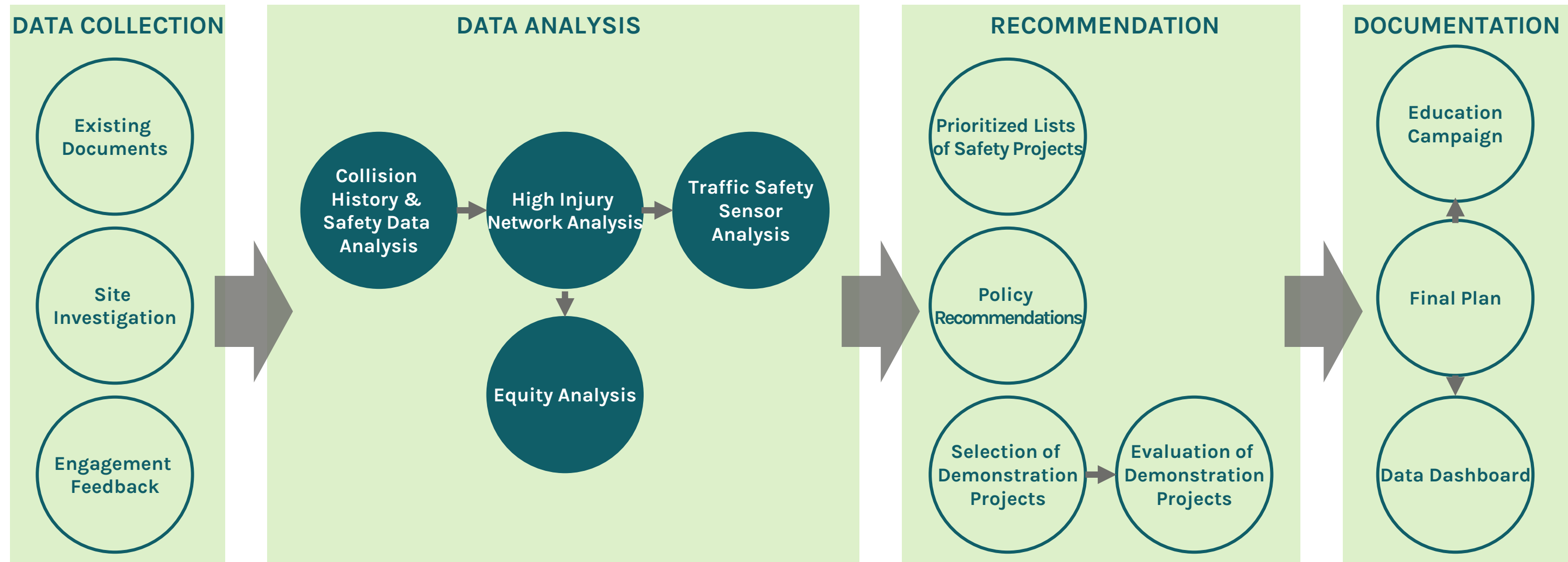


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DATA ANALYSIS

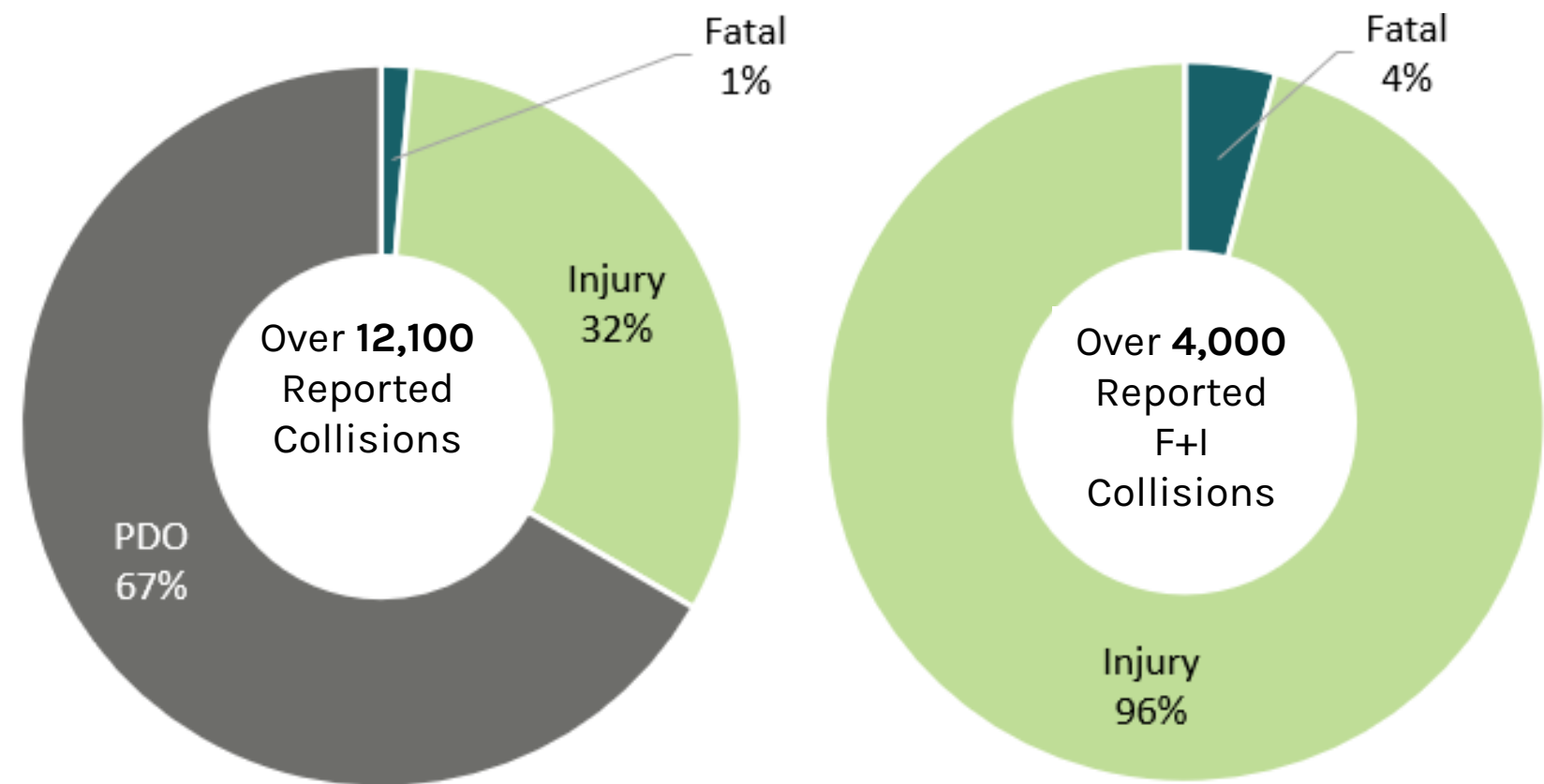
INTEGRATED ANALYSIS APPROACH

- Guided by existing studies, site investigations, and community input
- Apply a Safe System approach across interconnected layers of analysis
- Support selection and evaluation of priority countermeasures and demonstration projects



OVERALL COLLISION SEVERITY

- Of the reported collisions, 67% (8,095) were property damage only (PDO). PDO excludes bodily injury and is limited to property (e.g., cars, fences) harmed by the collision.
- Of the reported fatal and injury (F+I) collisions, 4% (165) were fatal

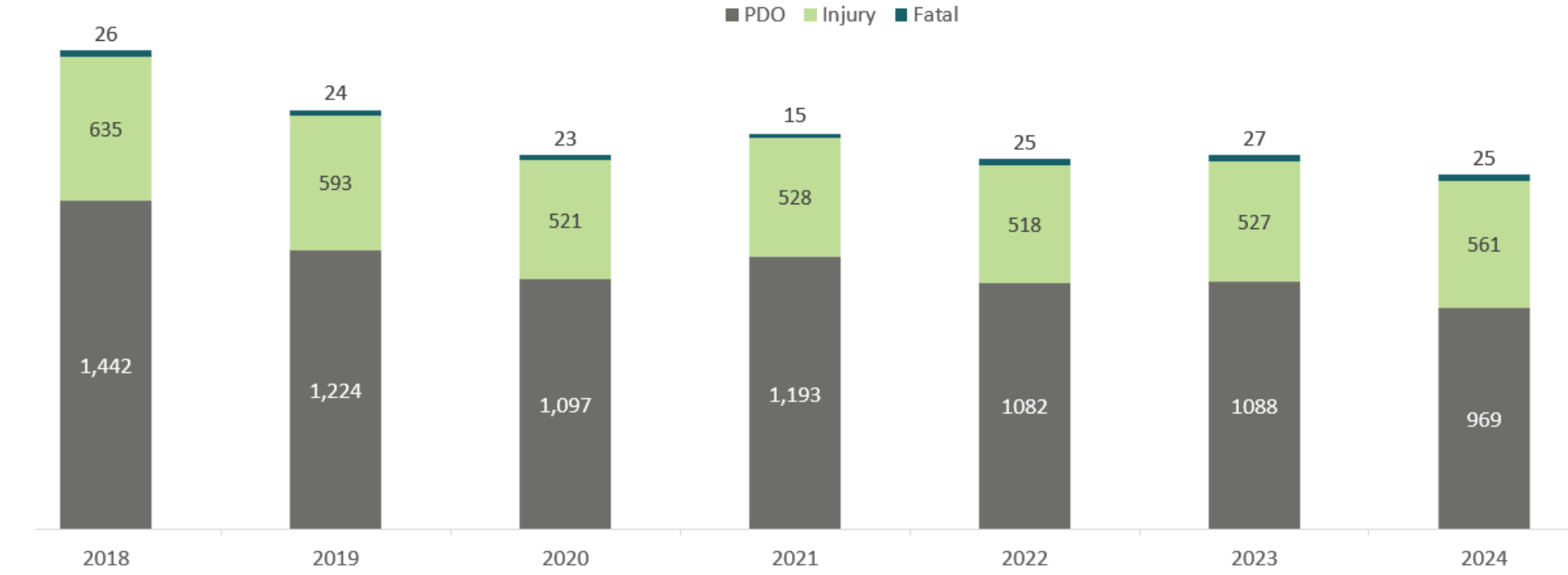


Source: CCRS and TIMS data, 2018-2024

COLLISION SEVERITY BY YEAR

- Total collisions mostly decreased each year, but collision severity did not decrease
- 2024 had the smallest total collisions (1,555), but the largest F+I ratio (37.6%)

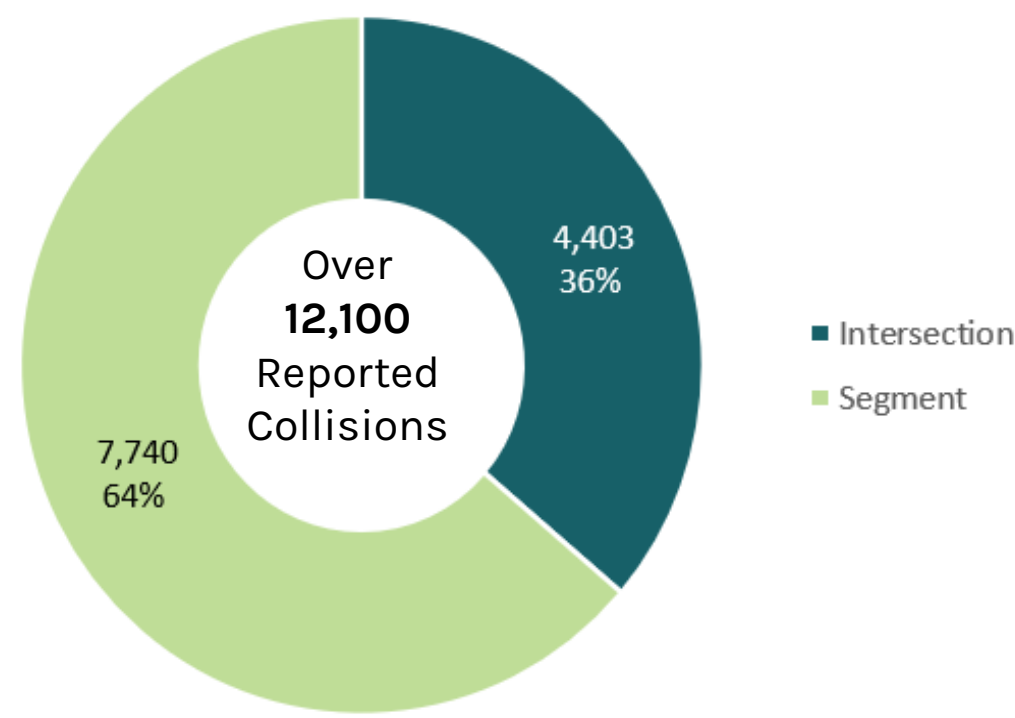
Year	Fatal	Injury	PDO	Total	F+I Ratio
2018	26	635	1,442	2,103	31.4%
2019	24	593	1,224	1,841	33.5%
2020	23	521	1,097	1,641	33.1%
2021	15	528	1,193	1,736	31.2%
2022	25	518	1,082	1,625	33.4%
2023	27	527	1,088	1,642	33.7%
2024	25	561	969	1,555	37.6%
Total	165	3,883	8,095	12,143	-



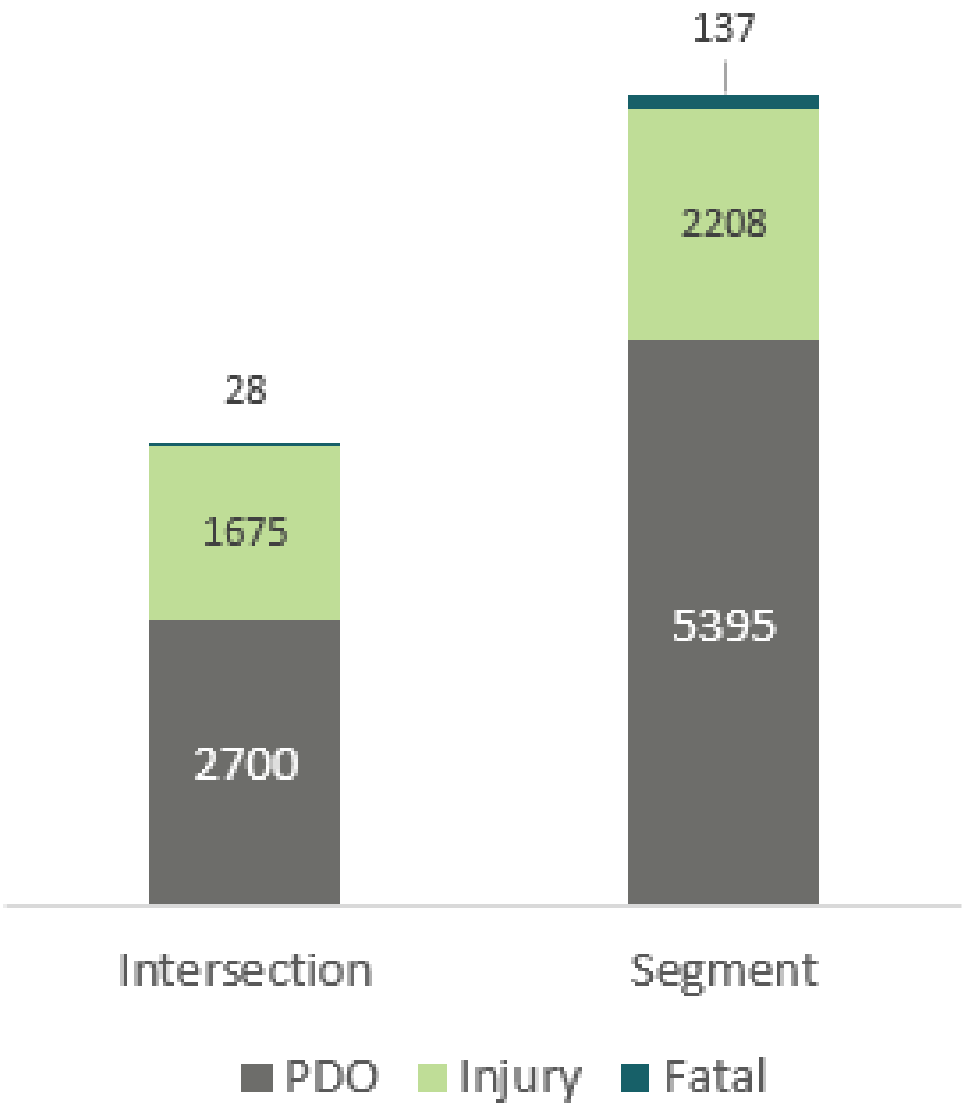
Source: CCRS and TIMS data, 2018-2024

INTERSECTION VS. SEGMENT COLLISIONS

- 36% (4,403) of all reported collisions were intersection collisions, with 39% (1,703) F+I collisions
- 64% (7,740) of all reported collisions were segment collisions, with 30% (2,345) F+I collisions

