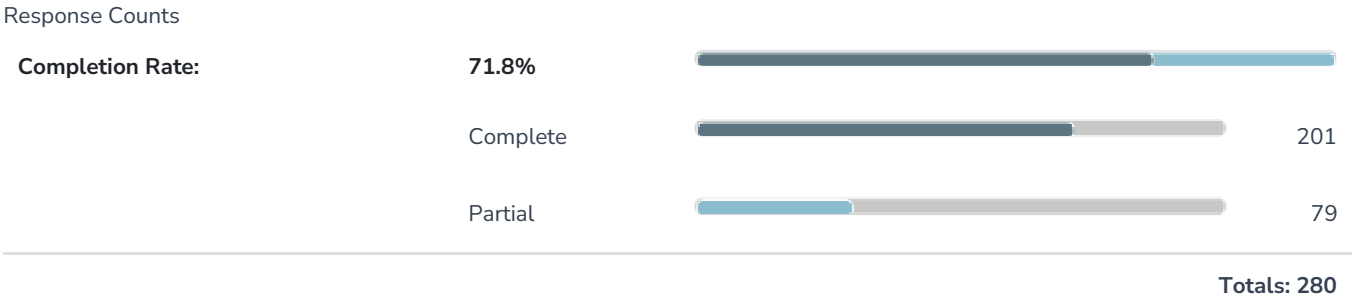


Report for Humboldt County Vision Zero Survey



1. How often do you use each of these modes of transportation to get around your community?

	A few times a		A few times a		Rarely	Never	Responses
	Daily	week	month				
Walk (or use assistive mobility device) Count Row %	129 50.0%	65 25.2%	34 13.2%		21 8.1%	9 3.5%	258
Bicycle or scooter Count Row %	26 10.2%	59 23.1%	55 21.6%		61 23.9%	54 21.2%	255
Ride public transit Count Row %	7 2.8%	13 5.1%	22 8.7%		83 32.7%	129 50.8%	254
Ride share or carpool Count Row %	12 4.8%	27 10.7%	60 23.8%		84 33.3%	69 27.4%	252
Drive Count Row %	154 58.3%	73 27.7%	22 8.3%		2 0.8%	13 4.9%	264
Totals Total Responses							264

2. How safe from traffic do you feel using each mode below in the following areas of Humboldt County?

	Urban/town center (like old town Eureka, areas around Arcata Plaza)	Suburban (like Samoa Peninsula, McKinleyville)	Rural	Responses
Walk (or use assistive mobility device)				
Very safe	82 56.6%	26 17.9%	37 25.5%	145 19.3%
Somewhat safe	109 47.0%	74 31.9%	49 21.1%	232 30.9%
Neutral	20 19.0%	46 43.8%	39 37.1%	105 14.0%
Somewhat unsafe	40 22.2%	73 40.6%	67 37.2%	180 24.0%
Very unsafe	11 12.4%	26 29.2%	52 58.4%	89 11.9%
Total				751 100.0%

Bicycle or scooter				
Very safe	23 37.7%	18 29.5%	20 32.8%	61 8.7%
Somewhat safe	81 46.3%	51 29.1%	43 24.6%	175 24.9%
Neutral	36 30.3%	45 37.8%	38 31.9%	119 16.9%
Somewhat unsafe	69 32.4%	78 36.6%	66 31.0%	213 30.3%
Very unsafe	33 24.3%	40 29.4%	63 46.3%	136 19.3%

	Urban/town center (like old town Eureka, areas around Arcata Plaza)	Suburban (like Samoa Peninsula, McKinleyville)	Rural	Responses
Total				704 100.0%

Ride public transit

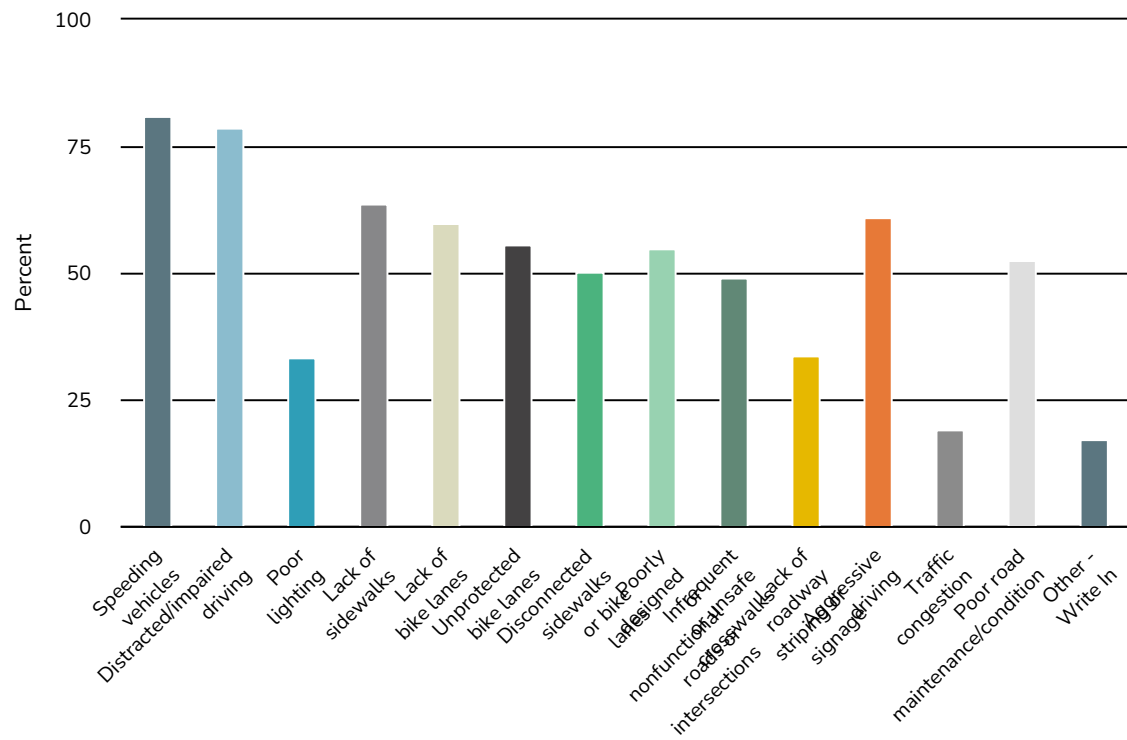
Very safe	86 39.8%	72 33.3%	58 26.9%	216 34.4%
Somewhat safe	39 32.0%	43 35.2%	40 32.8%	122 19.4%
Neutral	66 30.1%	77 35.2%	76 34.7%	219 34.9%
Somewhat unsafe	17 34.7%	11 22.4%	21 42.9%	49 7.8%
Very unsafe	8 36.4%	6 27.3%	8 36.4%	22 3.5%
Total				628 100.0%

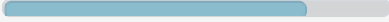
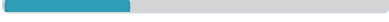
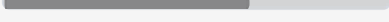
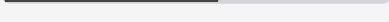
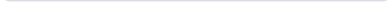
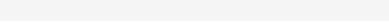
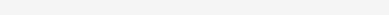
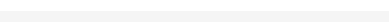
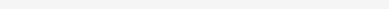
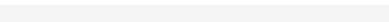
Ride share or carpool

Very safe	67 34.5%	65 33.5%	62 32.0%	194 30.7%
Somewhat safe	69 36.9%	59 31.6%	59 31.6%	187 29.6%
Neutral	59 31.4%	62 33.0%	67 35.6%	188 29.8%
Somewhat unsafe	13 32.5%	16 40.0%	11 27.5%	40 6.3%
Very unsafe	7 31.8%	7 31.8%	8 36.4%	22 3.5%

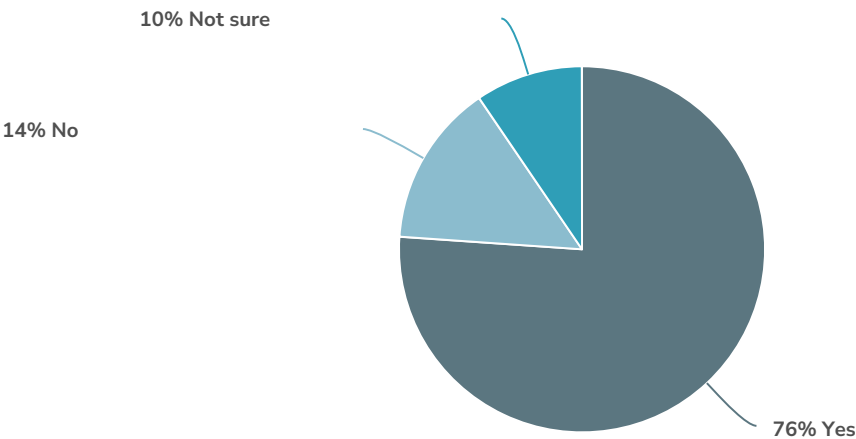
	Urban/town center (like old town Eureka, areas around Arcata Plaza)	Suburban (like Samoa Peninsula, McKinleyville)	Rural	Responses
Total				631 100.0%
Drive				
Very safe	72 33.2%	73 33.6%	72 33.2%	217 29.3%
Somewhat safe	108 36.2%	98 32.9%	92 30.9%	298 40.2%
Neutral	30 32.3%	32 34.4%	31 33.3%	93 12.6%
Somewhat unsafe	36 33.3%	32 29.6%	40 37.0%	108 14.6%
Very unsafe	10 40.0%	7 28.0%	8 32.0%	25 3.4%
Total				741 100.0%

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



Value	Percent	Responses
Speeding vehicles	81.3% 	217
Distracted/impaired driving	78.7% 	210
Poor lighting	33.3% 	89
Lack of sidewalks	64.0% 	171
Lack of bike lanes	59.9% 	160
Unprotected bike lanes	55.8% 	149
Disconnected sidewalks or bike lanes	50.2% 	134
Poorly designed or nonfunctional roads or intersections	55.1% 	147
Infrequent or unsafe crosswalks	49.4% 	132
Lack of roadway striping or signage	33.7% 	90
Aggressive driving	61.0% 	163
Traffic congestion	19.1% 	51
Poor road maintenance/condition	52.8% 	141
Other - Write In	17.2% 	46

4. Have you ever changed your route, travel time, or mode of transportation to avoid a location you feel is unsafe?



Value	Percent	Responses
Yes	76.1%	201
No	14.4%	38
Not sure	9.5%	25
Totals: 264		

5. If you'd like, please explain where and why you changed your route.

Count Response

3	Bus to northern McKinleyville is limited. Depending on how far the bus travels north on its schedule, I have to walk either .5 miles to 3 to get home.
1	101 safety corridor is still filled with fast and unsafe drivers
1	255/101 interchange in arcata. Arcata Bottoms sooo many potholes & blind turns; Eureka bridge to Samoa. No safe bikelane and lots of debris in the road.
1	Airport Rd in McKinleyville, as well as Central Ave going north from the town center, are roads that I avoid on my bike. Poor condition of roads/no shoulder
1	All over depending on conditions
1	Around Arcata High School and Alliance Road when the school is letting out
1	Around rain season, I find myself not taking Eel River Dr. as there is always potholes and I've seen a car stuck in a sinkhole before as well.
1	As a walker, I avoid roads with no sidewalks or crosswalks; busy roads such as 101 through Eureka; and roads where drivers are encouraged to speed because of wide lanes, few stop signs/lights, and no traffic calming features. Or I drive. As a driver, I avoid blind intersections that are often blocked by street parking or the orientation of the road. Del Norte and H is a prime example of both issues.
1	Avoid driving in Eureka at night, especially Broadway. People wander across the highway at night (often not at xings) in dark clothing. Often drive along Front/1st St to V St in Eureka to avoid Broadway, or use 7/6 Sts.
1	Avoid heavy traffic areas by using alternate routes
1	Avoid walking or biking on highways at night. Avoid travel if possible when raining heavily or icy.
1	Bayside route to Myrtle & Samoa area No bike lanes or small lane to ride in
1	Bicyclist that traveling bike lanes the way there to sign today or ask him to get hit. There needs to be a physical barrier between moving traffic and bicyclists.
1	Bike lanes are not always available, so I may take longer routes that have less traffic. When motorcycling, I often opt for backroads too in order to avoid traffic and minimize unsafe conditions (intersections and ramps)
1	Broadway Eureka at lunch time.
1	Broadway is VERY CONGESTED
1	Cross at traffic lights to be safer
1	Crossing 101 to get into old town on foot is not my favorite thing. Particularly in bad weather. I often drive. 5 minute drive vs 20 minute walk. I would prefer to feel safer walking and try to walk when I can.