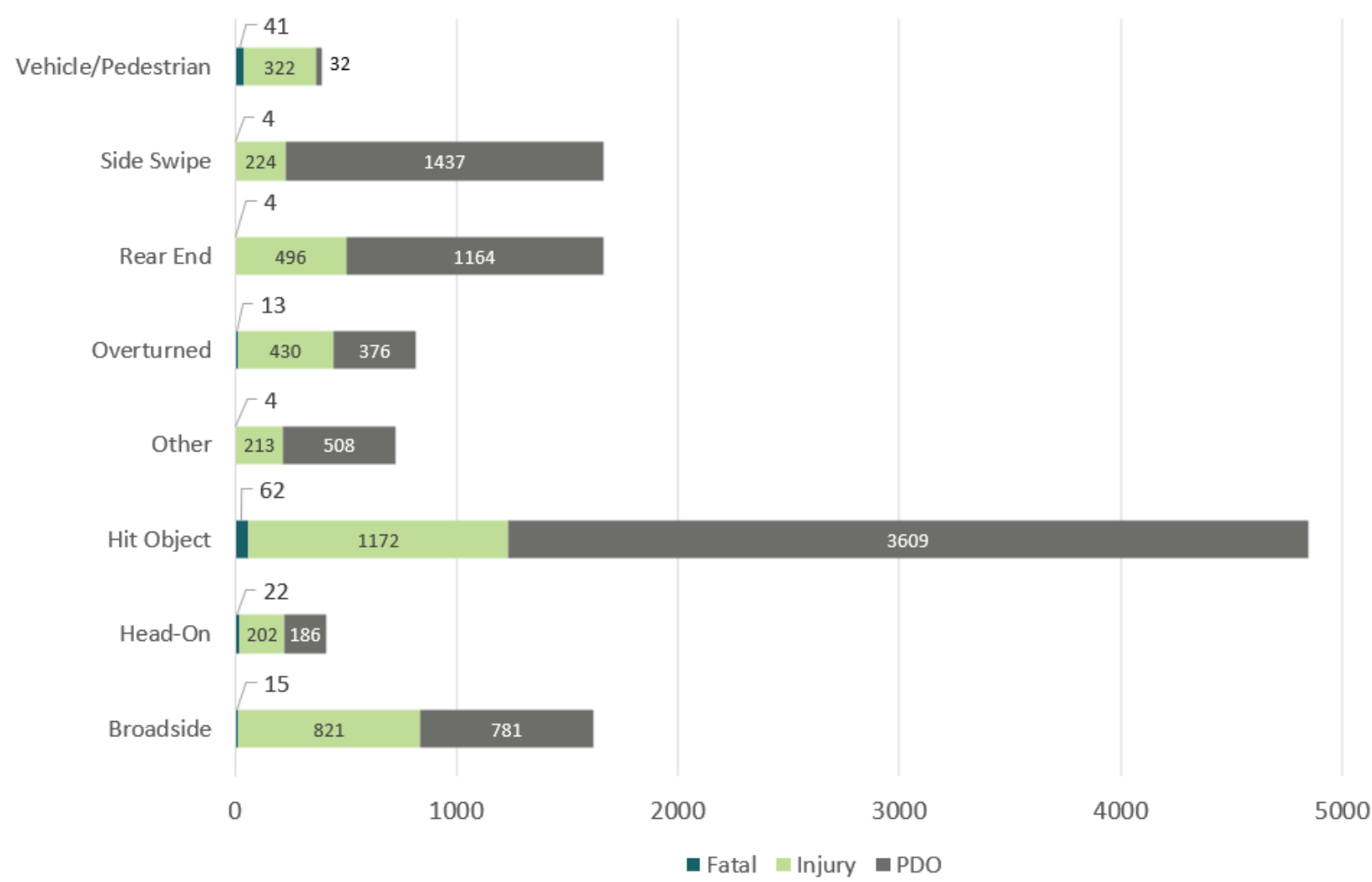
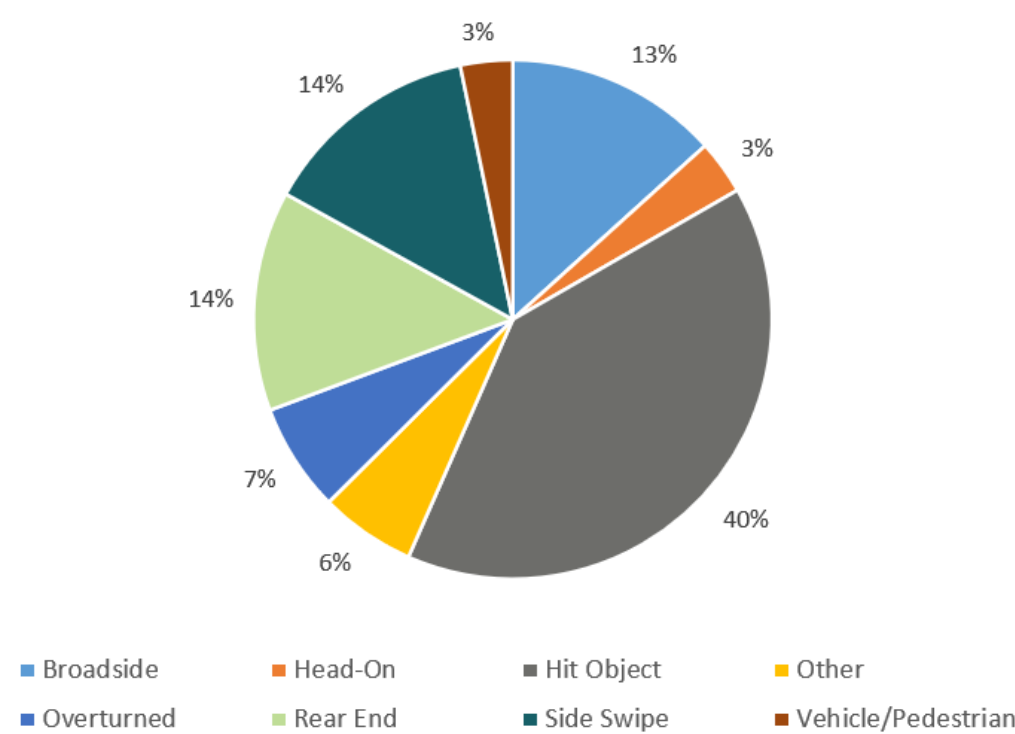


Source: CCRS and TIMS data, 2018-2024



COLLISION TYPES VS. SEVERITY

- 40% (4,843) of all reported collisions were hit object collisions. Hit object excludes pedestrians.
- The hit object collision type had the highest F+I ratio (10% or 1,234), including the highest fatalities



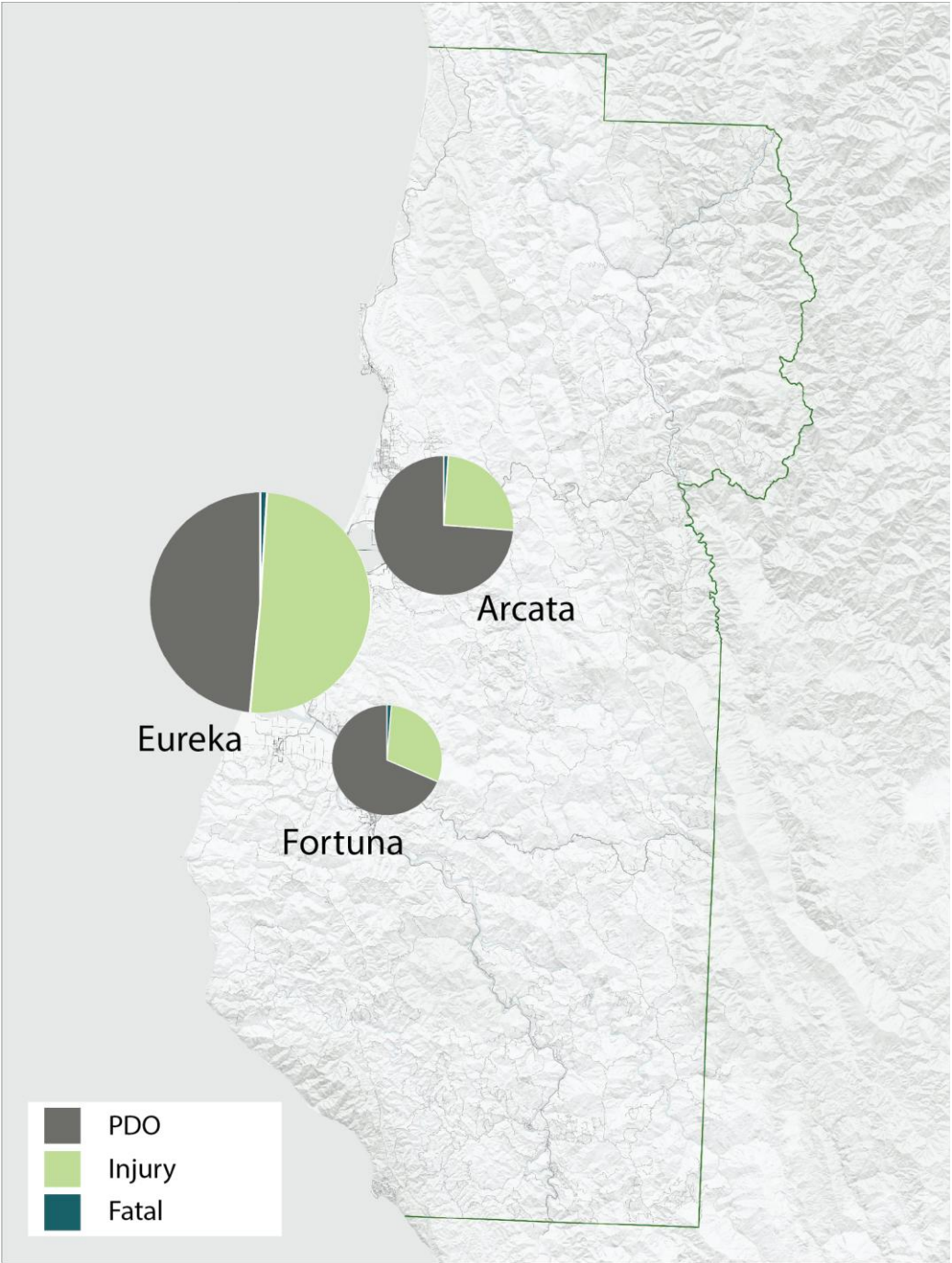
Source: CCRS and TIMS data, 2018-2024

COLLISION SEVERITY BY JURISDICTION

- Eureka, Arcata, and Fortuna had the highest total collisions, with **52% (1,278)**, 26% (251), and 32% (95) F+I collisions, respectively
- Unincorporated County had 29% (2,418) F+I collisions

Jurisdiction	Collision Severity			
	Fatal	Injury	PDO	Total
Arcata	10	241	707	958
Blue Lake	0	1	3	4
Eureka	25	1,253	1,204	2,482
Ferndale	1	1	21	23
Fortuna	4	91	207	302
Rio Dell	0	2	1	3
Trinidad	0	1	3	4
Unincorporated	125	2,293	5,949	8,367

Source: CCRS and TIMS data, 2018-2024

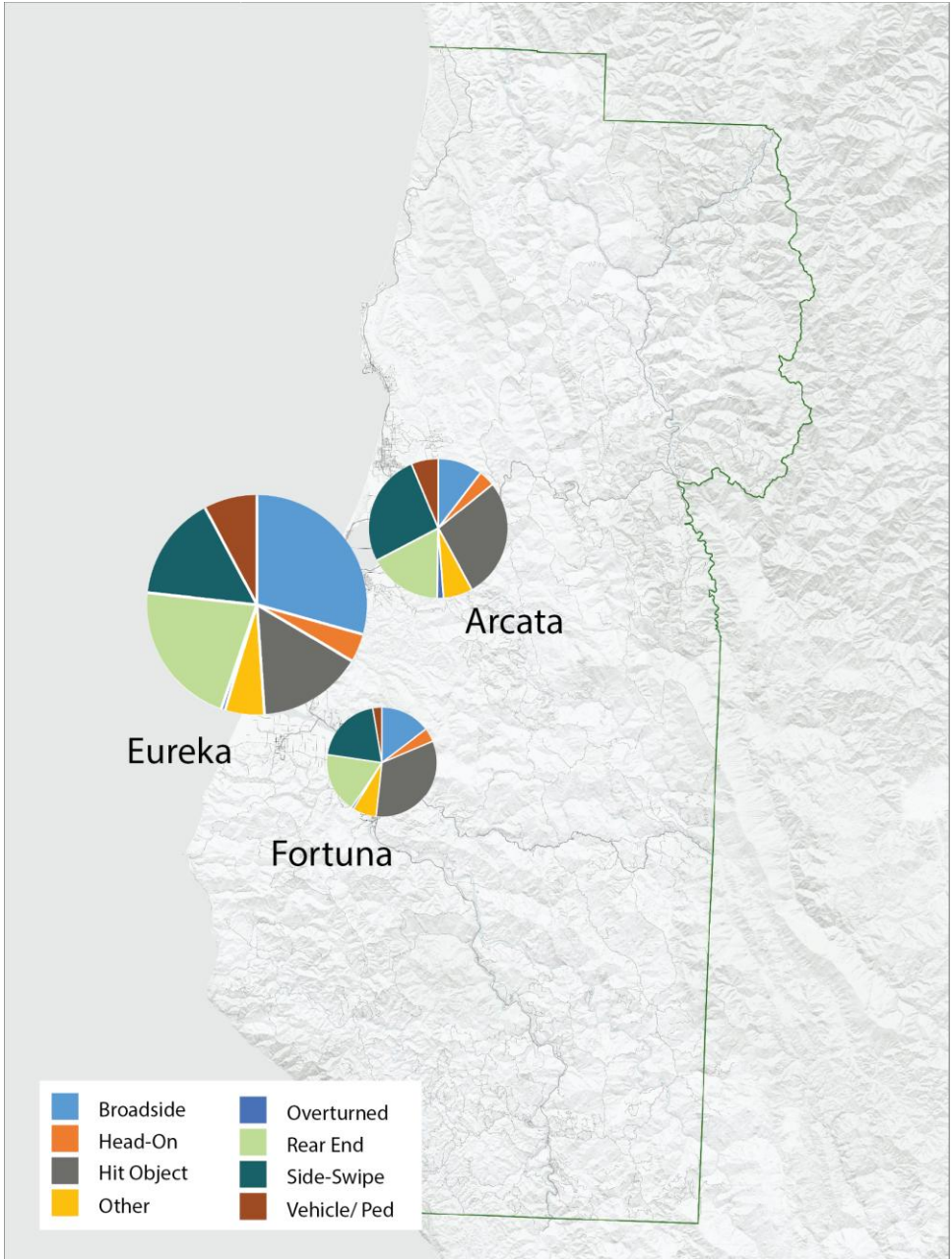


COLLISION TYPE BY JURISDICTION

- In Eureka, the highest severity collision types were broadside (30% or 729) and rear end (22% or 534)
- In Arcata and Fortuna, the highest severity collision types were hit object (28% or 266 and 33% or 99, respectively) and sideswipe (26% or 252 and 20% or 60, respectively)
- Unincorporated County had 40% (4,090) hit object collisions

Jurisdiction	Collision Type									
	Broadside	Head-On	Hit Object	Other	Overtaken	Rear End	Side-swipe	Vehicle/Ped	Not Stated	Total
Arcata	99	36	266	65	14	163	252	60	3	958
Blue Lake	0	1	1	0	0	0	1	1	0	4
Eureka	729	103	382	143	14	534	383	194	0	2,482
Ferndale	1	2	2	0	0	4	14	0	0	23
Fortuna	44	12	99	21	2	54	60	8	2	302
Rio Dell	1	0	0	1	0	0	1	0	0	3
Trinidad	0	0	3	0	0	0	1	0	0	4
Unincorporated	743	256	4,090	495	789	909	953	132	0	8,367

Source: CCRS and TIMS data, 2018-2024



PEDESTRIAN AND BICYCLE COLLISIONS

- Of the pedestrian collisions, 11% (40) were fatal
- Of the bicycle collisions, 3% (6) were fatal
- Eureka had the largest number of pedestrian and bicycle collisions

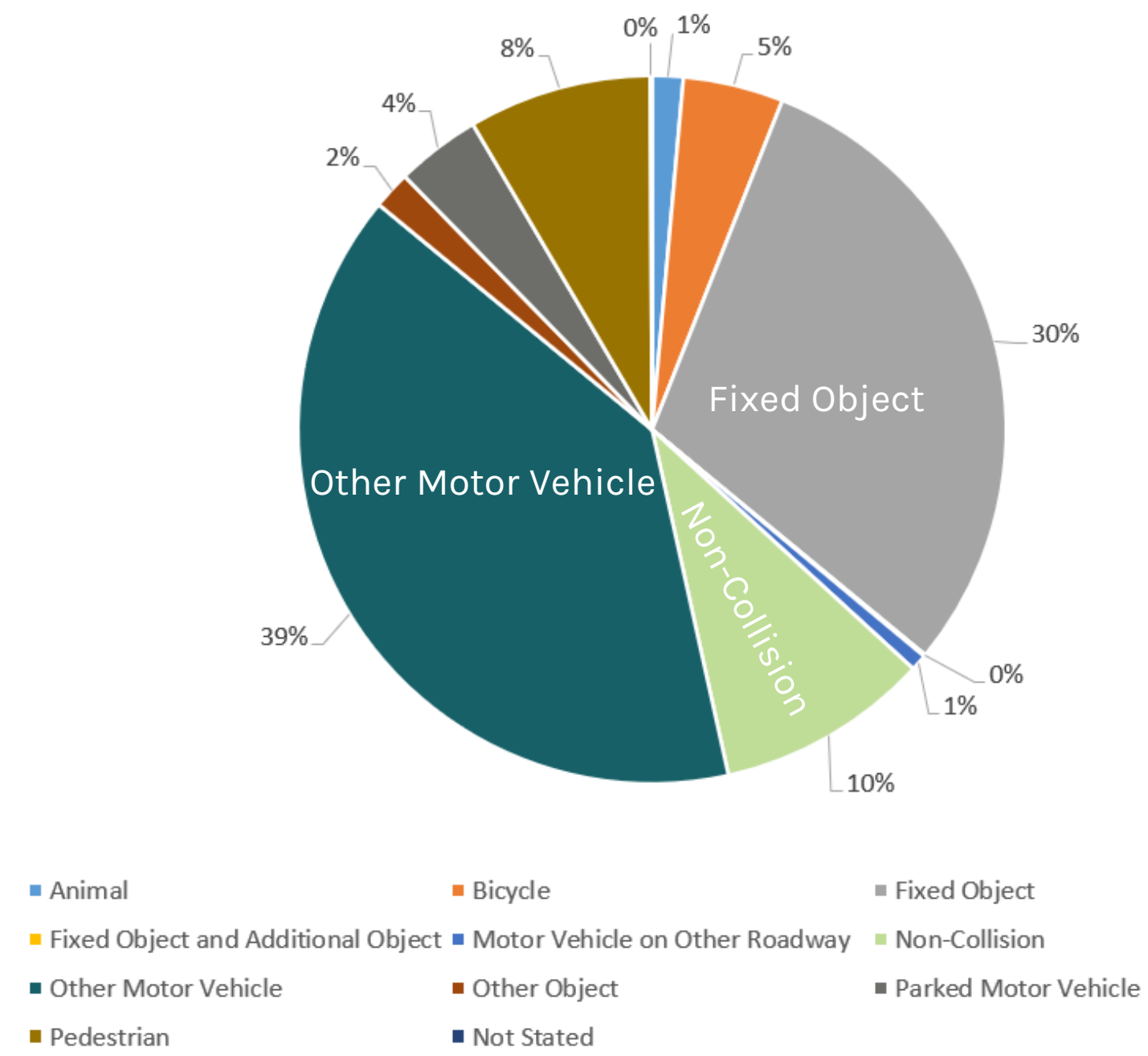
Collision Type	Fatal	Injury	PDO	Total
Pedestrian	40	325	17	382
Bicycle	6	178	22	206

Collision Type	Arcata	Blue Lake	Eureka	Fortuna	Rio Dell	Unincorporated	Total
Pedestrian	63	1	195	9	0	114	382
Bicycle	47	0	95	9	1	54	206

Source: CCRS and TIMS data, 2018-2024

MOTOR VEHICLE COLLISIONS

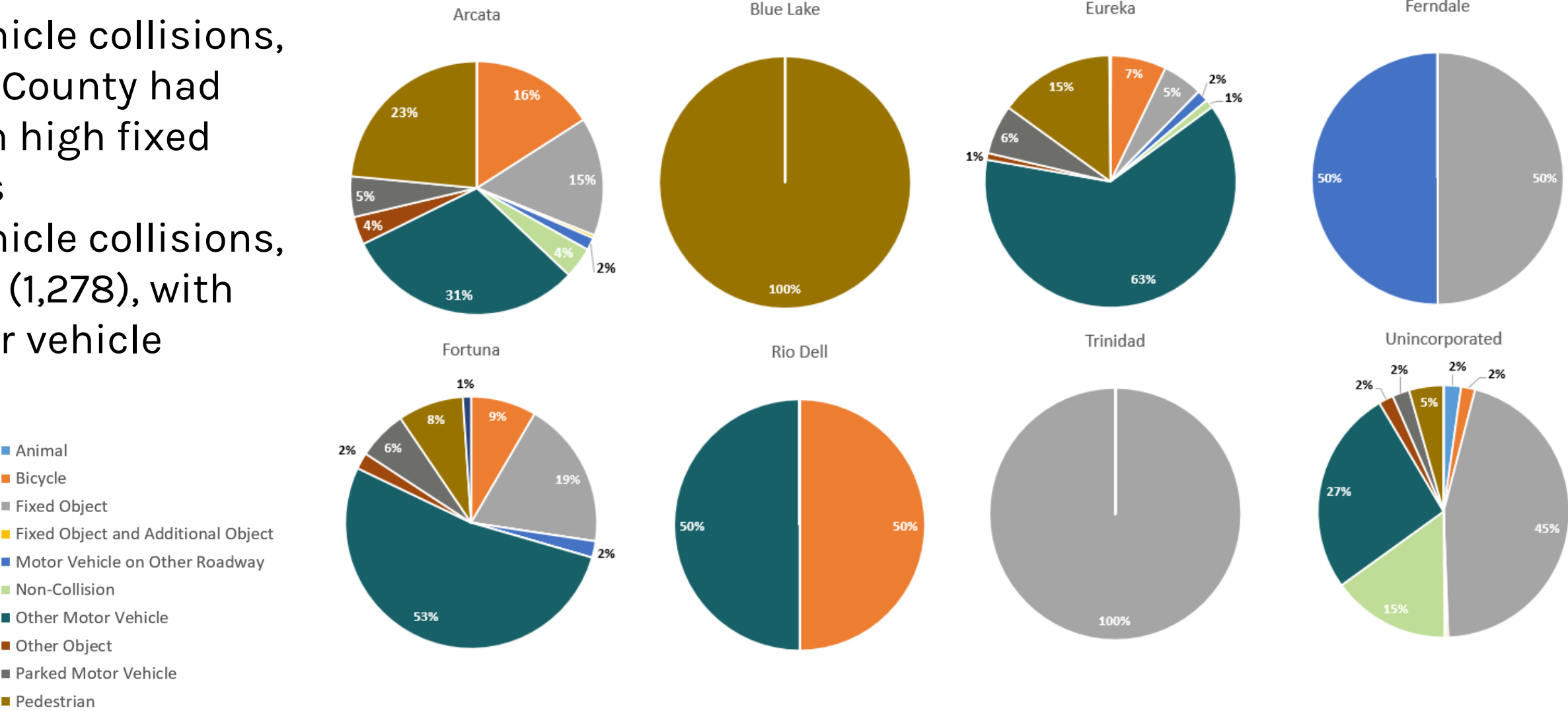
- Of the motor vehicle collisions, 39% (1,570) were other motor vehicle and 30% (1,221) were fixed object
- “Non-Collision” (10%) typically indicates loss of control of vehicle resulting in a vehicle off the road or overturned



Source: CCRS and TIMS data, 2018-2024

MOTOR VEHICLE COLLISIONS BY JURISDICTION

- Blue Lake, Ferndale, Rio Dell, and Trinidad had 1-2 motor vehicle collisions
- Of the motor vehicle collisions, Unincorporated County had 60% (2,418), with high fixed object collisions
- Of the motor vehicle collisions, Eureka had 32% (1,278), with high other motor vehicle collisions



Source: CCRS and TIMS data, 2018-2024

LIGHTING VS. SEVERITY

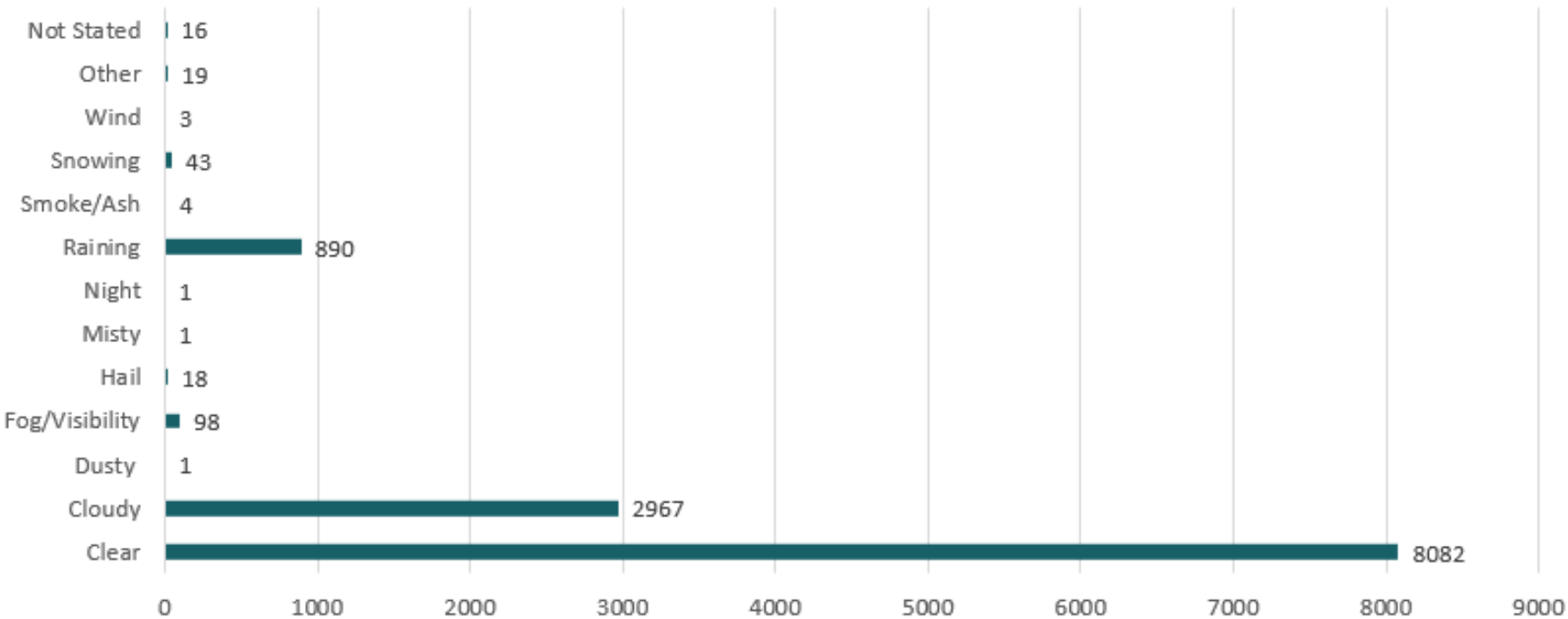
- 59% (7,195) of all reported collisions occurred during the day (Daylight)
- The highest F+I ratios occurred during the day (36% or 2,610) and Dusk-Dawn (35% or 158)

Lighting Condition	Fatal	Injury	PDO	Total
Dark - No Street Lights	46	692	1,971	2,709
Dark - Street Lights	23	504	1,202	1,729
Dark - Street Lights Not Functioning	1	8	28	37
Daylight	85	2,525	4,585	7,195
Dusk-Dawn	10	148	300	458
Not Stated	0	6	9	15
Total	165	3,883	8,095	12,143