Count Response

1	Crossing 4th or 5th street or Broadway in Eureka
1	Cycling on Harris, Henderson, or Broadway. Those streets alone make me drive half the time due to safety concerns. I would ride my bike in southern Humboldt if there was a bike lane on Briceland Thorn Rd. This would be a huge tourism boon for our area as well as increase methods of transportation for poor rural families.
1	Daily I ride my bike onto the sidewalk in order to avoid biking through the roundabout at Union Street and Old Arcata Road/Samoa. I also regularly go out of my way to avoid biking over the Samoa-101 overpass.
1	Dark & wet conditions on Broadway. Worried about not seeing pedestrians in dark clothing.
1	Day Versas night
1	Del Norte and Koster intersection. Kenmar and Dinsmore intersection
1	Driving car where bike lanes & trails aren't available.
1	Driving into Redway. Will bypass the Redway exit and go to Garberville due to the homeless living in the woods there as you enter town.
1	Especially the 5th St bus stops at N and K feel sketchy with rough bus stop condition and often people "camped" there and others walking around, sometimes they can feel intimidating. Not always, but enough I don't always feel good about being there. I often feel unsafe trying to cross Alliance or LK Wood in Arcata. In Arcata roads are narrow and if I can't go via the bike path I walk the bike to avoid cars driving unsafely near me.
1	Eureka: Broadway (safety), 4th Street (safety), 5th Street (safety), Myrtle (road condition), N Street (road condition)
1	For non-motorized routes, particularly with walking, lack of sidewalk or separate facility on high volume roadways is a nuisance that I prefer to avoid.
1	Frequently will walk an alternate way which is longer and harder just to avoid speeding traffic, particularly at certain times of day.
1	From Myrtle ave area to downtown through the trail behind target but early the tydd street senior center feeds homeless and they have unleashed dogs and they act sketchy. Also unhoused live on that trail every where. A lot of them being men.
1	Harris and Henderson streets, Broadway, all for safety to not get hit. In rural areas I drive as much as possible to avoid getting hit, there are zero sidewalks or bike lanes in most of south county (south of Rio Dell).
1	Harris and I in Eureka needs a stoplight. So so so many accidents.
1	Have to go back to a driveway when there is no curbcut on a corner with the power wheelchair, or a few places where brush and dirt have slid and covered the sidewalk, lower Henderson at Broadway crosswalk by mall. I avoid Broadway as much as humanly possible with all the bicycle pedestrian and wheelchair fatalities.
1	Heading west on Samoa over the 101 is a most direct route. But I go out of my way to take the switchbacks up to Seventh to cross there.

Count Response

1	Heavy, fast traffic Suspicious persons.
1	Herrick Ave near golf course and Pine Hill elementary school. Traffic drives too fast past Vance avenue. We need speed bumps there Glen street near highland park. All of the intersections along Glen scare me. People race down that road so fast and the curve of the road and large parked vehicles impair visibility
1	I always change my route to avoid going over the Samoa overpass in Arcata, even though it makes my bikeride longer. Unfortunately that makes the intersection of 7th and F unavoidable, and the new bulb-outs (and lack of new red curbs) make that intersection less safe for bikers.
1	I always choose to ride on the Peninsula when traffic is light; IE after folks are at work: 8:30 or later. Never between 5-6
1	I always take the Samoa bridge between Eureka and Arcata when driving because people drive over the speed limit and the turns are dangerous on the Safety Corridor(101).
1	I am constantly choosing walking and biking routes for what feels safe.
1	I avoid MANY intersections in the creamery district because the intersections have terrible visibility and fast cars. (Along 11th and K) When I walk in my neighborhood (Bottoms) to downtown I always feel unsafe crossing Janes. PLEASE put in crosswalks!! I see children and their families crossing that road every day to get to and from school and it's dangerous! There also need to be more speed limit signs - preferably the kind that show your speed because people drive too fast!
1	I avoid busy streets if I can easily get there using less busy streets. But then these often do not have crosswalks and things like that. I would also say that if certain places have high volumes of unhoused people I do find myself on edge and will avoid those areas. I do not think all unhoused people are people to fear, but also I am aware that it impacts how comfortable I feel when walking or biking. I think helping these people is definitely a priority, but probably not in the scope of the work you are doing. Though I do think it impacts the likelihood of others to choose to walk and bike, because it does affect how safe people feel.
1	I avoid driving on the 101 in the corridor and avoid using my wheelchair without a standing individual with me in any other times of travel.
1	I avoid numerous areas both within the city of Eureka and especially in the rural area I which I live. The main problem I observe is that everyone is driving far too fast. You need to review those roads that have had accidents, repeated accidents and fatalities and install speed bumps with crosswalk like paint and flashing lights. Speed bumps are a highly effective form of reducing speedsters. Humboldt Hill Road is particularly dangerous in that every car on that road speeds far in excess of the posted speed limit of 35. Most cars drive over 60 miles an hour on Humboldt Hill Rd. The primary reason for this is a lack of enforcement of the law. A house on Humboldt Hill Rd was crashed into by a drunk driver in 2019 demolishing the house and killing the owner and severely injuring his wife. Speed bumps, more traffic stop signs/traffic lights are needed.
1	I avoid the sunset exit in Arcata on both biking and driving, I avoid the 101 north bound from eureka to Arcata because of the cone zone exiting eureka, as well as the sketchy exit entering the freeway at indianola and the Bayside cutoff; I avoid biking on samoa and old Arcata due to safety; crossing the 101 in eureka at any point on bike; the terrible I st intersection in eureka; driving on 7th and 8th st in eureka due to low visibility for drivers perpendicular to it; crossing samoa on bike to get to the marsh; there are more instances but these are the first that come to mind.
1	I bike from Humboldt Hill Exit to work and I take the Bay trail to avoid the 101 North through Eureka.

Count Response

1	I change my routes to use protected bike lanes more often especially during high traffic times
1	I changed my route to get away from unsafe drivers. Even though it takes a little bit longer.
1	I chose to move my bike ride a block west when a bear crossed my path at Manzanita and H. Figured better safe than sorry. I'm still officially Team Bear though - just want to give them some space.
1	I do this constantly when biking or walking
1	I don't bike down 11th in Arcata because it is too small to accommodate bikes and cars. I take 10th but even that is riddled with unsafe crosswalks, no designated bike lanes, sporadic lighting and really clueless drivers down K (when trying to cross to get into the Plaza area.)
1	I don't drive the safety corridor anymore due to the amount of accidents and distracted driving. The new trail has made biking safer though. I also don't feel comfortable biking on any roads in Humboldt due to distracted or aggressive driving.
1	I don't like to ride on 11th in arcata because there is no bike lane and I never use Soma to cross the highway on Bike because of the cross traffic with people getting off the highway. The bike lane on west end road disappears after a while and there is often gravel on the roadside unsafe for bikes (with lots of large truck traffic). I would like to be able to ride to Manila/Sonia and go to the beach but it doesn't feel safe with the small bike lane and fast traffic. A divider between the road and bike lane would be nice.
1	I don't like when there are no streetlights and I have to cross two lanes of traffic so I try to use streets that have lights
1	I don't use the H and I Street bike lanes as much because they end at 5th Street and there is no protection for bicycles.
1	I don't want to walk or bike on a shoulder of a road that I can't fit all the way on that close to cars going so fast. I'll change my route to be on a road with less traffic or a bigger shoulder/bike path/somewhat protected bike lane
1	I drive to work or ride share because there are no safe or reasonable options for me getting here. There are many places in the county that are inaccessible without a car. Having a corridor like the bay trail will be game changing, but without connectivity it is likely not much more than a recreation trail when in reality it has tremendous potential. I would hope for more protected bike lanes in eureka, arcata, and mckkk.
1	I frequently change my route when walking my kids to school on Union St in Arcata. There are a lack of sidewalks, speeding cars, and poor visibility over hills. We walk several blocks out of our way for a safer route. Union Street is a major pedestrian route and a dense residential area, but it does not feel safe for pedestrians or bikers. Cars go way too fast on this road. There is an elementary school and Cal Poly here, and a lot of pedestrians. In general, Union St, 11th St and 7th St in east Arcata are all major pedestrian AND traffic routes. This is a bad combination. Cars go way too fast on all of these roads, and sidewalks are missing in many sections. We live just a few blocks from downtown, but I don't feel comfortable walking with my small children down these routes. Placing barriers between the sidewalks and roads, speed bumps or other measures like this would go a long way to making these highly used pedestrian routes safer and friendlier for everyone. I feel very stron
1	I frequently go across the street (and then back again) because there is no continuous sidewalk on the main road near my house. Also, I frequently take a longer, but safer route to get downtown on my mobility scooter instead of the most direct route. There is also one particular intersection that I wish I could avoid, but can't.
1	I live and walk in Old Town & I try to walk in the early morning before the businesses open to avoid the traffic they bring.

Count Response

1	I never go down 11th on my bike in Arcata because it's very narrow and people are bothered by bike riders. I do not go down South G due to the terrible bike lanes.
1	I no longer bicycle where I have to go on 101 because the cars are too fast and there is trash in the minimal bike lanes.
1	I no longer bike on Old Arcata/Myrtle.
1	I no longer commute by bicycle, and walk instead, due to multiple near-misses at the same location (west side of the pedestrian bridge over hwy 101 in northtown Arcata) because I can stop faster when walking than biking
1	I no longer take H St on my daily commute, because of the bike lanes. They are still confusing to me and I am always concerned that if there was a biker there I would not see them. Also, I avoid driving near the Eureka Muni Golf Course. The already narrow and difficult road was made all the more exceptionally stressful by adding bollards all throughout. I think the constant damage and scraping of these poles is evidence it was a poor choice on this road. I hate driving through there.
1	I often avoid riding my bike through the main streets of Arcata where there are no marked bike lanes, or busier roads such as Samoa drive
1	I often avoid the intersection of Harris and I in Eureka because it is very poorly designed and unsafe. Folks are making an unprotected left turn while others are going from a one way to a turn lane. And bicyclists coming East on Harris have to swerve across traffic twice if they want to turn left onto I Street and take the new bike lanes to old town. I'd recommend turning it into a roundabout with a dedicated, protected lane for bikes.
1	I prefer using back roads to main roads due to distracted & speeding drivers.
1	I refuse to bike on Samoa Blvd in Arcata. If going to Sunnybrea I take a detour by going up to the police station, and past the community center.
1	I regularly avoid 4-way intersections as a bicyclist and sometimes as a pedestrian, because of drivers turning and not paying attention. I especially avoid the intersections with lights as a bicyclist since drivers seem to be more aggressive around those areas and the ones with weight sensors require me to move off the street to push the crosswalk button when there are no cars going that direction. I also avoid H and I streets in Eureka during rush hour. The bike lanes don't feel safe to use with the amount and speed of traffic on those streets at that time, even though I could take those streets on my way to and from work.
1	I sometimes take a longer route or make other travel modifications to avoid a dangerous intersection near my home in Eureka.
1	I take city streets when possible. Merging onto 101, for instance, seems hazardous.
1	I take controlled intersections if possible even if there's slightly out of the way especially when crossing 101 or 6th or 7th
1	I take longer routes or leave early to avoid traffic when using a bike. I have stopped walking from the mall up the hill to get home due to traffic and nearly being hit by cars, I now take the bus up the hill.
1	I temporarily stopped biking between Arcata and Eureka between when Caltrans Indianola interchange work began and when new bike trail opened. Riding on 101 feels unsafe with the construction rerouting of traffic.

Count Response

1	I try to avoid Alliance Rd. on a bike in Arcata because people drive too fast and the e bike lane in places is not clearly marked or really narrow. It makes for a longer trip
1	I try to avoid Broadway
1	I try to time my driving, biking and walking to avoid commuting times
1	I used to only drive on 101 between Eureka and Arcata but I've been using Samoa highway more often because it feels slower and safer with only one lane each way.
1	I used to take Samoa Blvd coming into Arcata but using Sunset seems a little safer although I see a lot of stop sign runners in that area.
1	I was taking the water front home from the Carson mansion area to my house off W Hawthorne and I stopped because too many people would pass me unsafely even though my e-bike exceeds the speed limit of 25mph. Now I ride through town in more circuitous way.
1	I will avoid H and I in Eureka. With the new lanes some people are just really unaware of how to use them. I'd love to avoid the long stretch of Buhne from Spring to S, a lot of bicyclist do not stop at the 4 ways but I have to drive it to get to work. Also the crosswalk lights surrounding the high school are not really used by the students. They choose to still just walk out into traffic. Instead of letting us drivers know they are there by simply pushing that button
1	I will avoid biking on certain streets where cars speed and get too close to bikes: Samoa Blvd, Eureka Bridge, 4th/5th/6th/7th street in Eureka, and Broadway specifically
1	I will avoid certain areas like south g street in Arcata due to unsafe driving/ speeding. Also the 255 interchange in Arcata, Broadway in eureka
1	I will never ride my bike over the samoa bridge again. I pretty much completely avoid samoa because the bridge is so dangerous.
1	I work in old town and I often have to walk between offices and I often DO NOT feel safe and fear for my safety. Our employer cannot provide us with pepper spray so I often choose to drive instead of walk.
1	I would like to walk more often but if it is at a high traffic time and there are no sidewalks, I often avoid the route. Also, if there are no bike lanes. This is in Central Avenue in McKinleyville, Fieldbrook Road, Murray Road, Dows Prairie Road
1	I would love to ride to Arcata from Blue Lake via East End Road, and to McKinleyville via North Bank Rd. but nope!
1	In Arcata and Eureka, when cycling, I choose routes that have protected bike lanes, separated class 1 trails, and/or are low traffic volume/speed. Similarly, when walking, I drive to the outskirts of Old Town or areas near the Arcata Plaza, and then I walk from there since those areas have slower traffic speeds and more infrastructure designed to accommodate walking/biking. When driving, I also avoid certain intersections like the yield when turning onto Broadway/101 from 14th Street, and I generally try to avoid 101 in Eureka due to congestion and lack of pedestrian/cycling infrastructure that makes it difficult to drive and avoid conflict.
1	In Fortuna I routinely change my route through town to avoid going westbound on Newburg Road at the 12th Street intersection
1	In areas that have unprotected turns, I'll take longer alternate routes to have protected turns.

Count Response

1	In eureka I try to find main routes to drive as crossing intersections on small roads feels unsafe. I try to walk and ride as much as possible only on trails separated from roadways.
1	In the winter, when it is dark and sometimes wet, I often drive rather than bike in part because I don't feel safe in the low visibility conditions.
1	Intersection of 10th and K streets in Arcata - 2 way stop and unsafe to cross or turn at peak hours. Needs to be 4 way stop (or have other 4 way stops on K St)
1	Isolated or homeless areas b/c drug use & mentally unstable people. Bike route bridge between McKinleyville & Arcata b/c feels unsafe and isolated. & sketchy people. Generally, I have children and don't feel safe, walking around many places in Humboldt County alone, or with my kids without having a taser or a man with me. I've encountered too many mentally unstable people, our county has the number one drug rate in the entire state, and we need to get that situation under control for people to feel safe. Other routes have lots of traffic and feels unsafe b/c no safe route w/ kids. Also the public transport often comes 10 mins early and sometimes not at all, and ppl are super sketch. No thanks, not with kids if I can avoid. Also, dows prairie school has no safe bike route. We would bike, but it's flipping a death coin.
1	It is hard to travel between Humboldt towns by bike.
1	Just riding a bike through Fortuna presents a long list of challenges in thinking, regarding the safest route due to lack of bicycle accommodation.
1	Lack of safe walking or biking routes out of and within Manila requires driving.
1	Main thoroughfares in Eureka are deadly
1	Many areas where there's walkers and bikers , Bikers have no respect to yield to pedestrians almost daily in hit. As a driver same issue . Bikers have little to no respect for laws, pedestrians or drivers. I often avoid high bike areas. Arcata is bad for this but so are parts of Eureka. Would take public transportation if it came where I live.
1	Many places, too many to list. It's very common to look for paths along less busy side streets that avoid main thoroughfares.
1	Most often this is when I take side streets on my bicycle in order to avoid busier routes, like 4th & 5th Streets in Eureka, for example, that lack shoulder and/or bike lanes.
1	My cycling routes are always determined by level of traffic and protective infrastructure that's in place.
1	On bike Avoiding Broadway, 4th, 5th, H street, I st and other major artery where cars are driving too fast and don't know how to interact with bikes.
1	On my bike, I will take a longer route if it feels safer (less traffic, bike lane). Not wanting to travel on Harris in Eureka because there's often accidents, going through the neighborhood instead unless it's rush hour.
1	Previously I took 101 S from Arcata to Eureka during commuter traffic 7:45 am and 5:15 pm Now I try to take the 255 as often as I can Due to several fatal crashes on 101S during high traffic times, I try to avoid the route altogether. There are not always proper warning signs about the impending road work on the 255 which results in needing to turn back around out of traffic and return to 101S and start again, causing delays.

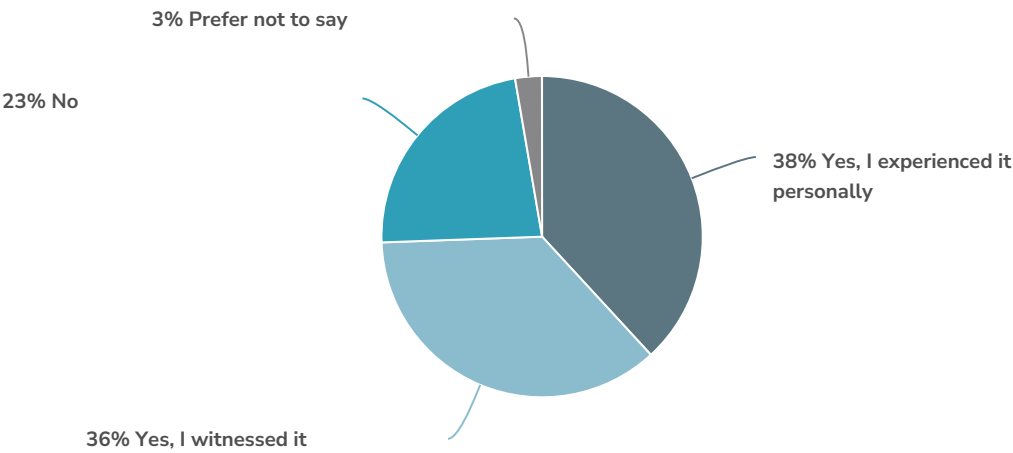
Count Response

1	Recently purchased a small displacement motorcycle to commute to work instead of utilizing my truck and using the highway.
1	Samoa Blvd. to Sunny Brae or to Eureka would be faster and more scenic but too dangerous.
1	Some roads in Eureka have been under construction and they haven't been safe for traveling by bike. When I drive, I try to use roads with controlled intersections, especially in Eureka, because sometimes visibility is terrible. I frequently change routes when I ride my bike to travel on streets that are less traveled or have better bike facilities or better surfaces.
1	Stop lights.
1	Streets are too narrow in Arcata, especially with all of the cars parked along them. Indianola cutoff and Bayside cutoff are terrifying.
1	Streets that are affected by construction.
1	Sunset exit Arcata, especially to turn left. Actually, that whole intersection I try to avoid bike, walk, or car.
1	Sunset/101 interchange in Arcata
1	Taking H&I to avoid the chaos of Broadway.
1	Taking a walk from up Patrick's Point down to the town of Trinidad. Along Patrick's Point drive is very dangerous. Car sometimes wreck off for the 101 wrecking the fence and writing down into the Patrick's Point drive road. As well as speeding cars on the road low visibility and very poor and inadequate walking alongside the road. The bend as you were coming up from Trinidad going north and it's low visibility right next to that RV and boat storage unit place. It's very unsafe and cars frequently speed and are reckless. Sometimes I walk down Anderson and stagecoach to avoid walking Patrick's Point down into town. As it's a much nicer walk with lower traffic speeds but still very poor visibility for walkers and lots of corners sharp turns with often overgrown shrubbery.
1	The central Ave south to 101 south in McKinleyville. Dangerous. Also all of the 101 through Eureka. Poor driving and poor visibility of pedestrians
1	The people of redway have no safe walking access from the top of town to redway beach which is the town swimming hole. Kids are forced to walk on non existant shoulder of a tight road
1	The section of West End Road from Spear Avenue to Alder Grove Road has no sidewalks, and vehicles speed on it. My walk to work involves having to walk on the shoulder of the road. There is no bus route to cover this commute at the times of day I begin and end work, so instead I either drive a car or ask my roommate for a ride to and from work.
1	There are several intersections where it is impossible to see if there is oncoming traffic to cross (driving) and lots of places where I adjust my walking route depending on time of day/traffic.
1	To avoid Broadway
1	To avoid areas with no shoulder. Avoid 101.
1	Too dark, heavy rain, rush hour, construction, etc...

Count Response

1	Too much traffic, poor visibility, narrow windy roads.
1	Trying to cross Harris between Henderson center and Myrtle town is a nightmare, with ONE crosswalk at Harris and K that cars don't even stop at with the lights.
1	Union Street Roundabout-avoid it Bayside road-cut back the vegetation 7th and K street is impossible to cross. Then you can't even access the bike path Always avoid Alliance
1	Union in Eureka on the way to charter school off of Meyer, from downtown, bike lane ends and traffic is fast with nowhere to get out of the way if a vehicle veers. Alternate route is long and convoluted.
1	Upcoming visit to county courthouse. There's no safe place to park my bike, and I hate riding in Eureka, so I'm taking the bus from Arcata instead of riding on the Bay Trail.
1	Use Jackson Ranch Road instead of 255 from V to Jackson Ranch. Use 10th instead of 11th street in Arcata. Avoid 7th street in Arcata. Using Arcata Pool at different times to Avoid drop off times at Arcata High School .
1	Walking between Union Street Charter School and the marsh - I wouldn't travel along Samoa, I have to go up a steep hill and around. I prefer walking and biking when there is a separate sidewalk or trail from traffic, especially when with my kids.
1	We are in Arcata in Valley West. There are 2 round abouts on Giuntoli with highway access off between us, my kid's school and the rest of Arcata. Neither side is easily manageable for walking/ biking adults and even more risky for children.
1	We avoid I-80 when we go to the midwest because there's too many semis.
1	When driving in Eureka, I take other routes to avoid unsafe intersections
1	always tailgated on the Herrick/golf course road - I've gone miles out of my way to avoid driving it
1	cant get to work on transit or by bike. i have to drive.
1	construction
1	longer route for less traffic
1	poorly maintained roads when driving and poorly maintained sidewalks when walking
1	rural HumCo where roads are in fair to poor, we just avoid or try to stay on State Highways when possible
1	taking side streets to avoid busy streets that should have more crosswalks.
1	westbound 299 merge to 101 northbound Even with improvements, there's just too much congestion and too little room to safely maneuver. Also on the 101 northbound in Arcata, stay to the left between 14th and 299 off ramp because of unpredictable merging traffic which simply forces their way into the flow of traffic.
1	while walking a fight was going happening on the corner of 3rd & I St. Eureka. I ended up walking down the alley.