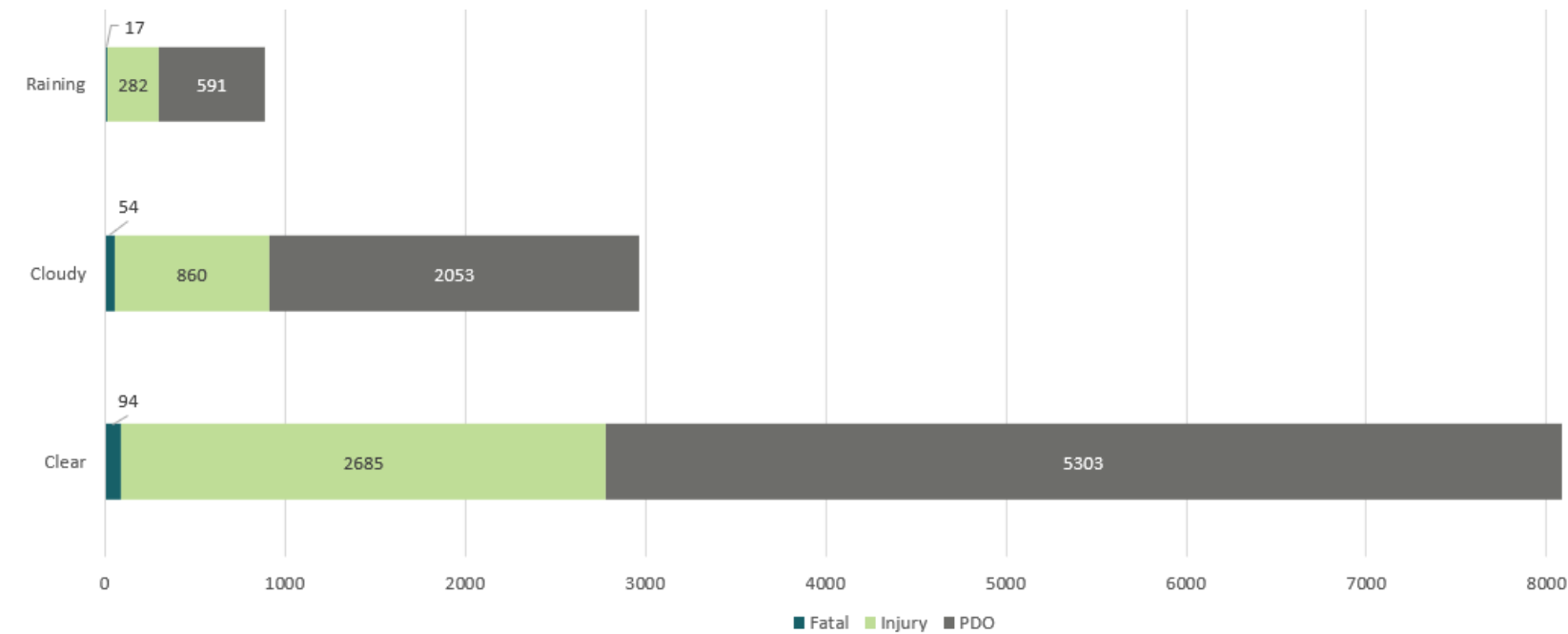
Source: CCRS and TIMS data, 2018-2024

WEATHER CONDITIONS

- 67% (8,082) of all reported collisions occurred during clear conditions
- The highest F+I ratios occurred during clear conditions (34% or 2,779)
- Inclement weather conditions did not appear to increase risk of collisions



Source: CCRS and TIMS data, 2018-2024



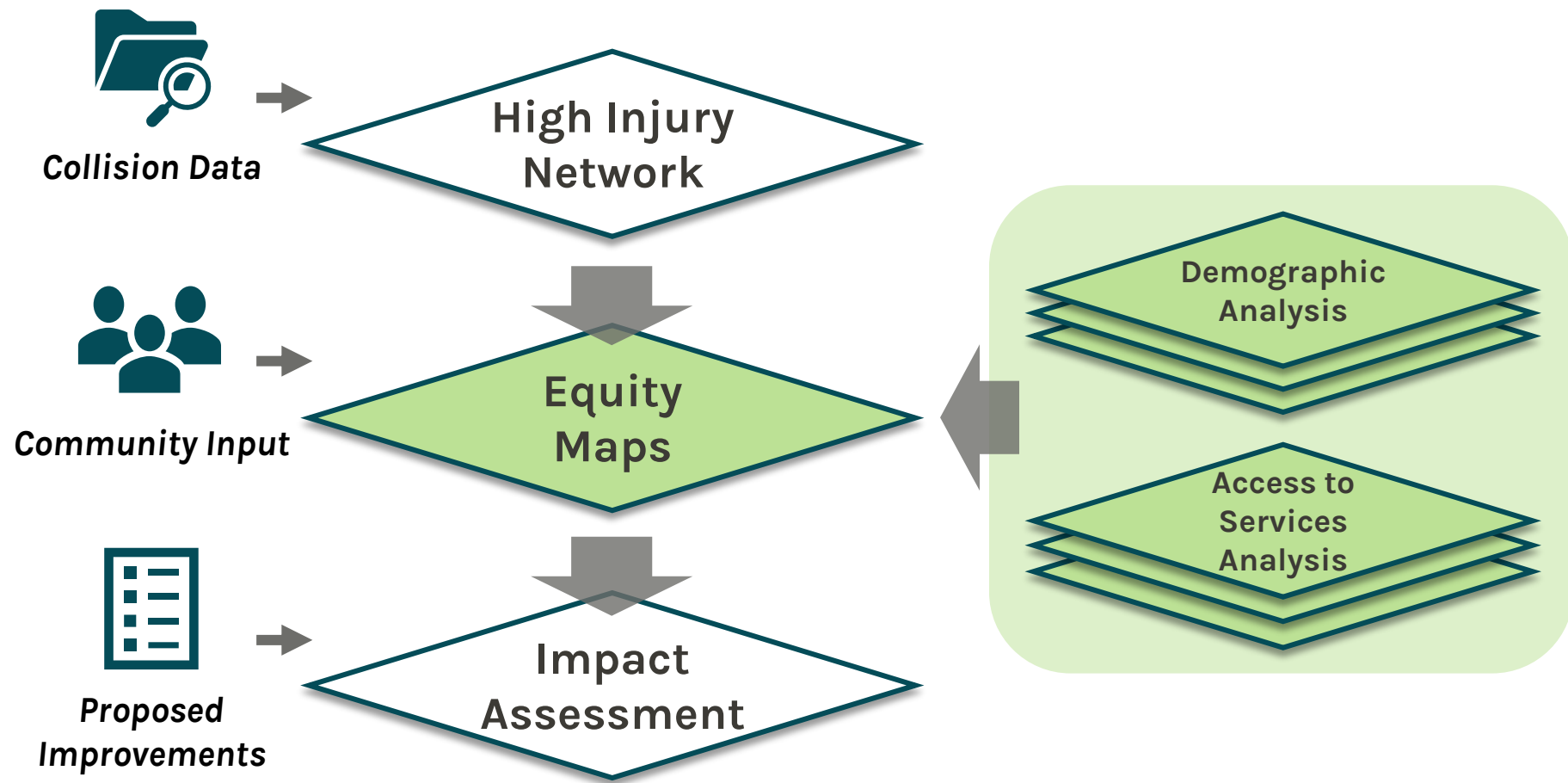
EQUITY ANALYSIS

Goals

- Overlay the HIN on maps of equity indicators to visualize geographic overlap between disadvantaged areas and high-traffic injury locations
- Focuses on the impact of proposed interventions on various demographic groups, ensuring that projects promote inclusivity and equitable access to resources

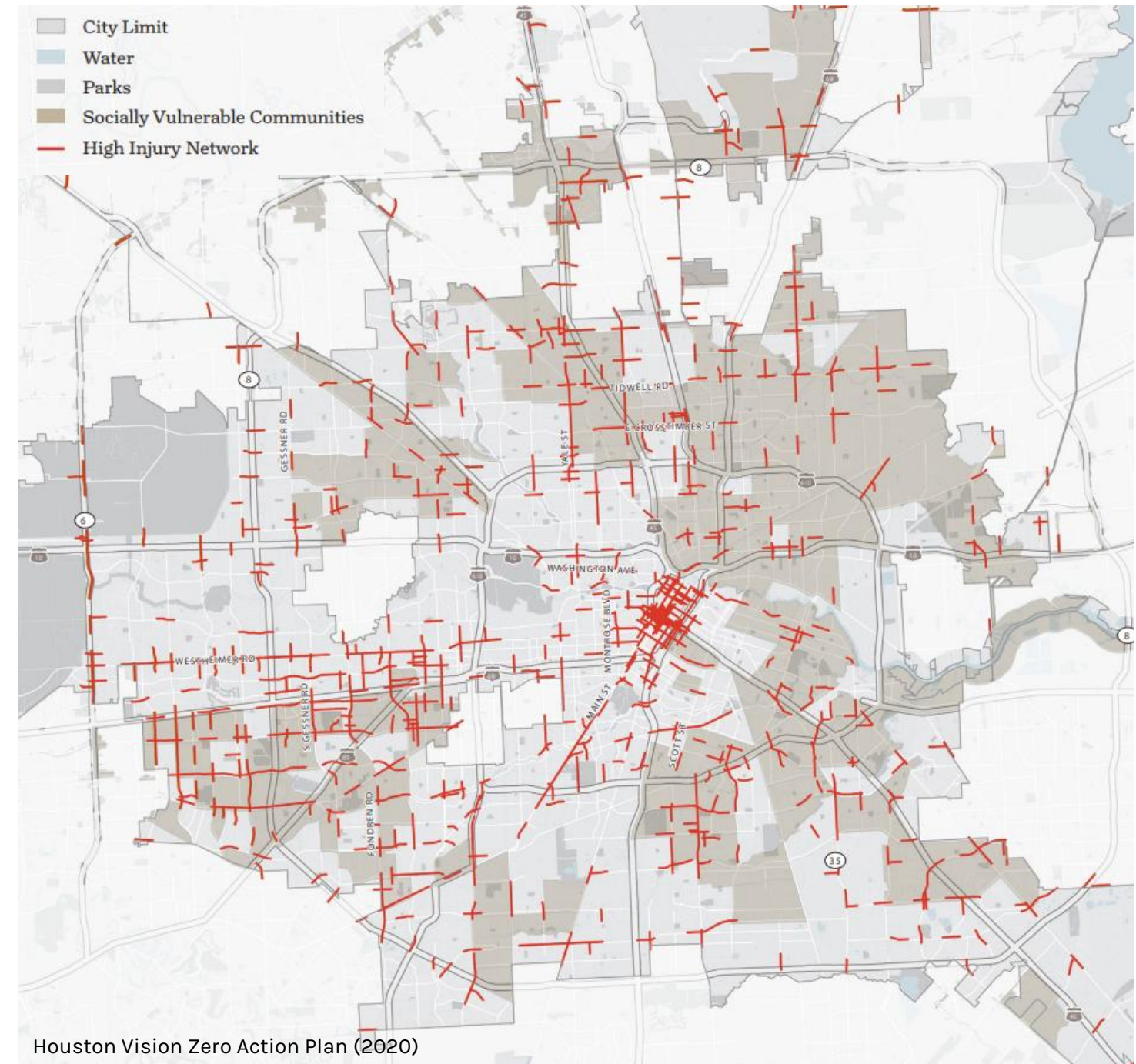
Methodology

- An **equity Indicator** for each census block in the County will be calculated based on **Social Vulnerability Index** and **Access to Services scores**



SOCIAL VULNERABILITY INDEX

- Developed by the CDC to highlight the vulnerability of communities to external stress
- Uses 5-year U.S. Census data to assess vulnerability at the census tract level based on 16 variables
- Scores range from 0 to 1, with higher scores indicating greater vulnerability
- Widely used by FEMA, CDC, and agencies to support planning and resource allocation for emergency response, public health, environmental justice, and infrastructure investments
- Frequently used in Vision Zero planning across the nation including Los Angeles, Fort Worth, Houston, Arkansas



SOCIAL VULNERABILITY INDEX



Socioeconomic Status

- Below 150% poverty
- Unemployed
- Housing cost burden
- No high school diploma
- No health insurance



Household Characteristics

- Aged 65 & older
- Aged 17 & younger
- Civilian with a disability
- Single-parent households
- English language proficiency



Racial & Ethnic Minority Status

- Hispanic or Latino (of any race)
- Black or African American
- Asian
- American Indian or Alaska Native
- Native Hawaiian or Pacific Islander
- Two or more races
- Other race