6. In the past 12 months, have you experienced or witnessed a crash or a close call in Humboldt County?



Value	Percent	Responses
Yes, I experienced it personally	38.2%	100
Yes, I witnessed it	36.3%	95
No	22.9%	60
Prefer not to say	2.7%	7

Totals: 262

7. If you'd like, please describe the incident.

Count Response

3	11th st. in Arcata on western portion do not have stop signs to allow cross traffic to turn left onto 11th st. I have seen and heard many near misses/braking/horns as cars unsafely try to merge onto 11th. Have seen bicyclists almost get hit from cross traffic not seeing bicycle while crossing onto 11th St.
1	I used to live next to a 4 way intersection with a 2 way stop. It was a residential area with a speed limit of 25. I saw literally 5+ accidents at that intersection in the couple years I lived there, at least two of them were this year. Its a 4 way stop now because of all the accidents but I can't believe that people were so careless or distracted that that many accidents happen. Its pretty concerning.
1	1. Distracted drivers almost hit me multiple times in cross walks as a biker and walker. 2. Aggressive drivers on alliance in Arcata have tried to run me off the road on my bike. There high speeds tend to be at play with this.
1	10th and J - Eureka, someone aat the stop on 10th, pulled out without seeing the car coming up J. City needs to paint the red curbs at all intersections.
1	299 west entrance onto North Bank Road from over bridge. Needs a stop sign where it merges with traffic entering from 299 east. 299 East vehicles cannot see traffic merging from the bridge because of the angle.
1	4th and L St Drivers are constantly running red lights.
1	6th & 7th street in Eureka. No one stops at crosswalks and everyone speeds.
1	A car almost ran over my daughter around A street.
1	A car stopped to let me cross Myrtle Ave. Another car traveling in same direction almost didn't stop. I stopped walking in front of the stopped car to see if the oncoming car would stop. They stopped so fast the driver hit the horn.
1	A car was pulling out from villa way onto 11th street and a car on 11th street nearly hit them.
1	A child on a bicycle was hit, my car was rearended
1	A driver going fast either didn't notice or didn't intend to yield to peds in unmarked crossing-swerved at the last moment to avoid on the 101 corridor in Eureka.
1	A mattress flew off a truck on Fernbridge Dr. (right in front of the closed restaurant), heading south towards Fernbridge. I also personally had a close call on Fernbridge Dr. I was heading North from Fernbridge- and a car was heading South from Fernbridge Dr. and had their left turning signal like they were going to get onto 101 South. I slowed down to see if they were going to enter the highway and due to their speed and blinker, I proceeded to turn onto Eel River Dr. only to recognize that they were not turning, but instead heading straight. We almost collided.
1	A motorist was on my side of the road late at night and almost hit me.
1	A vehicle almost hit a bicycle. The vehicle was speeding and did not see the cyclists
1	Across the street from the car dealer location just north of Eureka on Highway 101
1	Almost crashed on Walnut when an old lady pulled right out in front of me

Count Response

1	An aggressive driver at the Union St / Old Arcata Road roundabout floored it to pass me and cut me off, forcing me to the curb.
1	Besides frequently witnessing cutoffs and unsafe lane changes, my friend was in a multicar crash in dtown Eureka in the middle of the day.
1	Blue Lake towards Arcata, the on ramps are so short, people have almost driven into me
1	Both cars were trying to get through the round abouts too fast
1	Broadway in Eureka...very frequent near misses with pedestrians and cars.
1	Car a few cars ahead flipped going around a tight turn on the highway in rural Humboldt.
1	Car on car on pedestrian accident near courthouse in Eureka.
1	Car sped through red light and was hit by oncoming traffic
1	Cars go too fast in residential areas and they almost hit me on my bike, or they don't pay attention and almost swerve into me when turning
1	Close calls are a regular experience when biking or walking in Humboldt
1	Close calls happen on a at least weekly basis due to speeding, short merging lanes onto the freeway, and people not stopping at intersections.
1	Coming Southbound from HWY101 where the bridge connects to town where the traffic light is just after the 35 phase hour sign, people forget to stop completely at a red. Maybe better signage or speed bumps, also when the sun rises on HWY 101 through old town the sun blinds you in the morning rendering motorists unable to see traffic signal lights.
1	Crashes on Broadway.
1	Crossing at an unmarked crosswalk, waiting while 16 vehicles passed before I began to walk across H street (thinking I was safe) only to have a large pickup truck increase speed causing me to run across the rest of H to avoid being run over. I am a 73 year old male. Don't know how many more years I have before I won't be able to run from speeding traffic.
1	Daughter involved in accident on highway in near Manila.
1	Distracted driving. Ended up in a collision. In town. Head on collision on rural routes by drivers that had no business being out there. People that don't understand small rail, roads and try to drive them like city highways. Watch somebody get hit after trying to pass farm equipment on a narrow road because they're impatient.
1	Driver on westbound Bayside Road in Arcata was angry that I was to the left of the white line (which was necessary due to vegetation overhanging so-called bike lane). He honked loudly, revved engine, and passed *very* close to me and my daughter at a high rate of speed.

Count Response

1	Driver potentially under the influence speeding crashed into a parked car totaled both cars and emergency services had to arrive.
1	Driver pulled out onto 255 from side street into oncoming traffic. Another driver heading south and I heading north had to swerve to miss this driver.
1	Drivers exiting intersections without looking Too many vehicles obstructing view and driving too fast Extremely limited vision at intersections due to parked cars
1	Driving down Myrtle Ave in Eureka someone almost hit the car in front of me because they pulled out to make a left hand turn on a green light for both directions.
1	Drunk teenagers crashed into my lawn, narrowly missing my vehicle parked on the street. Left bloody mess behind for me to sanitize.
1	Entering Eureka from the north on 101, a say a truck crash into a car when he was changing lanes
1	Eureka, West Henderson, several crashes due to speeding , very bad street design, nothing to slow traffic down
1	Folks roll through stops ALL THE TIME. Sometimes it's because they are on the phone, but mostly they just don't stop? I've lived in a lot of places (bike friendly and less so) and this town is very weird for the amount of people who roll through stop signs.
1	Ghh
1	Guy backing his pickup out of a driveway without looking; I was able to brake in time because I was paying attention.
1	Head on accident on Humboldt hill that road needs speed humps. Additionally Myrtle ave / freshwater rd needs round about, cars in the ditch. People drive way to fast on Myrtle rd need speed humps on Myrtle rd.
1	Henderson and H, car ran a red light and was flipped into the corner I was standing on.
1	Hesitation with who has right of way/needling to pass through blind spots
1	I arrived just after an accident occurred at 10th and K in Arcata. I've also had a close call there myself.
1	I can't remember specifics but a handful and close calls that I witnessed and experienced.
1	I frequently experience "close calls" as a pedestrian while using crosswalks at intersections in Old Town Eureka. The most recent incident was three days ago at the intersection of 3rd and I Street, when a distracted driver performed a rolling "stop" at the intersection while I was in the middle of crossing.
1	I have close calls (as a driver, passenger, and pedestrian/cyclist) almost every day. Most of these have been caused by inattentive drivers and drivers not following the law. Several have been because of pedestrians stepping out into the middle of traffic, particularly in Eureka (not for lack of crosswalks). My car was parked in front of the courthouse on 5th St (middle of a week day) and was totaled by an uninsured, speeding driver who ran a red light.

Count Response

1	I have experienced multiple close calls when on a bike or as a pedestrian. Many times, people run the stop sign, or stop but proceed without looking, at the crosswalk on the west side of the pedestrian bridge over hwy 101 in northtown Arcata. I have experienced multiple close calls on the Arcata bike path where the path crosses roads and vehicles do not slow or stop for pedestrians in the crosswalk
1	I have frequently seen and been near corners being clipped, and while crossing having distracted or speeding drivers be a big concern. I'm fast, but I worry about people with strollers or slower mobility. I personally know a woman killed in a crosswalk pushing a stroller with her young son.
1	I have had cars not see me while I am walking or biking and have the right of way and nearly hit me, particularly at intersections. I have also had cars pass to close or try to pass me at a stop sign.
1	I have observed numerous "close calls." I was driving south on Broadway just past Kristina's cafe. I was stopped at the red light. A commercial truck came barreling down the road behind me and slammed on his breaks, skidding to a halt mere inches from my rear bumper. I do not think I would be alive if his breaks didn't work. I feel very unsafe to drive in many areas of Eureka because there are so many people who just drive fast and unsafe. Broadway is overly congested and has bumper to bumper traffic many times of the day. Should have been a 101 bypass so the 101 did not go right through the town. I feel very unsafe with large trucks carrying redwood trees driving through town, especially on 5th street where the three lanes are somewhat narrow. The city should make a required truck route that doesn't go through the town somehow. I have seen homeless people walk right in front of oncoming traffic to cross the street without regard for anything. I have seen numerous times where home
1	I have observed the aftermath of crashes and a few close calls on Harris Street between Central Ave and J Street.
1	I have personally seen many cars in Eureka turn through a crosswalk with the walk signal on, missing pedestrians by mere inches.
1	I have thankfully not experienced a crash, but close calls are a daily occurrence when you walk and bike around here.
1	I have witnessed a couple of crashes and several fender benders at the corner of Del Norte and H Sts. in Eureka, where, ironically, there are new safety measures including crosswalk lights, bump outs, bike lanes, and two traffic lanes rather than three. Sadly, the curve of H Street and parking along the east side of H means the intersection is blind. The most interesting incident was when a Tesla headed west on Del Norte hit a huge bright red EFD ladder truck going south on H St. The fire truck was not using lights or sirens and was traveling at about the speed limit of 30 mph. I have both witnessed and have personally barely escaped several situations where drivers in one lane continue past, or even speed around, a car stopped for a pedestrian in a crosswalk.
1	I hit two people with my car who were crossing on 5th street at S St in Eureka. Large SUVs stopped in the intersection blocked my view so I wasn't able to see them until they were in front of my car, then it was too late. I've also had numerous close calls walking around downtown and oldtown Eureka on foot.
1	I lived on the 299 and witnessed many crashes between here and Willow Creek, some scarier than others. Most recently encountered an inebriated driver who clipped the edge of the road and nearly landed in a ditch while coming down the hill from Westhaven on the 101.
1	I ride a bike in Eureka. There have been a few times in the past 12 months where drivers just didn't see me. Luckily I know how to ride very defensively. Once, I made a mistake while trying to make a left turn from a one way street and that led to a close call.
1	I saw a car go off the 299 a few miles west of Willow Creek. I've seen cars hit other cars and cars drive unsafely near pedestrians