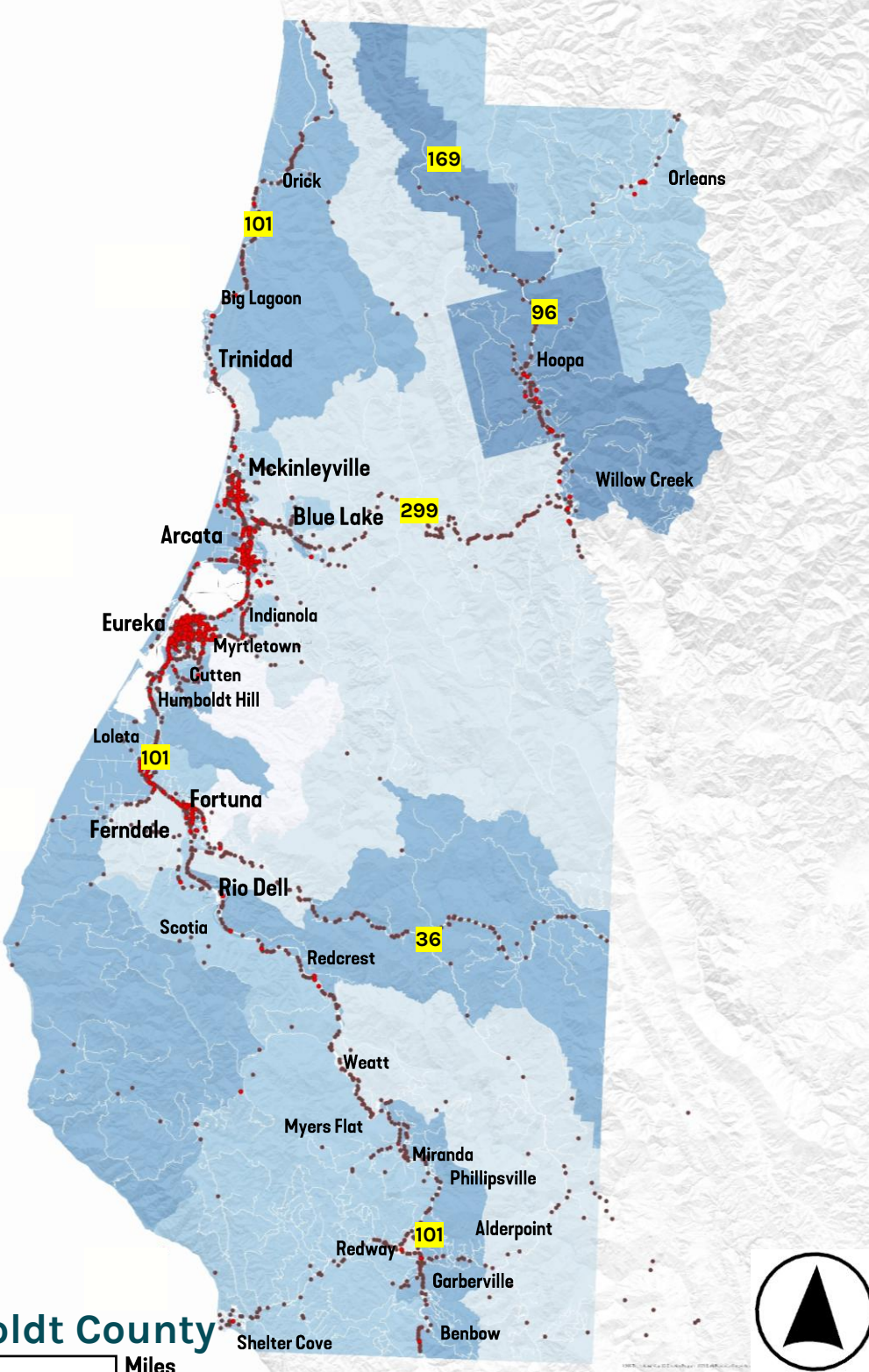
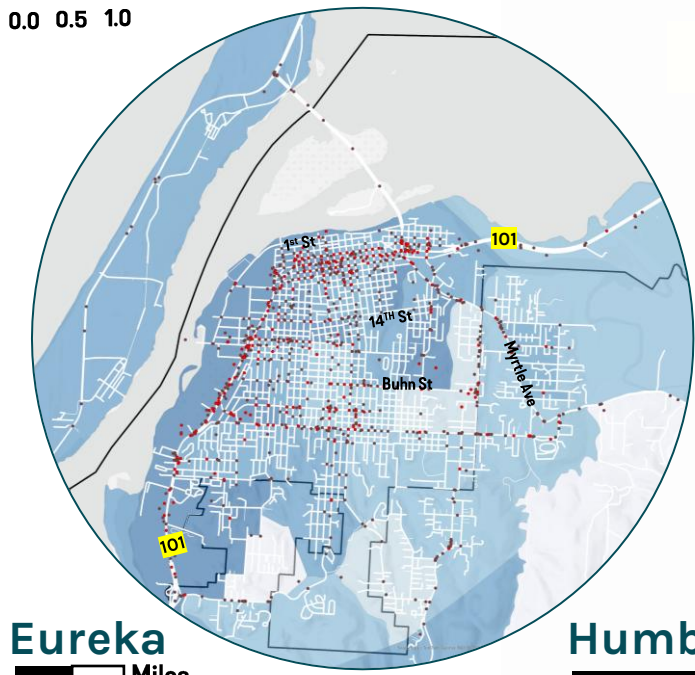
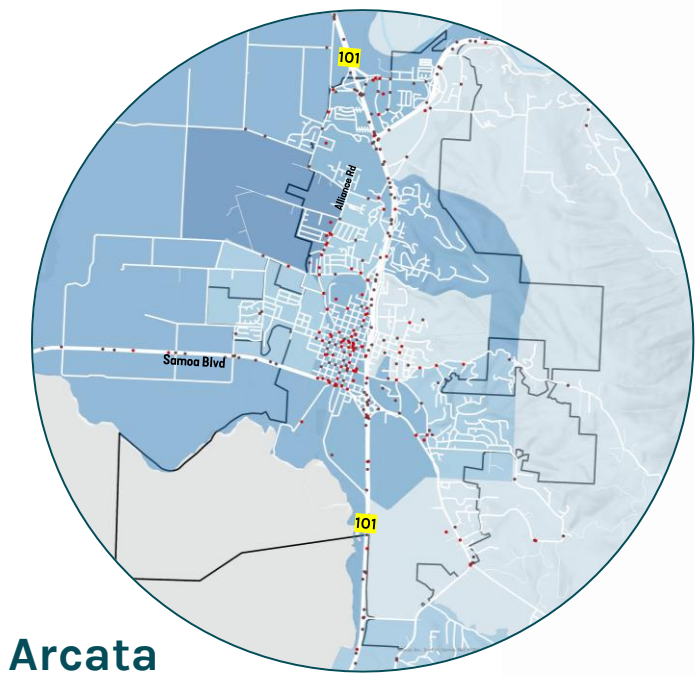
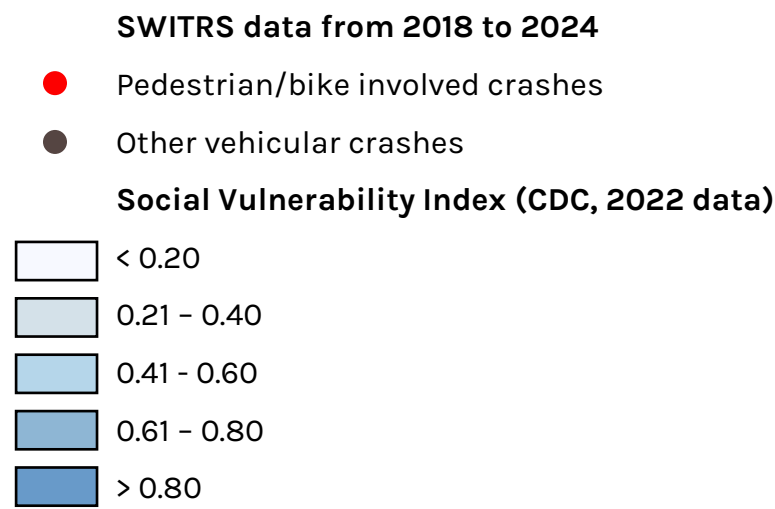
Housing Type & Transportation

- Multi-unit structures
- Mobile homes
- Crowding
- No vehicle
- Group quarters

SOCIAL VULNERABILITY INDEX

Areas with higher concentration of crashes and higher SVI:

- Downtown and western Eureka
- Downtown Arcata
- Fortuna Blvd in Fortuna
- Central Ave in McKinleyville
- Hoopa



SOCIAL VULNERABILITY INDEX

SWITRS data from 2018 to 2024

●

 Pedestrian/bike involved crashes

●

 Other vehicular crashes

Social Vulnerability Index (CDC, 2022 data)

< 0.20

0.21 - 0.40

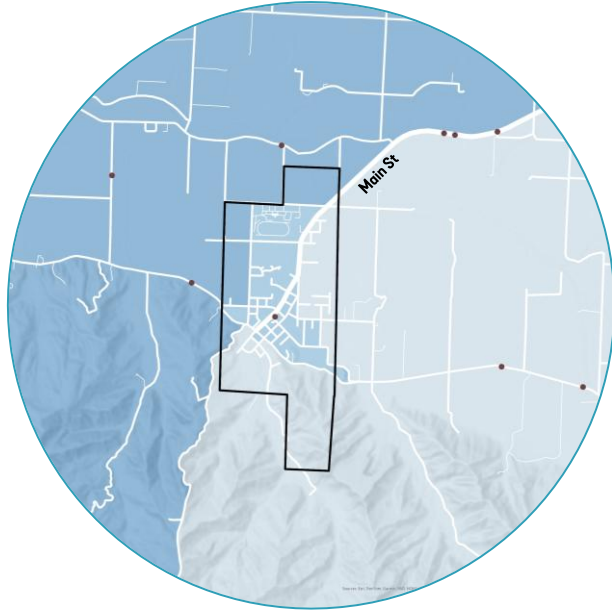
0.41 - 0.60

0.61 - 0.80

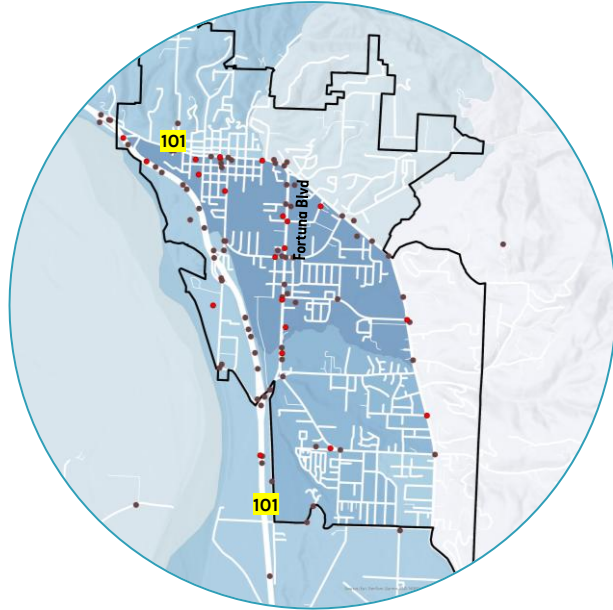
> 0.80



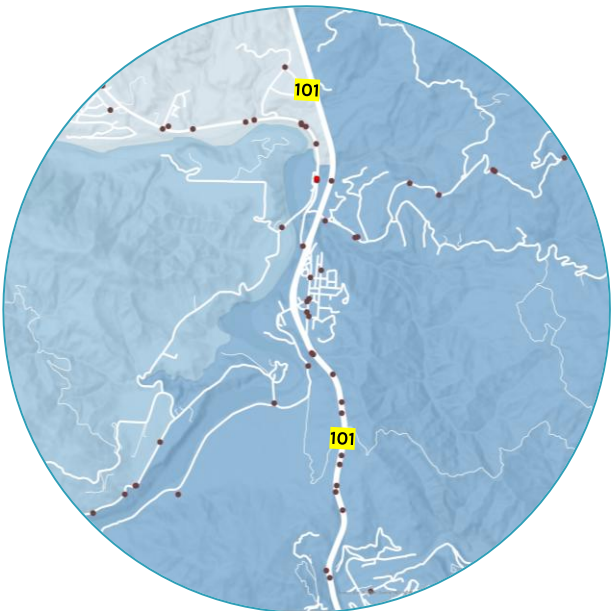
Blue Lake



Ferndale



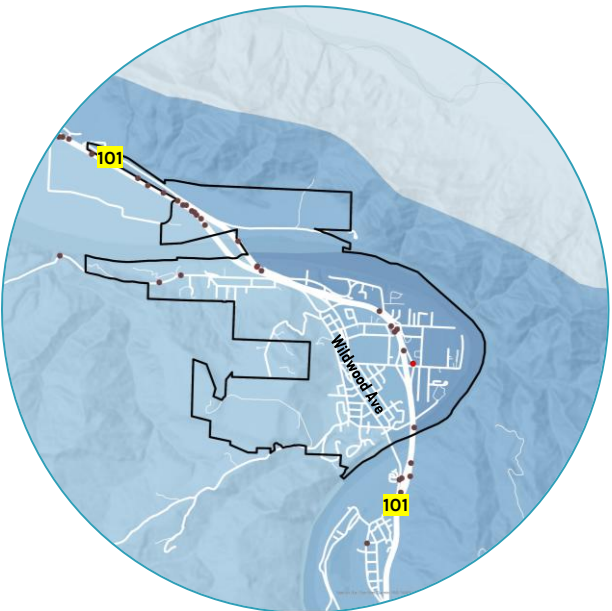
Fortuna



Garberville



McKinleyville



Rio Dell



Trinidad



0.5 1.0 Miles

ANALYSIS NEXT STEPS

- Injury and collision data analysis memo, including high injury network and intersections maps and GIS file
- Near miss data analysis (3 intersections)
- Equity maps based on demographic and access to services analysis
- Identification of safety countermeasures, strategies, and projects for the plan



KEY TAKEAWAYS FROM PRELIMINARY ANALYSIS

- Total collisions have generally decreased each year across the county, but **collision severity** has remained unchanged.
- Eureka, Arcata, and Fortuna had the highest number of total collisions, with **Eureka** leading in fatal and injury-related crashes.
- Eureka had the most pedestrian and bicycle collisions.
- Weather and lighting conditions did not show a strong correlation with increased collision risk.
- High-crash areas with elevated social vulnerability include Downtown and western Eureka, Downtown Arcata, Fortuna Blvd, Central Ave in McKinleyville, and Hoopa.

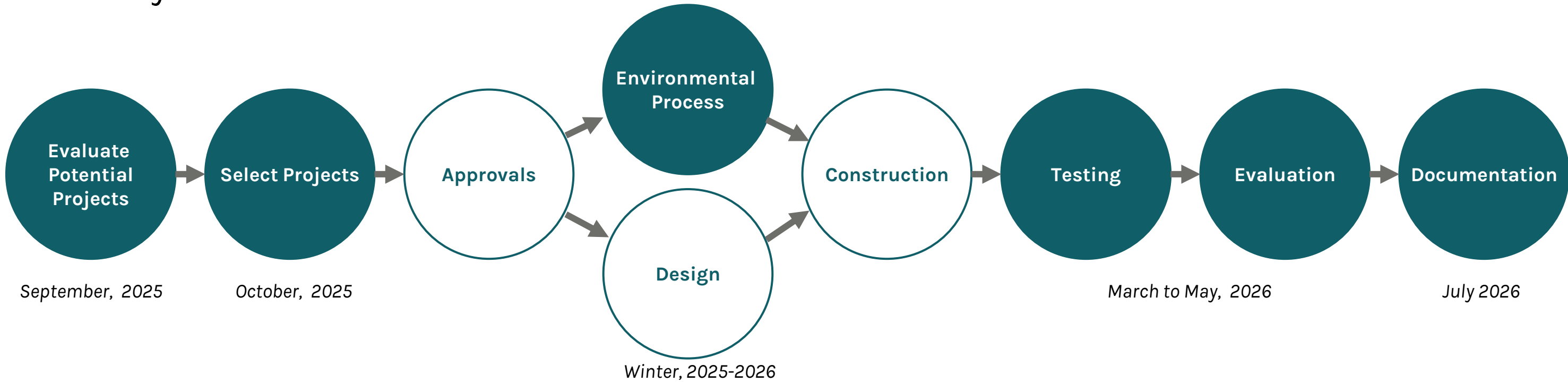
The background image is a photograph of a street scene, overlaid with a semi-transparent teal filter. On the left, a large, leafy tree stands next to a wooden fence and a trash can. In the foreground, there are two wooden benches. To the right, a building with horizontal siding is visible, featuring a shop named 'ABRAXAS' with a display of various hats in its window. A red fire hydrant is located near the bottom right. A yellow square with the number '3' is centered in the upper half of the image.

3

DEMONSTRATION PROJECTS

TEMPORARY DEMONSTRATION PROJECTS PROCESS

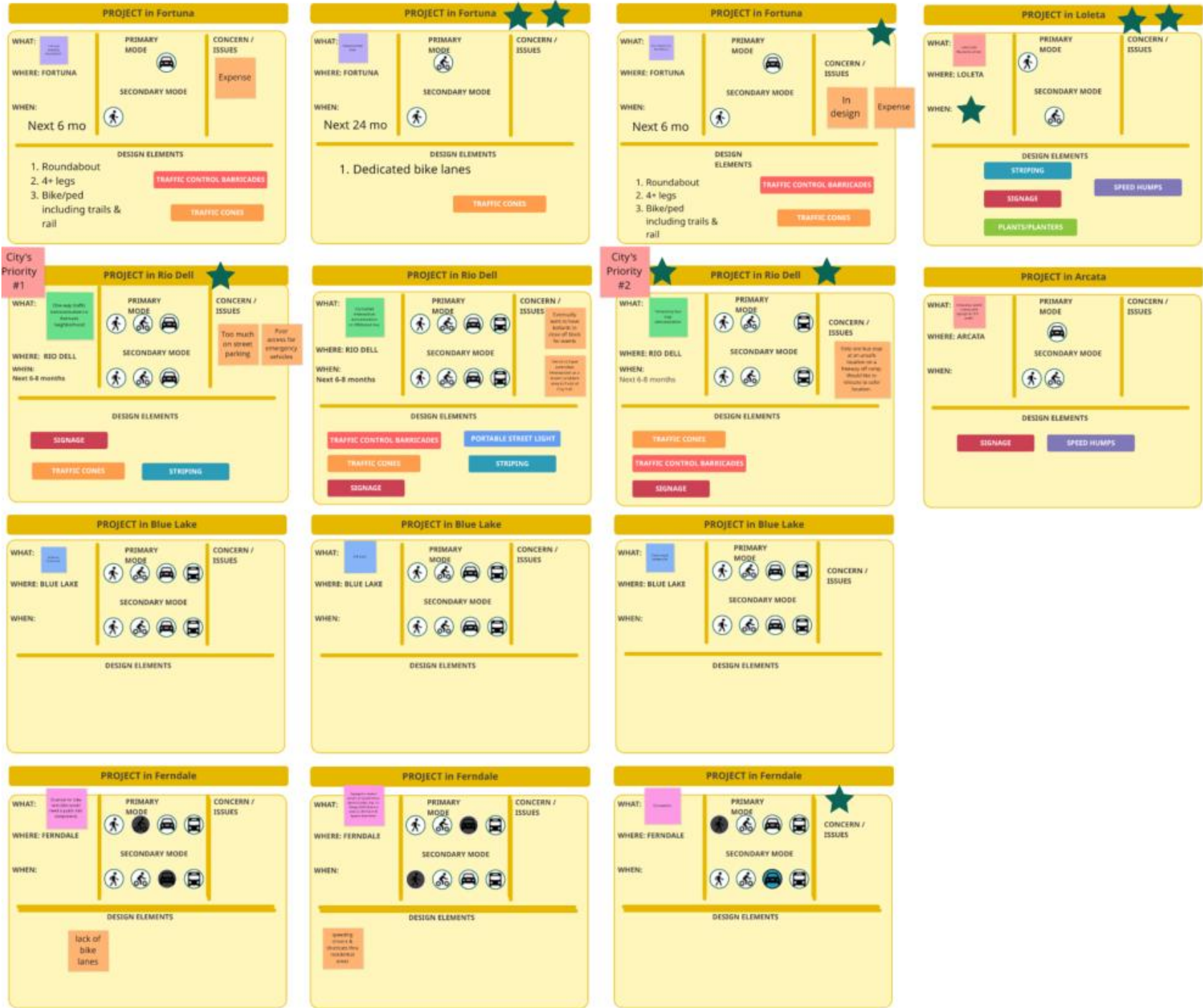
- Test and demonstrate measures that reflect safety improvements for a range of modes in high-risk areas.
- Engage the community through outreach and education to build support and awareness
- Inform permanent design decisions and long-term safety investments by testing roadway countermeasures



AGENCY WORKSHOP

- **What** types of temporary demonstration projects do you think would be most impactful in your community and can you support them?
- **Where** are the potential locations for implementing demonstration projects?
- **Why** these demonstration projects should be prioritized?
- **How** do you implement the demonstration projects?
- **When** will you be ready to start?

Demonstration Project Possibilities



TOOLKITS



Traffic Cones
Flexible Bollards



Plants/Planters
Movable Furnishing



Speed Humps
Curbing
Armadillos



Traffic Control
Barricades



Striping
Taping



Temporary
Signage

DEMONSTRATION PROJECT EVALUATION CRITERIA



Environmental Review Compliance

- Will not include **ground disturbance** in unpaved environments or below the existing pavement
- No changes will be made to **historic features**
- No environmental studies for biological, cultural, visual, hazardous, or other environmental resources will be required
- Will not trigger the Exceptions to CEs
- Will not require the preparation of a Caltrans-format NEPA Environmental Commitment Record



Project Readiness

- Agency's readiness to implement the project in **Spring 2026**
- Preparation for **local permission process** (if any)



Data & Community Alignment

- Alignment with the hot spots identified through **data analysis** and **community engagement**
- Support for **underserved communities**



Impact

- **Safety issues** the project seek to address



Assessment

- **Visibility** to serve as a public education tool
- Live **engagement** on-site
- Ease of **monitoring** and evaluation



Cost

- Financial feasibility

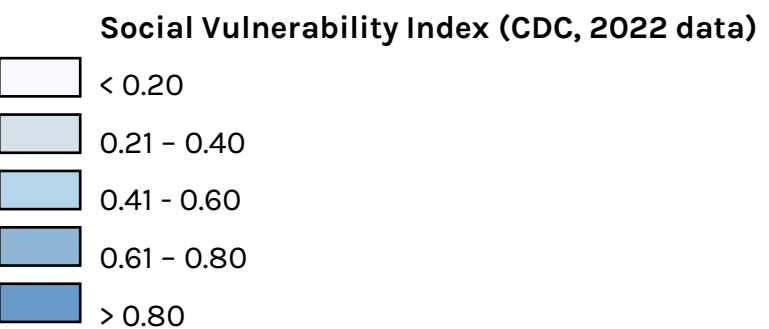
ARCATA

- Pedestrian/bike involved crashes
- Other vehicular crashes
- 🏠 Affordable Housing



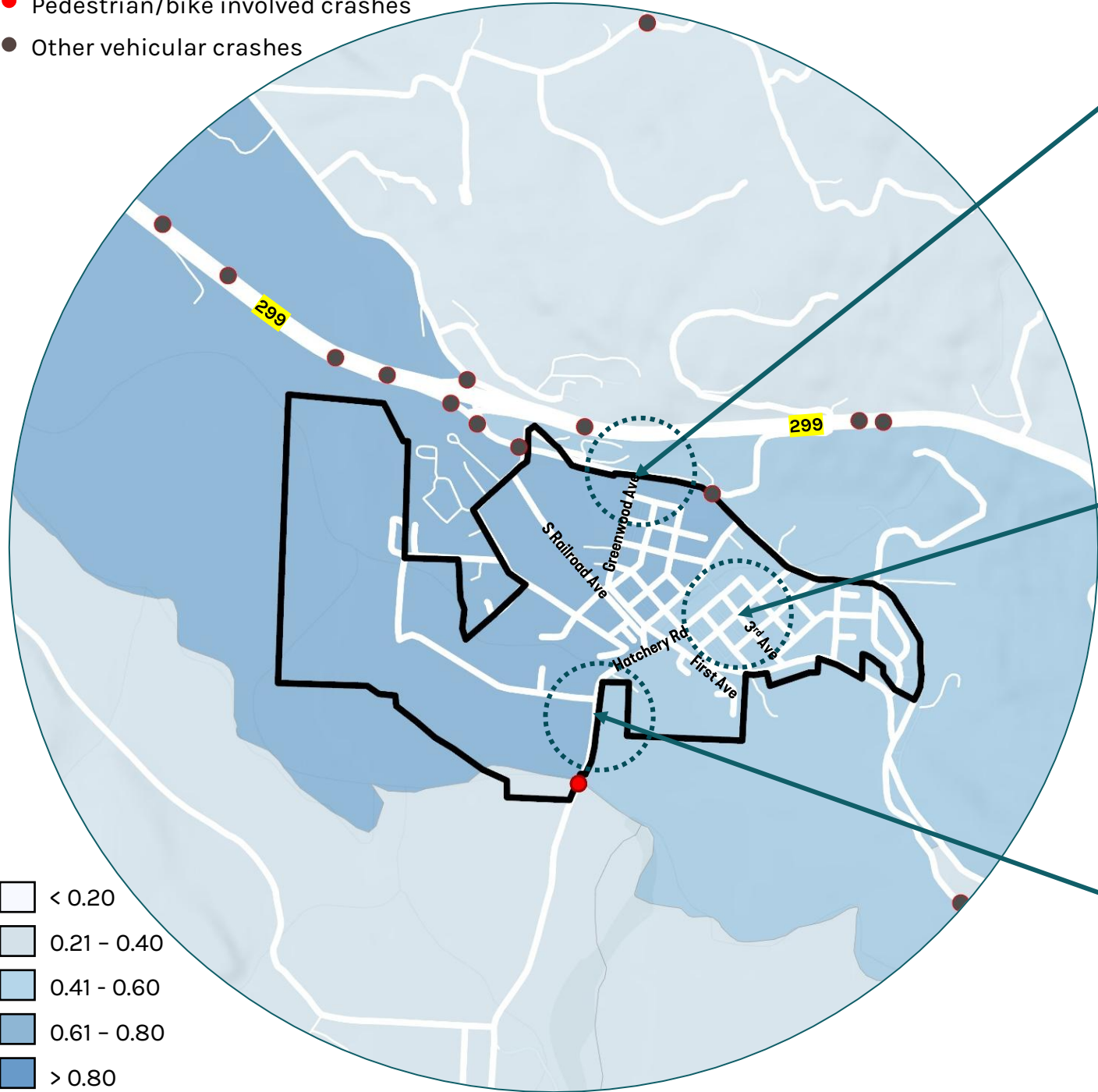
Temporary Speed Humps and Signage at 11th St and K St

- 📈 Crashes within 500 ft from the location in the past 5 years: 9
SVI Percentage: 0.61-0.80%
- 🌟 Addresses pedestrian/bike conflicts
- 🔍 Good visibility as it is on a major vehicular/bike corridor three blocks from the Arcata Plaza
Close to some affordable housing locations



BLUE LAKE

- Pedestrian/bike involved crashes
- Other vehicular crashes



Traffic Calming at Blue Lake Blvd & Greenwood Ave

- Crashes: 2
SVI Percentage: 0.41%-0.80%
- Speeding, pedestrian/vehicular conflicts
- At a prominent gateway location to the City



Roundabout at 3rd Ave & I St

- Crashes: 0
SVI Percentage: 0.41%-0.60%
- Speeding
- In a residential neighborhood adjacent to the center of the City

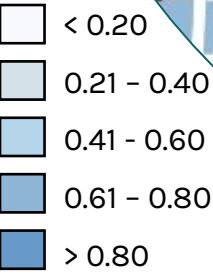
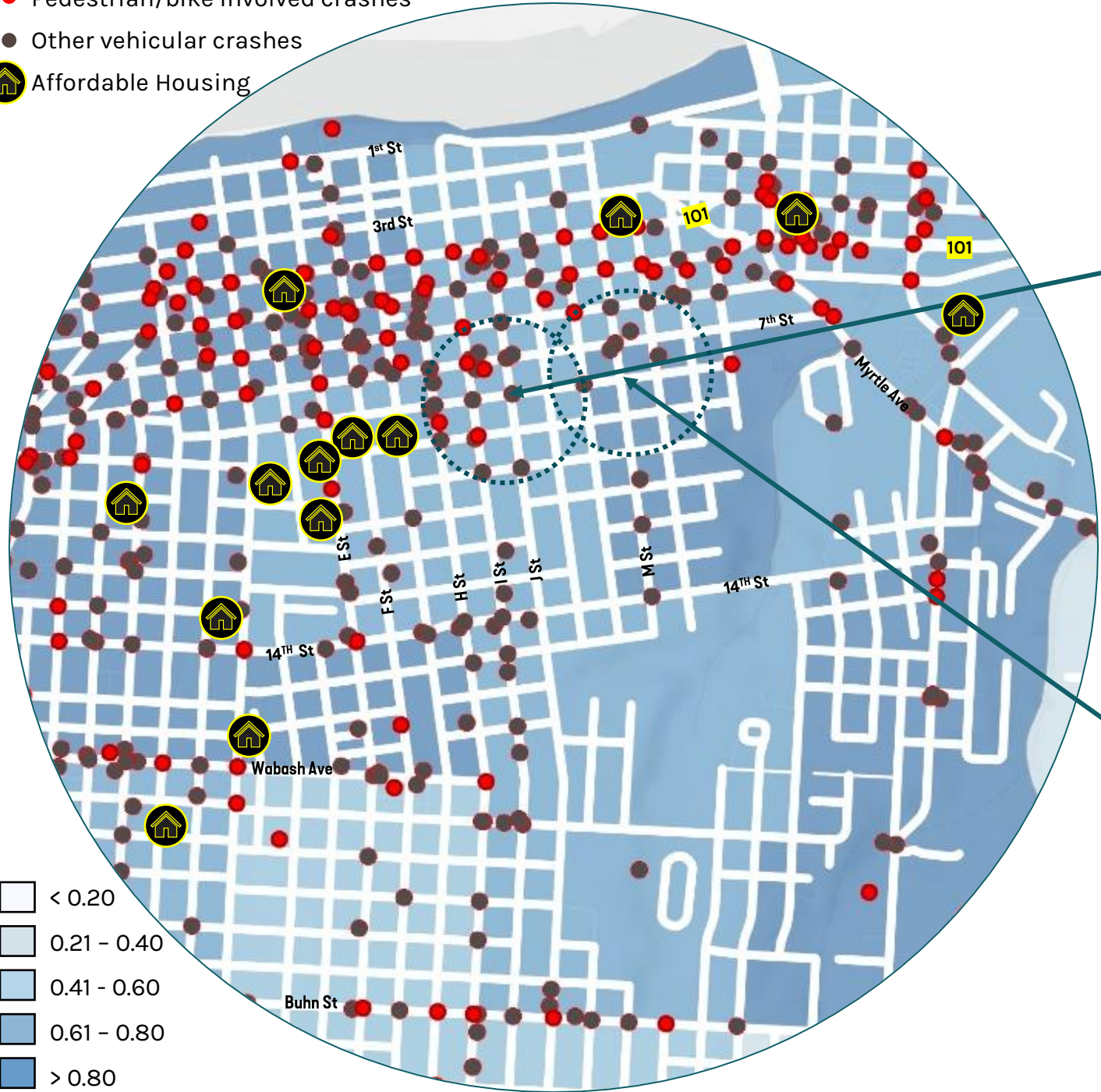


Improvement at Taylor Way & Hatchery Rd

- Crashes: 1
SVI Percentage: 0.41%-0.80%
- Pedestrian/bike conflicts
- On a major vehicular/bike corridor near the edge of the City

EUREKA

- Pedestrian/bike involved crashes
- Other vehicular crashes
- 🏠 Affordable Housing



Traffic Circle at J St and 8th St

- 📈 Crashes: 18
SVI Percentage: 0.41%-0.60%
- 🌟 Speeding, pedestrian/bike/vehicular conflicts
- 🔍 A few blocks away from Downtown
Proximity to affordable housing