Count Response

1	I saw a crash on Samoa Blvd near H street
1	I saw someone get their head run over.
1	I see people almost get hit by cars on 4th and 5th streets in Eureka pretty often. Drivers treat it like they're still on the highways and there aren't enough lights and safe crosswalks. I really wish the city would do more to slow down traffic through that area through more red lights.
1	I was behind a slower vehicle. The vehicle behind me got impatient and over took both of us and nearly hit an oncoming vehicle.
1	I was commuting to work on my bike in Feb. 2025 and was hit by a car at an intersection in Arcata. I was only slightly injured.
1	I was crossing the street and almost got hit by a car. I had to run out of the way
1	I was in the cross walk crossing old arcata to Murphys on Buttermilk and a man and his son almost ran me over while I was in my wheelchair. They blew through the roundabout without even looking.
1	I was riding my motorcycle from Blue Lake to Arcata at night and there was major roadwork with no visible signage or blockade on the highway. I had my high beams on but could not see the road condition. When I switched lanes, I lost control and crashed. My friends said that part of highway was really rough and sketchy even in a car! They said it was completely torn up rubble, not just a pothole or gravel. More than 12 mo ago: My friend broke his leg when a driver ran a stop sign due to not seeing him on a motorcycle.
1	I was slammed into by an impaired driver on glen near Highland Park (hit and run). The driver was going so fast they hit me and then spun into a neighbors yard and took out their fence. Luckily, no children were playing in the yard. It could have been much more tragic. I've also witnessed fender benders on Elk River, near Pine Hill Elementary school. Commuters coming into and going out of town using F street and Elk River are often in a hurry and go way too fast considering houses on Elk River and students coming and going from Pine Hill Elementary school
1	I was the driver behind the bear fatality on 101. I drive slower now.
1	I was walking on dolbeer to Harris last week and traffic in both directions stopped for me and as crossing in crosswalk the first car west started laying on horn and I see a car passing all the stopped cars on the right and goes flying right past all them and me and dogs in crosswalk . I'd loved to see a cop anywhere at that time.
1	I've almost been hit as a pedestrian crossing the street.
1	I've had drivers almost hit me while turning right at intersections, once as a bicyclist in the bike lane and a couple of times as a pedestrian.
1	I've seen multiple accidents at Harrison s and I in Eureka. That corner probably averages an accident a month
1	I've seen multiple accidents in the safety corridor where cars crossing the highway have hit cars on the highway. When I've seen this, it's happened during rush hour and been at the Bayside cutoff
1	I've seen multiple close calls between vehicles or vehicles almost hitting pedestrians-- especially in Eureka on Union & Harris/ Harris & I street

Count Response

1	I've witnessed several incidents on the 101 due to aggressive driving, specifically between Eureka and Arcata. I'll describe one incident: In the construction zone of the safety corridor, a group of speeding cars encountered a slow-merging construction vehicle. Instead of slowing down, most drivers veered into the already-busy left lane. When the lead car abruptly braked, it triggered a chain-reaction collision. I had stayed in the right lane behind the construction vehicle, avoided the crash, and got through the congestion more quickly.
1	In Arcata, a motorcycle was crossing G street and a car didn't see them at first, then slowed a lot but didn't stop in time and bumped the back of the bike. Neither party seemed to make the best call once it looked like the car was going to hit the motorcycle. It looked like the rider was fine, but their bike had superficial damage.
1	In a suburban area, It wasn't clear if the other traffic direction had a stop sign and they didn't but I had entered the intersection already and it was a close call. Also in an area I drive frequently, road markers and non existent so traffic has to guess where their lanes are and some people get really close to opposite direction traffic.
1	In at least 2 occasions drivers have come close to hitting me when I am crossing a street in a crosswalk when not paying attention.
1	In the area by the City of Eureka building on 531 K St, a car crashed into another car and left without giving their insurance information. The other driver was physically okay and declined assistance. The car that crashed immediately almost hit another car on the next intersection of 6th and K. Multiple car crashes have happened near 7th and J streets. Here is a link to the one that happened May 2024, on I Street between Sixth and Ninth involving 5 vehicles and killing an elderly pedestrian. https://lostcoastoutpost.com/2024/may/22/i-street-closed-downtown-eureka-following-huge-mul/
1	Just two days ago, I was on the 101 headed to Eureka. The on ramp from Arcata was merging and it was full. I tried to get into the fast lane but a driver pulled up right next to me and wouldn't move. I had to slam in the breaks and slide in right behind him as the merging traffic almost hit me because they weren't pacing themselves or looking either. People don't know how to drive like decent human beings anymore.
1	Kids walking to redway beach on the right curved road almost getting hit
1	Leaving east bound 255 to access Jackson Ranch Road North. Speeding car almost hit me from behind. (on bike)
1	Location: Southern Humboldt, Thomas Road, there is a very narrow part of the road near the Bulletin Board with a blind corner where only one car can pass. One side drops off the mountain and the other side is the mountain. Uphill drivers have the right of way, but usually only uphill drivers can back up and find a pull out. Just yesterday, I was going up hill at this spot and I could only back up so much because gravity was not cooperating with me. The car going down hill could barely make it around me, within inches. This spot is an accident waiting to happen. The pavement condition at this spot is also deteriorating and makes it especially difficult to navigate when two cars need to pass. There are other spots along Thomas road that need pavement, like a slide out that has not been fixed in years - again drop off on one side and the mountain on the other. Another spot is going around another blind corner where the pavement has got potholes and they are very dangerous when there is
1	Logging truck speeding while loaded 50 mph in 35 zone, almost hit child crossing street to get to school. Yes reported. Another incident-Car Passing in the middle turn lane because who knows to rush to only get behind other cars despite all cars going speed limit
1	Multiple collisions at the intersection of G and Samoa. Cars turning trying to do U turn or turn into pizza shop.
1	Multiple crashes in tbone zone off 101 (not seeing the actually accident happening but the aftermath), almost hit by cars a few times-- people not stopping at stop signs, etc

Count Response

1	My car hit by a driver running a red light in Eureka. Witnessed an accident at Bayside Cutoff where car rolled over. Witnessed an accident at Indianola cutoff.
1	My husband was driving at night on F Street in Eureka. A car ran a stop sign near Grant Elementary and hit my husbands car. My husband did not have a stop sign. The person drove off without stopping. They caused over \$4,000 in damages.
1	Near head on vehicle on vehicle collisions, and pedestrians/ cyclists nearly being struck but inattentive drivers
1	Often you have cars parked to close to a stop forcing us to go forth way too far onto the road. So many blind corners like that. I also almost got hit by a car coming up Myrtle Avenue towards town crossing the street, I was coming the other way.
1	On California st in eureka. We got hit by a drunk driver 2 blocks away from a liquor store. We were driving through an intersection and they didn't stop at the stop sign. They hit us and kept driving to the liquor store.
1	On SR299 I witnessed a driver in front of me cross into oncoming traffic. I think he was driving too fast and lost control.
1	On both streets I mentioned, H St and the golf course, I have had incidents. On H St, I was confused by the bike lanes in the middle of the road, and though I was watching, almost hit a cyclist. Near the golf course, Its a near miss to hit the new posts every time I drive through.
1	Oncoming semi-truck (WB) on Harris Street that was making a right turn onto 'I' Street (NB) in Eureka, CA. I was making a left turn from Harris (EB) to 'I' Street (NB) at the same time, and they were unable to stay in their lane. I suspect they were speeding because they assumed that they would be able to cross into the left lane across the solid white line, and they failed to "see" a cyclist, but it's only a guess.
1	People constantly drive the wrong way on one way streets. I have seen this at least 4 times in the last 6 months. Vehicles also drive way to fast on 4th/5th and all of the wide roadways in Eureka and Arcata. Our current designs signal highspeed travel despite the posted speed limit being low and many of these areas being residential or downtown business "walking" districts. The south end of Eureka continues to be developed as a "Stroad," I suppose hoping to be more like the car centric suburban standard. But it's dangerous for pedestrians and cyclists, and causes drivers great frustration because of the added traffic. Drivers are so happy to be through the congestion that they speed through downtown. No more drive throughs, it's making it worse. Pedestrians constantly try to access services and businesses on the south end of town where they are designed for access via motor vehicle. It's wildly dangerous.
1	People passing in an unsafe manner and cutting people off to avoid a head on. People never lift their foot off the gas to let people merge.
1	People running red lights on central Ave in McKinleyville
1	Person passed me going really fast then subsequently crashed into the guard rail a few miles ahead.
1	Persons in another vehicle were impaired and swerving in and out of lanes. We had to slow way down to avoid them. Clearly they were smoking with the windows rolled up.
1	Sixth St. in Eureka, on my commute, cars at stop signs often pull out in front of me while I am on my bike in the bike lane. This is a regular occurrence.