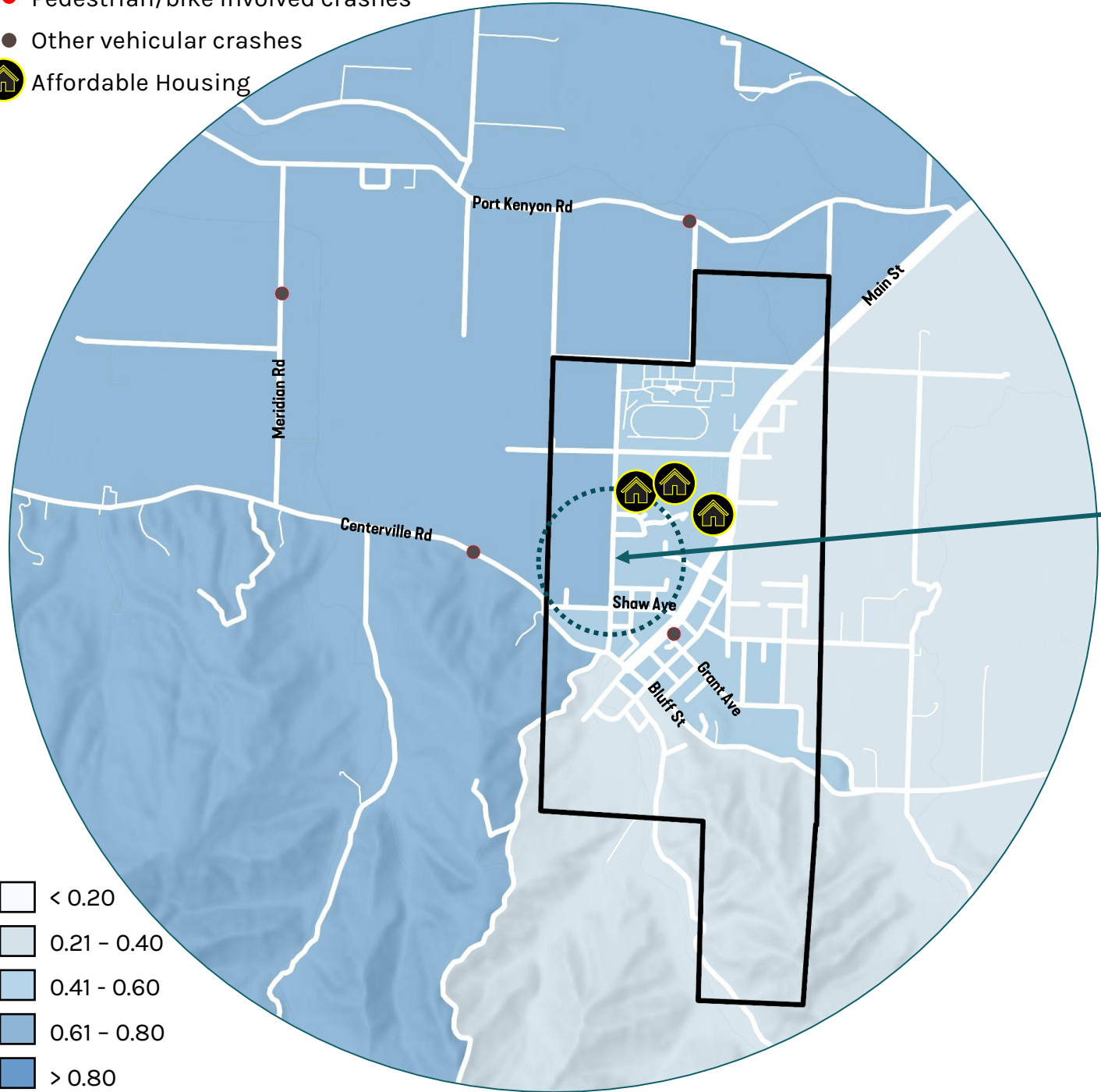


Traffic Circle at M St and 8th St

- 📈 Crashes: 9
SVI Percentage: 0.61%-0.80%
- 🌟 Speeding, pedestrian/vehicular conflicts
- 🔍 In a residential neighborhood a few blocks away from Downtown and Cooper Gulch Recreation Center

FERNDALE

- Pedestrian/bike involved crashes
- Other vehicular crashes
- 🏠 Affordable Housing

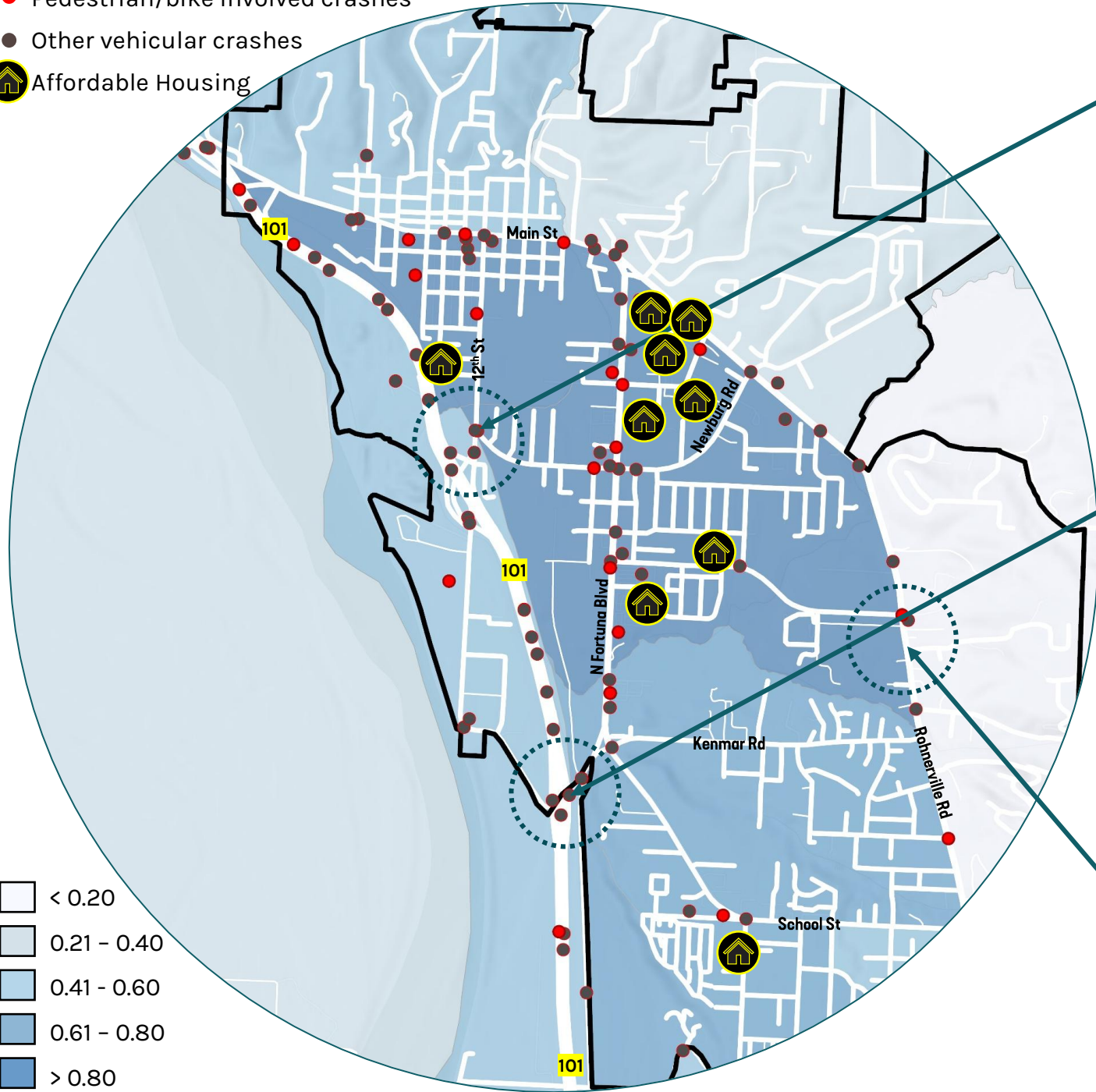


Signage & Speed Bumps on 5th St between Vannes Ave & Shaw Ave

- 📊 Crashes: 1
SVI Percentage: 0.41%-0.80%
- 🌟 Speeding, pedestrian/vehicular conflicts
- 🔍 On the periphery of the City
Proximity to the schools and affordable housing

FORTUNA

- Pedestrian/bike involved crashes
- Other vehicular crashes
- 🏠 Affordable Housing



Roundabout at 12th St and Newberg Rd

- Crashes: 5
SVI Percentage: 0.41%-1.00%
- Non-standard intersection geometry, speeding, pedestrian/vehicular conflicts
- At a prominent gateway location to the City
Proximity to affordable housing

Roundabout at Ross Hill Rd and Kenmar Rd

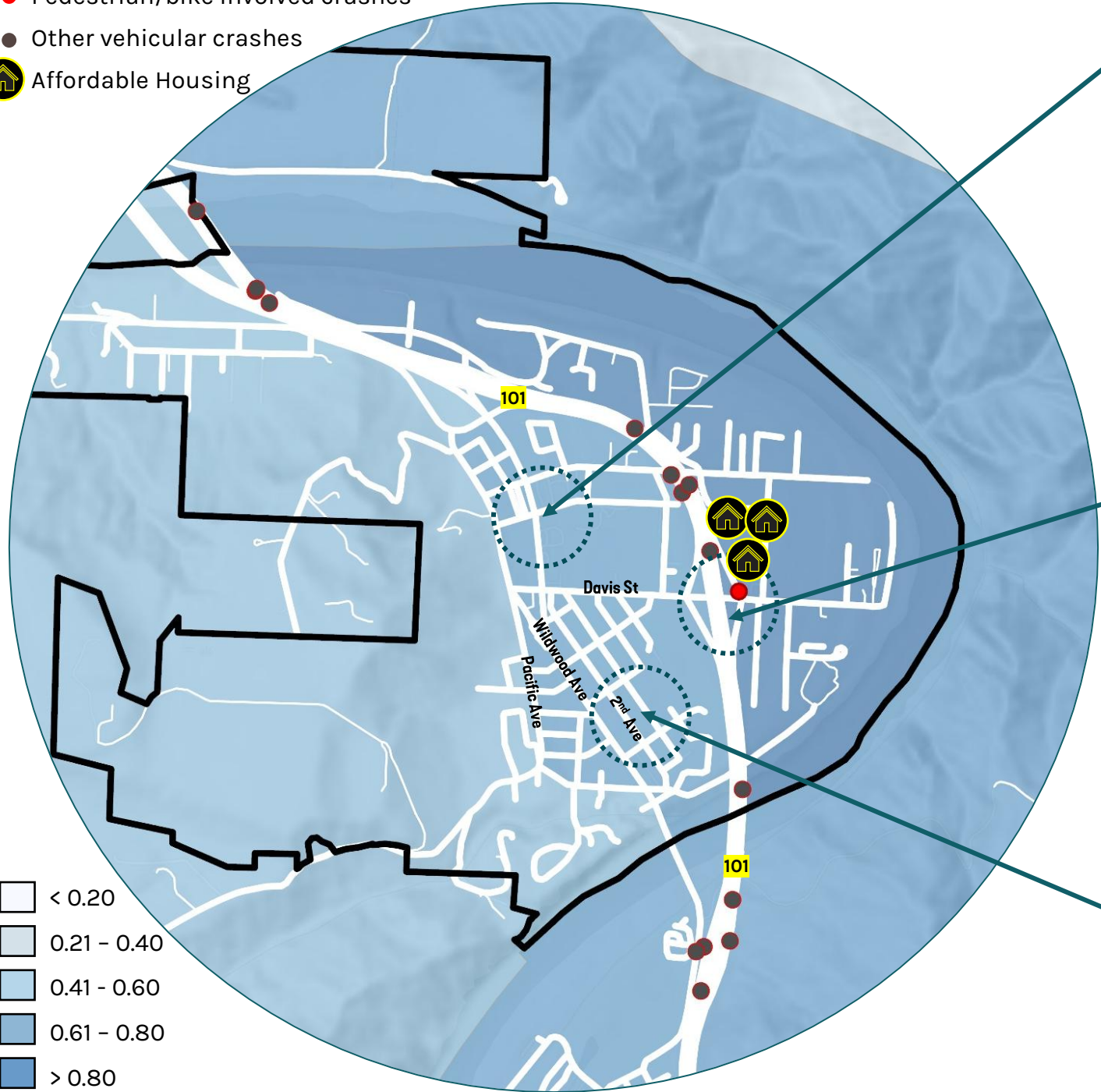
- Crashes: 5
SVI Percentage: 0.41%-0.80%
- Congestion, vehicular/pedestrian conflicts
- At a prominent gateway location to the City

Dedicated Bike Lanes on Rohnerville Rd

- Crashes: 3
SVI Percentage: varies
- Pedestrian/bike/vehicular conflicts
- On a major corridor near the edge of the City
Proximity to the park

RIO DELL

- Pedestrian/bike involved crashes
- Other vehicular crashes
- 🏠 Affordable Housing



Controlled Intersection on Wildwood Ave in Front of City Hall

- Crashes: 0
SVI Percentage: 0.61%-0.80%
- Pedestrian/bike/vehicular conflicts
- In a central gathering space in the City



Relocate the Bus Stop on the Freeway Off Ramp to a Safer Location

- Crashes: 1
SVI Percentage: 0.61%-1.00%
- Pedestrian / transit rider / vehicular safety issues
- At a prominent gateway location to the City
Proximity to affordable housing

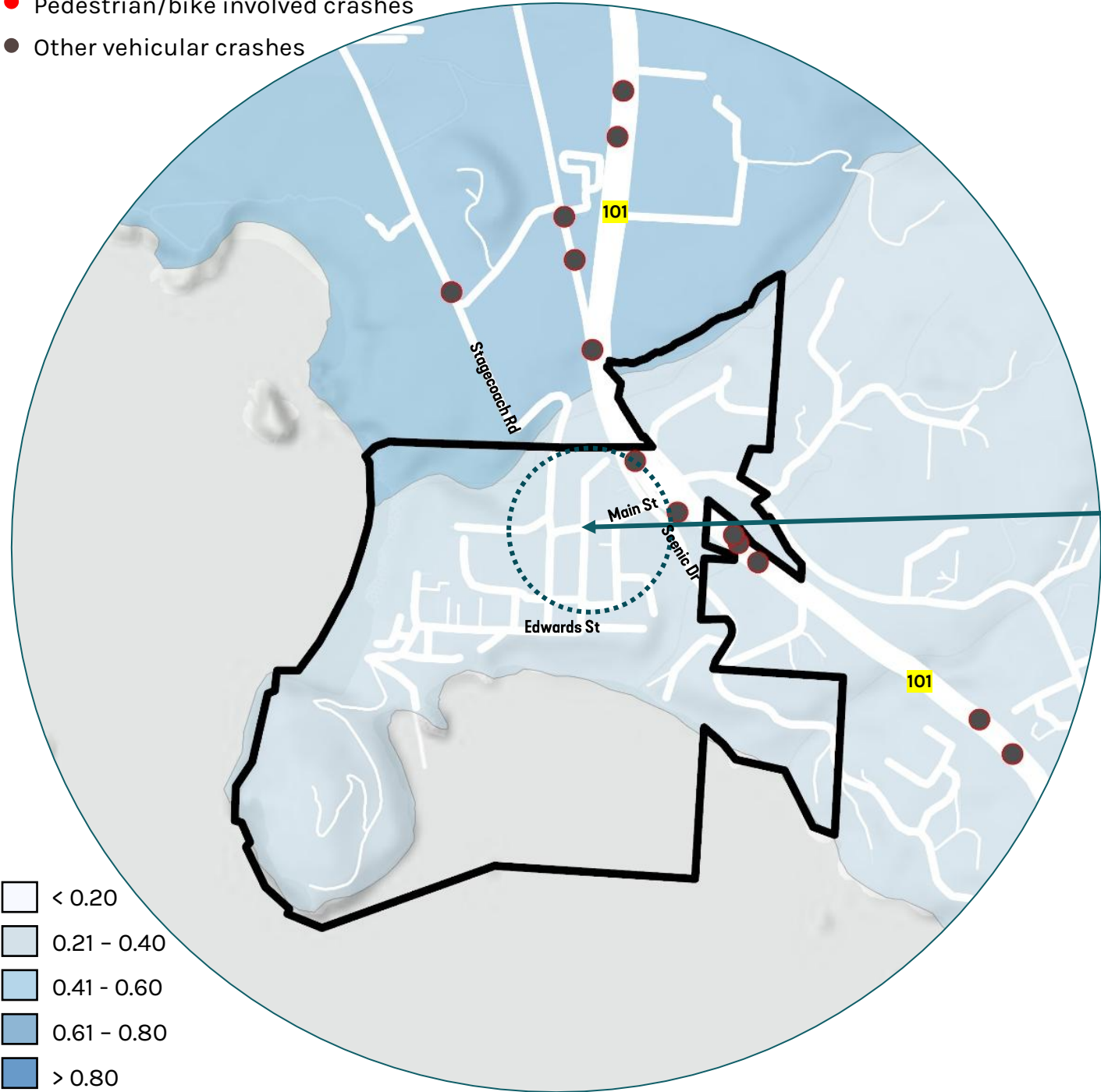


One-way Traffic Demonstration in Avenues neighborhood

- Crashes: 0
SVI Percentage: 0.61%-0.80%
- Poor access for emergency vehicles, too much on-street parking
- In a residential neighborhood to the City adjacent to the main commercial area

TRINIDAD

- Pedestrian/bike involved crashes
- Other vehicular crashes



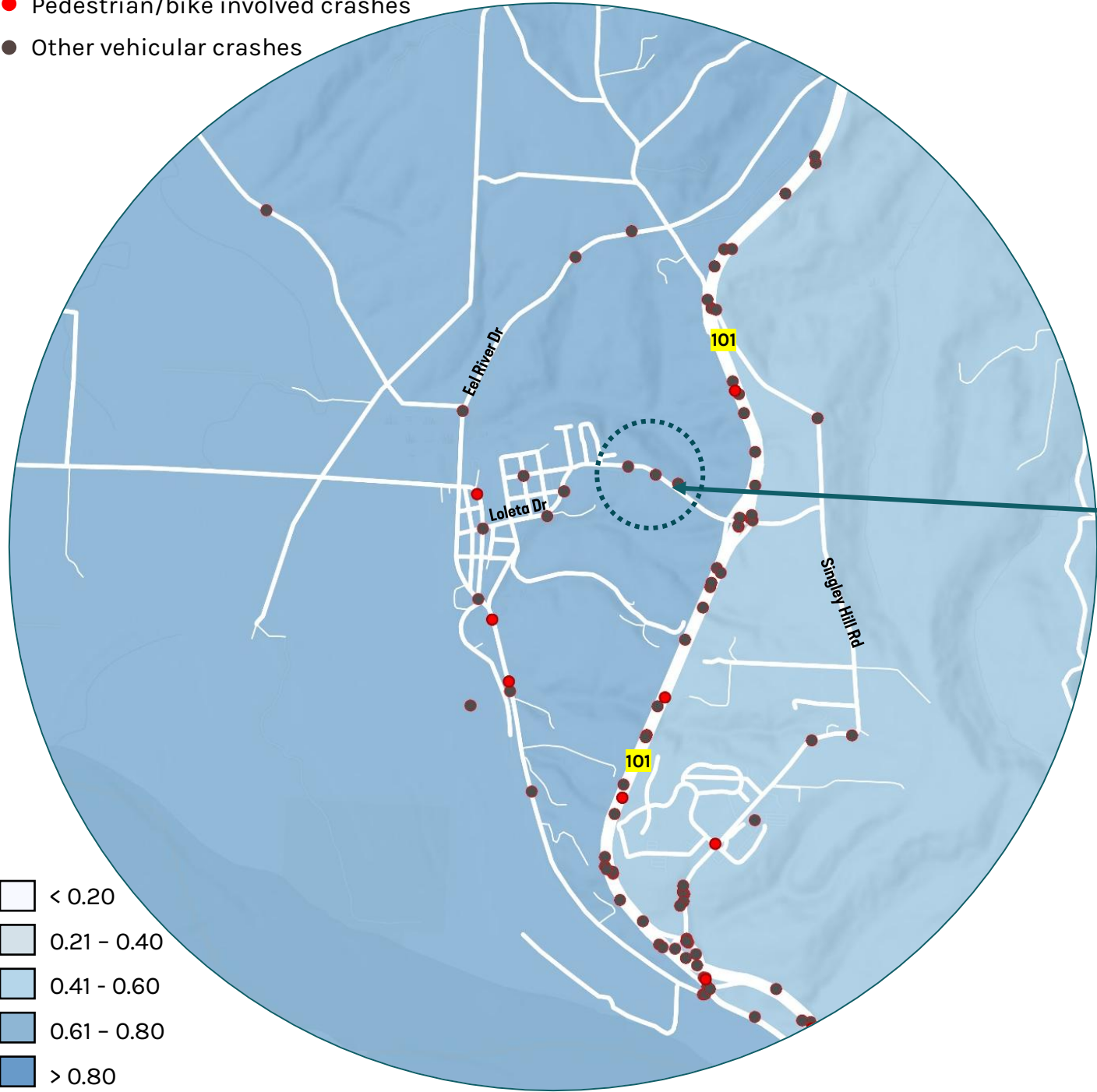
Dynamic Speed Feedback Signs on Main Street between Trinity St and View Ave

- Crashes: 2
SVI Percentage: 0.21-0.40%
- Speeding, pedestrian/vehicular conflicts
- On the main thoroughfare in the City

- < 0.20
- 0.21 - 0.40
- 0.41 - 0.60
- 0.61 - 0.80
- > 0.80

LOLETA

- Pedestrian/bike involved crashes
- Other vehicular crashes



Traffic Calming and Street Crossing Improvements near the Loleta Elementary School



Crashes: 3
SVI Percentage: 0.61%-0.80%



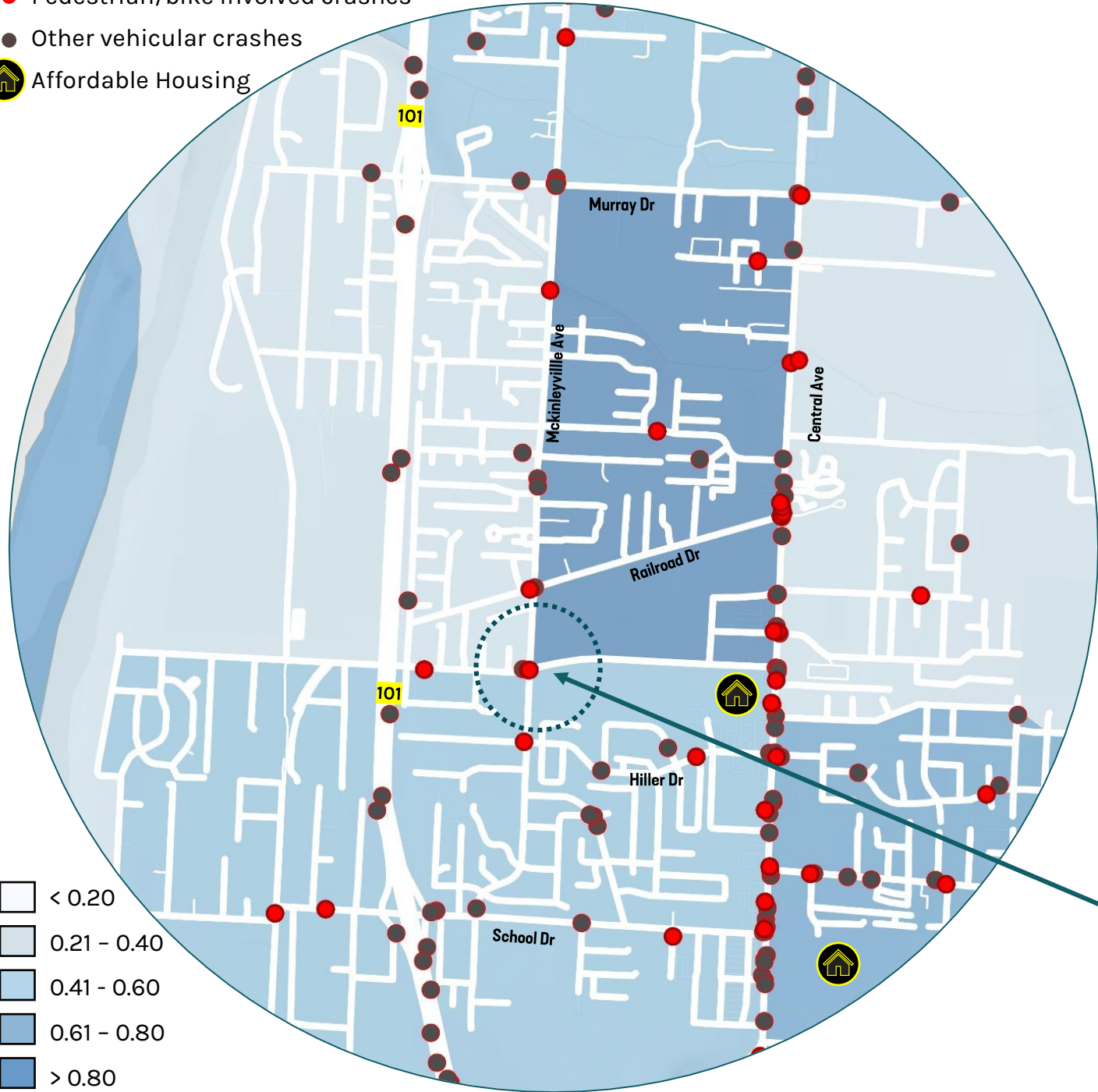
Speeding, pedestrian/vehicular conflicts, student safety



In a high-visibility gateway location
Proximity to the elementary school

MCKINLEYVILLE

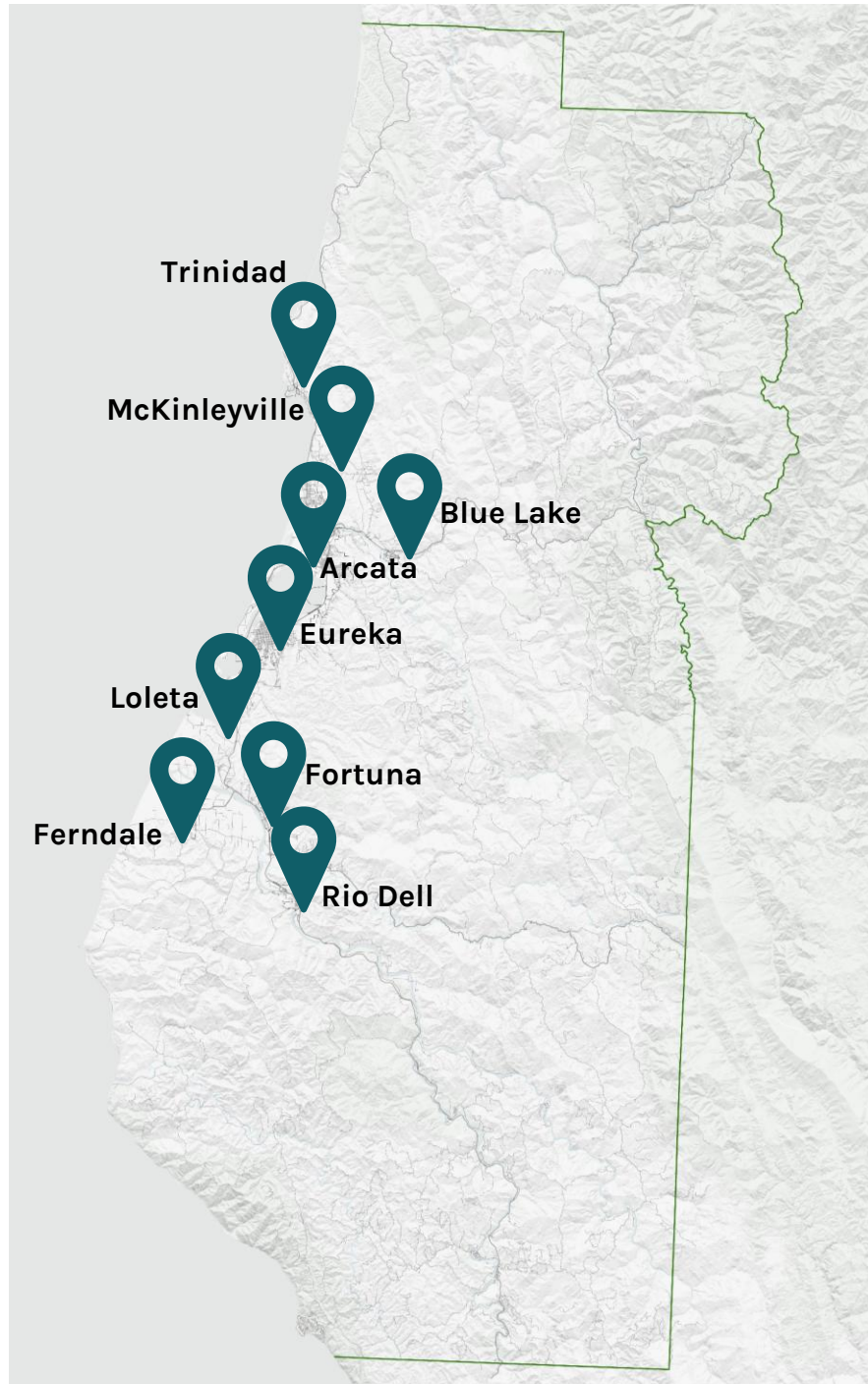
- Pedestrian/bike involved crashes
- Other vehicular crashes
- 🏠 Affordable Housing



Traffic Calming on Hiller Rd (preparation work started)

- 📊 Crashes: 3
SVI Percentage: varies
- ⚡ Speeding, pedestrian/bike/vehicular conflicts
- 🔍 Centrally located in a residential neighborhood
Proximity to affordable housing

DEMONSTRATION PROJECT CANDIDATES



Arcata

- Temporary Speed Humps and Signage at 11th St and K St

Blue Lake

- Traffic Calming at Blue Lake Blvd & Greenwood Ave
- Roundabout at 3rd Ave & I St
- Improvement at Taylor Way & Hatchery Rd

Eureka

- Traffic Circle at J St and 8th St
- Traffic Circle at M St and 8th St

Ferndale

- Signage & Speed Bumps on 5th St between Vannes Ave & Shaw Ave

Fortuna

- Roundabout at 12th St and Newberg Rd
- Roundabout at Ross Hill Rd and Kenmar Rd
- Dedicated Bike Lanes

Loleta

- Traffic Calming and Street Crossing Improvements near the Loleta Elementary School

McKinleyville

- Traffic Calming on Hiller Rd (preparation work started)

Rio Dell

- One-way Traffic Demonstration in Avenues neighborhood
- Relocate the Bus Stop on the Freeway Off Ramp to a Safer Location
- Controlled Intersection on Wildwood Ave in Front of City Hall

Trinidad

- Dynamic Speed Feedback Signs on Main Street between Trinity St and View Ave

NEXT STEPS

- Continue Data Analysis
- Continue Community Engagement
 - *Tabling Session at Arcata's Night Market this Friday!*
- Select Demonstration Projects and Start the Design and Environmental Process
- Identify Priority Countermeasures