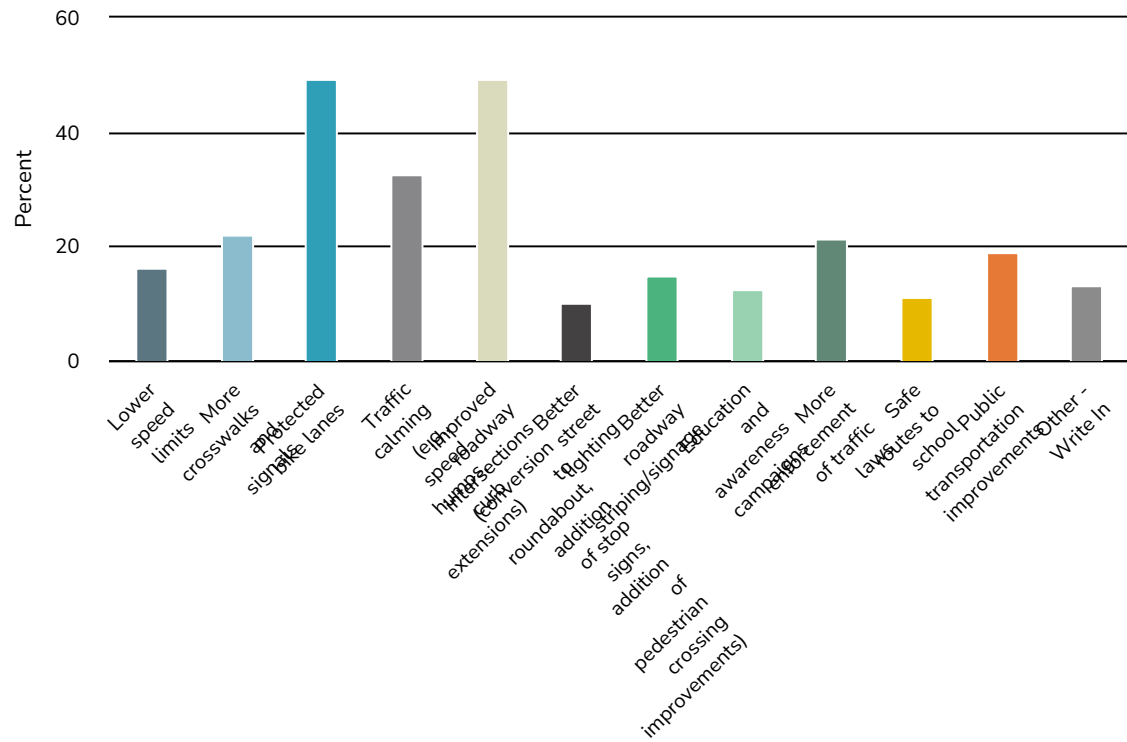
Count Response

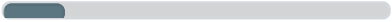
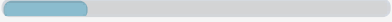
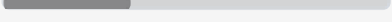
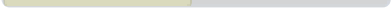
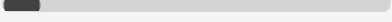
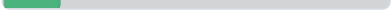
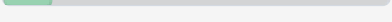
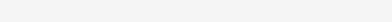
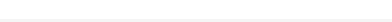
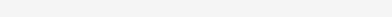
1	Somebody was tailgating me with their brights in the construction zone in the safety corridor.
1	Someone crossing 101 by old town where there isn't a street light. Infront of coop
1	Someone ran a red light and grazed my car after I SLAMMED on the brakes. Very scary!
1	Someone ran a stop sign while I was on my bike and almost hit me. Someone was on their phone and turned into the Co-Op and I slammed on my bike brakes and ran into the side of their car.
1	Someone was driving the opposite direction of traffic and not paying attention
1	Speeding on Spring st. a vehicle (1 time) & a young man on a bicycle (another time) being hit.
1	THE ROAD IS A NARROW ROAD AND ON COMING TRAFFIC DOES NOT SLOW DOWN OR TAKE ITS TURN TO GET BY THOSE AREAS eSPECIALLY IN RUEL AREAS
1	The bike lane due to a errant motorist
1	There is impaired driving often and my family has been almost hit countless times by someone who didn't even notice they veered into the lane. Even when I don't experience this, I witness it often as well.
1	Two transit buses have turned left in front of me while I was commuting on my bike, nearly killing me.
1	Unsafe divers, and close calls with bicylists and pedestrians.
1	V St and 6th St, eureka. Very dangerous intersection. I've witnessed one collision between vehicles. I also personally nearly hit a pedestrian at this intersection when looking at the dash to adjust the heat temperature.
1	Vehicle crash on Rohnerville road in Fortuna during morning walk to elementary school. Accident between multiple cars near school.
1	Vehicle tires lost traction due to duff (pine and fir needles, maple leaves) on side of roadway and the vehicle spun out of control, hit the bank on the other side of the road, flipped and rolled.
1	Was leaving a stop sign at night and someone was going over the speed limit and I t-boned them. They were driving without a license or registration
1	Was riding to work on a very rainy day and I didn't see an incoming car at W Hawthorne and C in part because their lights were not on. The car was also gray on a dark gray morning.
1	We were on del Norte in eureka at night when a driver without headlights on came around a blind corner and hit us after we came to a stop and continued after a stop sign.
1	Within one bike ride on the bay trail I almost got hit by a motorist who did not even recognize I was almost in the intersection. Going the opposite direction from me just a block further I saw two pedestrians almost get hit by a truck. Again the motorist failed to notice or yield to them. It is criminal that the responsibility lies on the most vulnerable person in this situation and not with those operating literal murder machines.
1	a couple crashes on 101 but don't recall details other than flashing lights and tow trucks.

Count Response

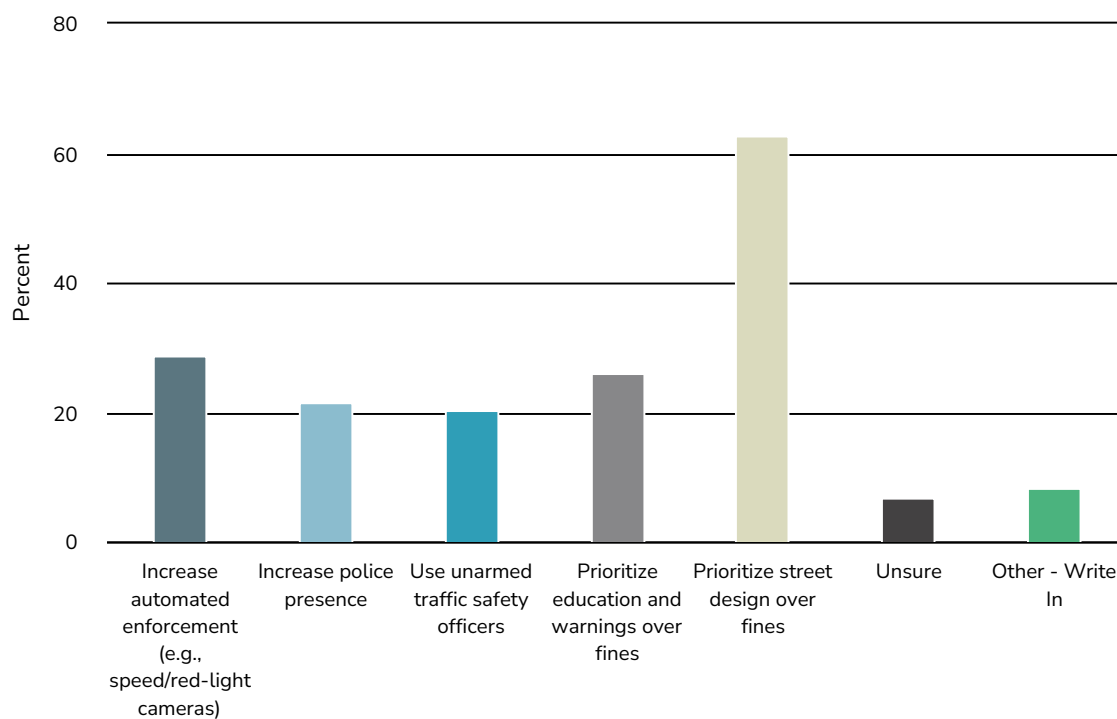
1	almost got hit on the bay trail going south past 11th Street. drivers don't pay attention. in the same day a block later I almost saw a couple of pedestrians traveling north almost get hit.
1	both in cars and on bikes
1	dui in McKinleyville, man crashed into our front yard tree, and two car collision on 6th and F in Eureka
1	pedestrian struck at the intersection of Sunset/H St/101 offramp
1	person did not stop at stop sign, but this was a close call.

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



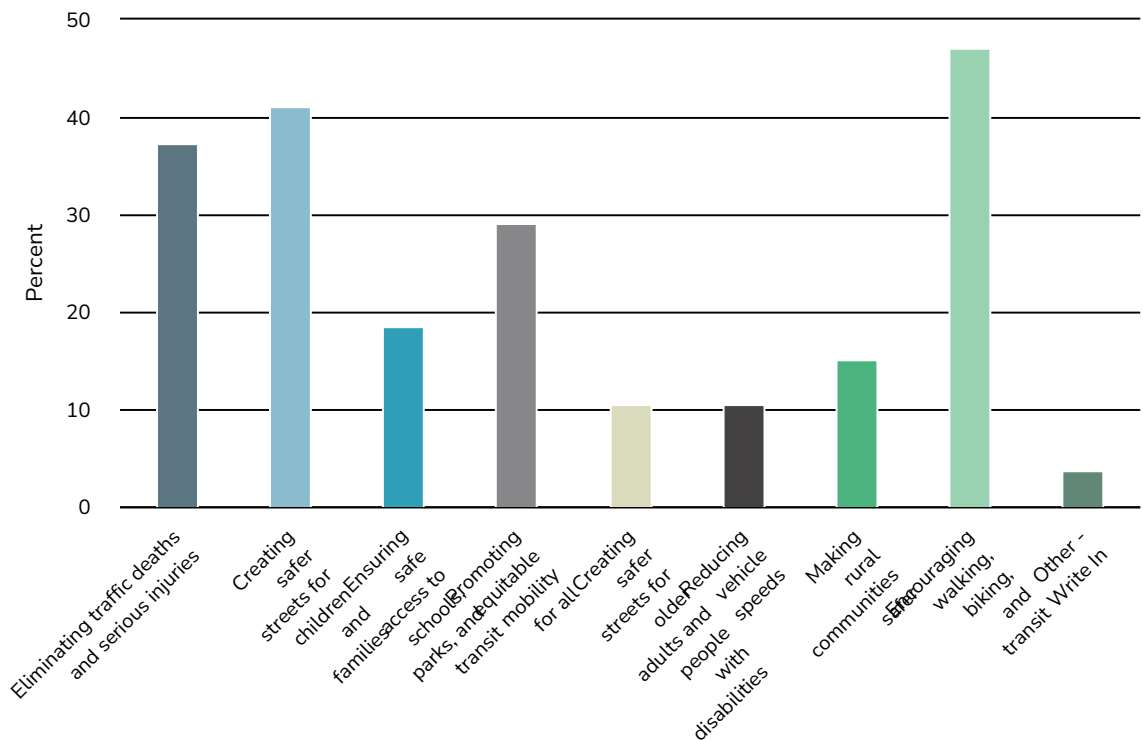
Value	Percent	Responses
Lower speed limits	16.2% 	43
More crosswalks and signals	22.3% 	59
Protected bike lanes	49.4% 	131
Traffic calming (e.g., speed humps, curb extensions)	32.8% 	87
Improved roadway intersections (conversion to roundabout, addition of stop signs, addition of pedestrian crossing improvements)	49.4% 	131
Better street lighting	10.2% 	27
Better roadway striping/signage	15.1% 	40
Education and awareness campaigns	12.5% 	33
More enforcement of traffic laws	21.5% 	57
Safe routes to school	11.3% 	30
Public transportation improvements	19.2% 	51
Other - Write In	13.2% 	35

9. How should traffic enforcement be addressed? Select up to 2



Value	Percent	Responses
Increase automated enforcement (e.g., speed/red-light cameras)	28.8%	76
Increase police presence	21.6%	57
Use unarmed traffic safety officers	20.5%	54
Prioritize education and warnings over fines	26.1%	69
Prioritize street design over fines	62.9%	166
Unsure	6.8%	18
Other - Write In	8.3%	22

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



Value	Percent	Responses
Eliminating traffic deaths and serious injuries	37.5%	99
Creating safer streets for children and families	41.3%	109
Ensuring safe access to schools, parks, and transit	18.6%	49
Promoting equitable mobility for all	29.2%	77
Creating safer streets for older adults and people with disabilities	10.6%	28
Reducing vehicle speeds	10.6%	28
Making rural communities safer	15.2%	40
Encouraging walking, biking, and transit	47.3%	125
Other - Write In	3.8%	10

11. Is there anything else you'd like to share to help make Humboldt County's roads safer for everyone?

Count Response

3	Work with parents to feel safer to allow their children to get out and walk/bike instead of relying on driving them to school/sports. There are 5 charter schools w/in .5 miles of where I live, and school mornings are intense with lots of speeding parents trying to drop off kids and then get to work. There are no school buses for these charter schools and unprotected bike lanes along arterial roads. Parents want physical bike barriers dividing cars and bicyclists/pedestrians
2	I rely on driving so much because I do not think this county is safe to walk around most of the time. The drug issue affects EVERYTHING in the county, including vehicle fatalities. If you want to encourage pedestrian safety, dealing with the people shooting up on the sidewalks and dancing while high out of their minds into the middle of the street is probably a good start.
2	No
2	Thanks.
1	1. Central Ave McKinleyville: has no accessible shoulder west of town along airport for bikers and pedestrians (shoulder is overgrown, torn up and non-existent in places). 2. For my safety as a pedestrian, I need to see into cars at crosswalks. I need to see that the driver sees me before stepping in front of their vehicle. This is a very basic safety measure. I want to see window tinting laws enforced. It seems like an easy one to do.
1	1.A longer merging lane on southbound onramp at School Road and 101. it is a difficult merge because of the curve of the onramp and the bridge 2. A roundabout on 17th and Alliance Rd in Arcata. Congestion with the High School 3. More stoplights or flashing crosswalks in Eureka on 4th, 5th, and Broadway
1	A 101 bypass of Eureka would cut the amount of through traffic enough that in city traffic would be so much more manageable. The Willits bypass looks to have been successful, and the complaints about loss of business have proven untrue. Eureka should do the same.
1	A lot of dangerous conditions are due to the poor pavement condition in the county. It's crumbling and the climate makes it very challenging to maintain. Now we have a dedicated sales tax and that money needs to repair the pavement to a safe state. Don't overcomplicate the roads because it has the opposite effect and is making them more dangerous. Injury and fatality rates keep going up! Too much signage, bollards, stripes, etc., so much that no one knows which way to go anymore, and so they get angry and get more dangerous.
1	All plans must account for climate/sea level rise. Humboldt has the highest level of relative sea level rise in the state and the state has historically been negligent of this fact. I think the key is education and access: Bikes should be affordable/subsidized. There needs to be access to safety gear (lights, hi vis vests, mirrors) and repairs esp. for those of lower income. Drivers need to be cautious and aware of cyclists, motorcyclists, pedestrians, and so on. Drivers need to signal more and stop tailgating.
1	Appreciate you reading and taking my opinion and to consideration thank you.
1	Ask law enforcement to do their jobs. More citations, larger fines, and more consistency in enforcement will result in greater compliance to traffic laws, lower deaths and injuries, and an increase in badly needed funds to our cities and county.
1	Be kind, slow down, use your turn signals and expect the unexpected. You never know what might be in the road.
1	Bike parking is important! Not just in downtown but everywhere!

Count Response

1	Campaign to educate people that no new roads will be built, commute times will go up and there will be increase crash numbers regardless steps we take. Its just inevitable.
1	Circulation planning in McKinleyville would be a great thing to guide our needs
1	Cross streets in Eureka need much clearer stop signs - confusing intersections - some 4 way stops.
1	Don't be afraid of the rain! More bike kitchen or bike repair workshops.
1	Drivers need to realize they're operating heavy equipment (the vehicle) and if traffic laws and safety are taken lightly then there can be serious consequences.
1	Education and safety implementations will be more effective than fines. Fines haven't worked so far, so let's think outside the box and try something else.
1	Enforce bicycle light laws. Encourage pedestrian visibility via clothing.
1	Enforcement and education can't and don't work. Street design and physical layout is the only way to enforce the rules and keep streets safe.
1	Enforcement for not completely stopping at stop signs needs to be a high priority. In addition, while bicycles treating stop signs and yield signs is safer and should be legal in California, fast-moving bicyclists who do not ride safely (and who often do not wear helmets) are a significant hazard, although enforcement of safe bicycling is difficult. There are many poorly-designed intersections which are unsafe for vehicles and pedestrians, several of which are locations where I have experienced repeated close calls.
1	Eureka is mostly long stretches of straight streets, a speeders haven. Blue Lake has many residential streets with speed humps. Eureka might seriously consider speed tables to slow traffic & stop our reputation of being unsafe for bicyclists & pedestrians.
1	Fix the street lights pg and e Replace them 10 years or so ago with L.EID lights that are getting dimmer by the day. They were terrible when they were brand new. But they fit some ordinance without any. E concern for the safety of the people who live in those neighborhoods. or for that matter drivers that navigate them. No one actually wants to run someone over.
1	Focused lighting could be helpful. For example signage with solar lights making the sign more visible. More lighted street crossing. Also upkeep on painted street markings.
1	Generally speaking driving in Humboldt has been really dangerous as compared to other places I have lived. My perception of why this is the case is people are disconnected to each other in our county and when they get behind the wheel somehow dissociate themselves from their humanity. Not sure how to fix this except to promote people and community ahead of transportation and consumerism.
1	Gfgh
1	Have the HP look out and pull over tailgaiters.
1	How can we keep people who aren't supposed to be driving from doing that

Count Response

1	I am a Retired Caltrans safety specialist, and have been to many biking safety seminars. Bicyclist that ride next to moving traffic are asking to hit by an errant motorist. I know if several personal stories to justify what I'm saying. More needs to be done to protect bicyclists..... physical barriers.
1	I am proud of the work Humboldt is doing to takes steps like these to make our roads safer. When we design roads for cars, we get cars. When we design for people, we get people. Other countries do this so much better than the US, so I look to them as models for mode shifts and street/pedestrian design.
1	I know the bulb-outs (esp along 7th and F) are intended to improve pedestrian safety. They are nightmarish, however, for bikers.
1	I often chose not to bike with my kids because of the unsafe intersections. I would love my kids to bike to school but don't feel like they could cross safely.
1	I really hope that some of these changes also occur in the garberville/redway area. I would love to feel like it is safe for my children to explore the town they live in (as I did as a child) without worrying about cars hitting them.
1	I really think the bus routes should be examined. Buses that bring people into Arcata from smaller, rural communities are almost nonexistent. Buses that roll through neighborhoods go way too fast on streets that are not meant to support large buses. Zehndner Ave. is a prime example of the latter.
1	I saw a drunk driver and it scared me. If there was anybody in the way, they would have been seriously injured or killed. The driver got away, police did try to get them. This was on HWY 101 North of Fortuna, onto Fernbridge Dr, then onto Fernbridge over towards Ferndale.
1	I think that with more protected bike lanes, Humboldt County is positioned to be a wonderful place to commute by bike. Building more protected bike lanes will not only make our roads safer for bikes but also for cars. While it may be unpopular to reduce private vehicle parking on public ROWs, I highly recommend doing so in order to increase the number of protected bike lanes.
1	I walk a lot, and frequently have to walk in the roadway to avoid bicyclists riding on sidewalks, vehicles parked across sidewalks and driveways, vegetation growing over sidewalks, or utility boxes/poles and fire hydrants taking up entire sidewalks. I have been yelled at by drivers for walking in the street when the sidewalk is either non-existent or blocked.
1	I was always afraid of driving in LA and discovered that it's actually way more okay than driving in Humboldt primarily due to very clear road striping and visibility
1	I would love to see a movement towards more 'complete streets,' or streets designed for pedestrians and bikers, along with cars. Wider, completed sidewalks, protected bike lanes, and speed bumps would have a big impact, especially along high traffic routes. Beautifying pedestrian routes often goes hand-in hand with designing safer streets. For example, having a divider between the sidewalk (or bike lane) and road with vegetation makes things safer, more eco-friendly, and more beautiful. Places that I have been where a feel most excited about walking or biking all have these things in common. Go Arcata and Eureka! I think this is such a worthy project. I'd love to share more or help out in any way that I can (cja323@humboldt.edu).
1	I would take the bus more often if there were more frequentservices.

Count Response

1	I'd like to see more quick build projects to implement and test out new road designs for multi modal transportation and traffic calming/slowing. I'd like to see means for people outside of cars to get anywhere in the county safely and efficiently- slow the cars and separate where speeds are deadly- really anything over 20 mph is going to really injure a person struck by a car.
1	I'd like to see traffic signals reprogrammed for pedestrian crossing on demand (i.e. get a walk signal immediately instead of having to wait a minute or longer for your turn). This will make walking more attractive and driving less attractive.
1	I'm kind of at a loss for what solutions to propose. I have NEVER seen such careless drivers before moving to Humboldt County. I see people speed and pass unsafely on back roads like Old Arcata Rd, run stop signs, and straight up not paying attention MULTIPLE TIMES PER WEEK. Practically every time I come to a 4 way stop, there's some awkward dance about which car should go because apparently no one here has heard of right of way. Its absolutely insane.
1	I've lived here four years. Some people speed, some people drive so slow they are a hazard leading to unsafe driving by others. Trees block stop signs.
1	Imagine a community space without powered vehicles where all community members are safe & able to move freely. Eureka's Friday Night Market & Henderson Center Farmer's Market are awesome because of street closures. I like to dream!
1	Increase public transport (frequency and maybe bus stops) and the visibility of public transit. Most of my locations require a decent walk between the bus stops and my initial and final locations. It's just easier to bike 99% of the time for me.
1	Infrastructure is key, even low cost paint. Implement complete streets in local jurisdictions. No local improvements without making pedestrian and bike improvements.
1	Installing lights at unprotected crosswalks and reflectors, there's been too many times someone wants to cross and I am unable to see the person crossing until I actually drive past them. On smaller streets maybe have a limit height and or width on green fences and or mirrors on a 4 way stop. Sometimes the Greenpeace and or cars block the view so much im pretty much halfway across and have to reverse.
1	It is baffling how angry people get when bike lanes get built. We have to do something to get people to be more accepting of bike and ped improvements. I mean they don't even seem to care about the safety of children trying to get to school. It's seriously disturbing.
1	It would be nice to have a more pedestrian friendly county, but it seems like too far-fetched a dream to imagine it without its dependence on cars.
1	It's not great promoting/encouraging walking/biking without safer infrastructure. Adding traffic calming and more flashing blinky lights and auto ticketing would help. Police presence is always amazing at making people drive suddenly safer too, but is probably too expensive. Education is great, but when that grant is done, will it make a lasting impact?
1	Janes and 11th--fast traffic, only one crosswalk, no four-way stop, kids going to and from school and a park. This area could really use improvement, especially with the new housing going in by Greenview market.
1	Lean Into the past, street cars and walking districts are where it's at! Avoid the pitfall of designing communities around car first amenities. Stroads are bad and lead to sprawl.

Count Response

1	Leave Central Avenue in McKinleyville as is, do NOT turn into one-lane each way with a left turn lane as proposed. Put uniformed police on busses so they are seen as safe to use. Right now it's too scary to use because of the uncooperative and aggressive (and often out of touch with reality) dirty people who claim the bus stops and scare people away.
1	Less cops
1	Lots of unconnected sidewalks in redway make it hard for kids to stay out of the road. Making a walking path to redway beach would be great for safety and tourism as well
1	Make the city more walkable. ie less stopping for traffic
1	Many of the rural areas do not have shoulders on the road for bikers/walkers and there are many people that do not have cars. Most of those locations do not have public transit, so biking/walking is the only option, or people wanting to bike do not have the ability. Then, the cyclists use the road, but motorists don't know the safe way to pass or drive so fast it makes it dangerous for the cyclists and other drivers going the opposite way.
1	Many of the safety issues come from aggressive driving and bicyclists/pedestrians that do not follow the rules of the road. My theory is that millennials and Gen Z lack discipline and respect for the rules of the road and other laws. Also, there seems to be a lack of understanding for the motives behind aggressive driving behavior. Many of the supposed solutions sound like group think that hardly seem likely to solve our transportation solutions.
1	May we please have a stop sign on the corner of 12th and P st in Arcata. It is a 4 way intersection right off a busy street that has zero signage and near misses on a daily basis.
1	Maybe we can learn from Blue Zones, and support our communities with safe transit literacy and encouraging more folks to get walking, biking, etc. Safe routes to schools would be amazing in Loleta!
1	More bike lanes in McKinleyville
1	More bike lanes, Thanks!
1	More guard rails near cliffs and narrow roadways.
1	More tree planting on sidewalks and narrowing the large one way str in Eureka to make them more pedestrian and bike friendly and less like highways.
1	Need to hire more Maintenance personnel in the roads dept.
1	No, but I appreciate your efforts!
1	Offer days geared for new bus riders to experience trips on the bus for shopping etc. to get over the hump of riding.
1	Offer this survey in other languages, so you can include more diverse responses.
1	Old Arcata Road, West Bank, Fieldbrook, East End Roads. These are bicyclists main avenues and should be marked for them so people obey the 3 foot rule. I see so many speeders almost run the bike off the road.

Count Response

1	Part of the problem seems to be poorly designed roadways. The other problem is a lack of traffic law enforcement in Eureka and on the 101 corridor. Neighborhoods in Eureka are witnessing loud, speeding cars where people live, walk and bike.
1	People are on their phones too much, and I also think our driving schools for new drivers are FAILING. Can we check into that?
1	Plan for a secondary ring-road for outside of Eureka-Arcata corridor to divert 101 SHS traffic away from Eureka downtown. More frequent transit stops, priority bus lanes and roadway striping to make bus driver navigation easier in Arcata and otehr communities. Taxi cab stands near transit stops.
1	Please clear debris from the sidewalks and have somebody check actual handicapped accessibility in real time. Cannot take a power chair all the way around the outside mall without backtracking and going into oncoming traffic by the back of sears.
1	Please improve Thomas Road in Salmon Creek. It is in horrible condition in some spots.
1	Please increase the number and security of bike parking facilities. Uncertainty about bike parking is a large barrier to choosing to bike. Also increase the hours public transit operates.
1	Please look at Europe and take example of their urban design who are much more inclusive, safe and pleasant.
1	Please reroute A&MRTS away from Zehndner Ave. Very dangerous having these busses driving down this small street. Many near accident with children, pets, bikers etc. Bus should travel down a major road like 11th or Foster.
1	Policing use of infrastructure is not the solution. Make the infrastructure safer.
1	Potholes/bad roads are awful for everyone and are especially dangerous for motorcycles and cyclists. I've had to take my new car in for an alignment already and I only got it in January!
1	Protected funding for law enforcement to ensure all shifts are covered to better cover all of Humboldt would be great. Smoother roads in Humboldt would be incredible.
1	Public Officials need to be proactive opposing continued subdivisions in and around Eureka.
1	Put in the easiest trail sections immediately. The GRT scoping meetings seem to never end, and I wonder if any trail sections will even be implemented in my lifetime.
1	Rather than trying to change the county to focus on the "in-fill" agenda let's focus on fixing the roads we have and allow people to enjoy the rural lifestyle we have chosen
1	Re-paving roads cause you start to know where all the potholes are in Humboldt
1	Reduce the speed limits and design traffic calming!
1	Reducing traffic speeds is key. People speed so much in Humboldt. But also, the road also needs to be designed to reduce speeds. How do we support and improve our transit system? This is also very important.
1	Repair them! Paint white lines more often.

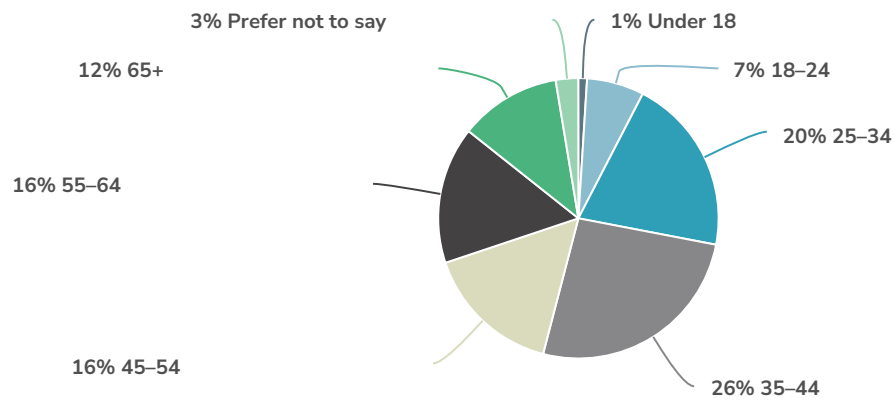
Count Response

1	Road infrastructure is degraded to a point where it is dangerous (potholes etc.) On many rural roads
1	Safe walking spaces on rural roads! This can just be a LEVEL shoulder out of the traffic lane where pedestrians can get off the road when a car or truck speeds by.
1	Stop making our community like the southern California cities. This area relies on larger vehicles and we're making all of our infrastructure i.e. roadways and parking lots for small compact vehicles. There are still lots of trucks and farm equipment that need to move around the area. Part of this is what makes our community what it is. We are creating unsafe conditions by making everything smaller and harder maneuver around. This is amplified with people that don't drive often and tourist that don't understand the community.
1	Stop shaming bicyclists who don't wear helmets. In countries with high cycling rates, no one wears helmets. People can wear them if they want, but if you feel an impulse to helmet-shame, why not direct that energy toward encouraging people to drive slower?
1	THE ROUGH STREETS AND POT HOLES NEED ATTENTION CARS ARE DAMAGED AND AND SERVED TO MISS THE HOLES
1	Thank you for doing this. WE need it to move forward as an equitable mobility for all community.
1	Thank you!
1	Thanks for asking for our feedback!
1	The City needs to paint the red curbs at all intersections to improve visibility for walkers and drivers. Its the law in California. Paint the curbs and ticket cars in the redzones now.
1	The Great Redwood Trail will help by getting many pedestrians and cyclists to a safer place, but we need MORE non-automobile trails, especially connecting Blue Lake and Trinidad and the South county.
1	The county must increase law enforcement officers on parole. Increase law enforcement presence in high visibility areas. If there are insufficient funds to allow for more police, than divert funds from some other projects that have little to no value to most of the citizens. Diversion of funds to law enforcement probably will not happen so the easiest and lowest cost alternative is speed bumps. Speed bumps need to be of sufficient size to ensure vehicles will not merely speed over them. Please install speed bumps on Humboldt Hill Road - needed at the top of the hill all the way down to where the Redwood Christian center is. Humboldt Hill Road is one of the most dangerous roads in the county. A home on Humboldt Hill Road was smashed into in 2019 and obliterated, killing the occupant. When there are areas where fatalities have occurred, a more aggressive approach to enforcement is needed.
1	The cross section of the public right of way on many streets can often be upwards of 50 - 80 feet, and the percentage of that public right of way dedicated to or accessible by cars is often 70% or greater. Also, lane widths for lanes entering and leaving existing or proposed roundabouts are 15 - 18 feet per lane which encourages high speeds and makes crossing these lanes very difficult. Lets reclaim more of the public right of way back. We don't need this much space dedicated to cars. Also, don't use current levels of existing pedestrian and bicycle infrastructure as a measure of community interest. Use the bay trail as a lesson; if you make a safe place for people to exist, people will show up and use it. If you design for cars as the priority and people as secondary or an after thought, people wont walk, bike or roll. It isn't fundamentally more complicated than that. Design for people first, such as NACTO's Designing Streets for Kids. Treat cars as guests in the public right of way,
1	The new bikes lanes are good. We need to keep up adding fresh painted bikes lane lines wherever we can!

Count Response

1	There is a lack of center lines, crosswalks and stop being maintained. Many streets in Arcata have no center lines or crosswalks painted. It's a very walkable community but always have to walk with extra caution because you are invisible to drivers.
1	There is a sense of lawlessness and cavalier attitudes about the damage that cars can do. How to reduce impaired driving?? This isn't only in Humboldt, but it does seem worse in Humboldt.
1	There is no good way for cyclists to transition smoothly from the street to the bike path at the roundabout near the skate park in Arcata.
1	There is so much potential for Humboldt. Our roads have not been made for pedestrians and cyclists but it could be!
1	Traffic cameras for red light runners at large intersections in Eureka: for example- Myrtle Ave & West, 255 & 4th, 6th & H. So tired of watching self centered drivers speed through these on a daily basis!
1	Traffic speeds really need to be addressed. There is no reason anyone should be driving 40 mph on alliance and foster.
1	Virtually all of town is a residential area but automobile speeds are, in practice much higher than 25mph. On W Buhne, I even observe police passing far in excess of 25. Many others, typically but not exclusively non-residents also speed through.
1	We can solve a lot of these issues with more enforcement of traffic infractions. If we had unmanned speed cameras the amount of speeding would drop. This is the case in Medford Oregon.
1	We know what to do; the only thing we're lacking is political will (well, and money).
1	We need a walking/bike path from the Peninsula to Arcata!
1	We need all streets in downtown Arcata to have sidewalks. The gaps are shocking, and it's dangerous for kids to walk around, especially on Union St. We have this wonderful small town, with no giant thoroughfare but it's wild how hard it is to walk around the Union St A,B streets area with kids, especially Union. Cars are driving fast and you're forced to cross the street on a hilly road where the next car has little warning about the presence of pedestrians
1	We need public transportation that people working non-traditional hours can use. Especially connecting all of our commuter cities together. Increased rural transit would be good too
1	We need streets and roads that are safe and comfortable for everyone, and that needs to take precedence over concerns about convenience like reducing congestion or providing abundant parking spaces.
1	What we really need is the political will to make necessary changes. That has been notably lacking, but it seems to be getting slightly better.
1	better sidewalks, more attractive walking routes, Feels like you are going to war with cars every time you try to walk somewhere
1	get people to slow down. there is no reason someone needs to be driving above 20 on foster and alliance. drivers can act recklessly with next to no consequence.

12. What is your age group?



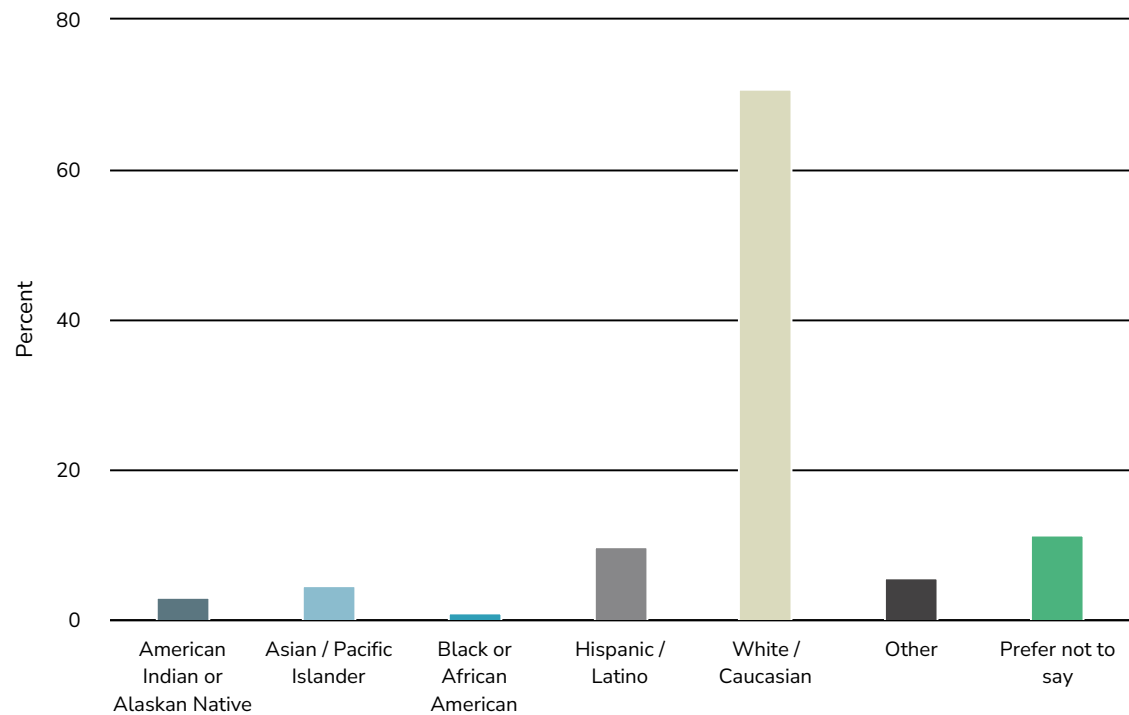
Value	Percent	Responses
Under 18	1.0%	2
18-24	6.6%	13
25-34	20.4%	40
35-44	26.0%	51
45-54	15.8%	31
55-64	15.8%	31
65+	11.7%	23
Prefer not to say	2.6%	5

Totals: 196

13. What is your ZIP code?

Count	Response
59	95521
44	95501
23	95503
19	95519
7	95570
5	95551
4	95525
4	95540
4	95553
3	95524
2	95549
2	95560
1	95134
1	95511
1	95518
1	95521 (moving to 95501)
1	95528
1	9553
1	95547
1	95554
1	95556
1	95573
1	95618
1	Gfg

14. Which race or ethnicity best describes you?Select all that apply



Value	Percent	Responses
American Indian or Alaskan Native	3.1%	6
Asian / Pacific Islander	4.7%	9
Black or African American	1.0%	2
Hispanic / Latino	9.8%	19
White / Caucasian	71.0%	137
Other	5.7%	11
Prefer not to say	11.4%	22