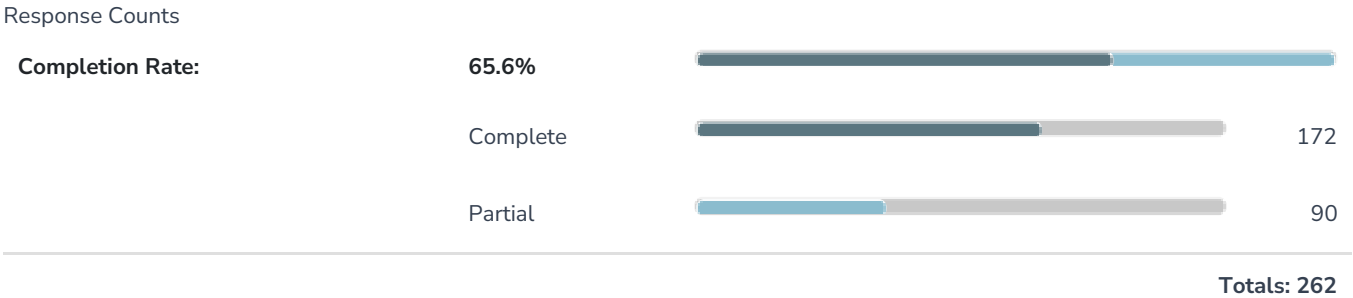
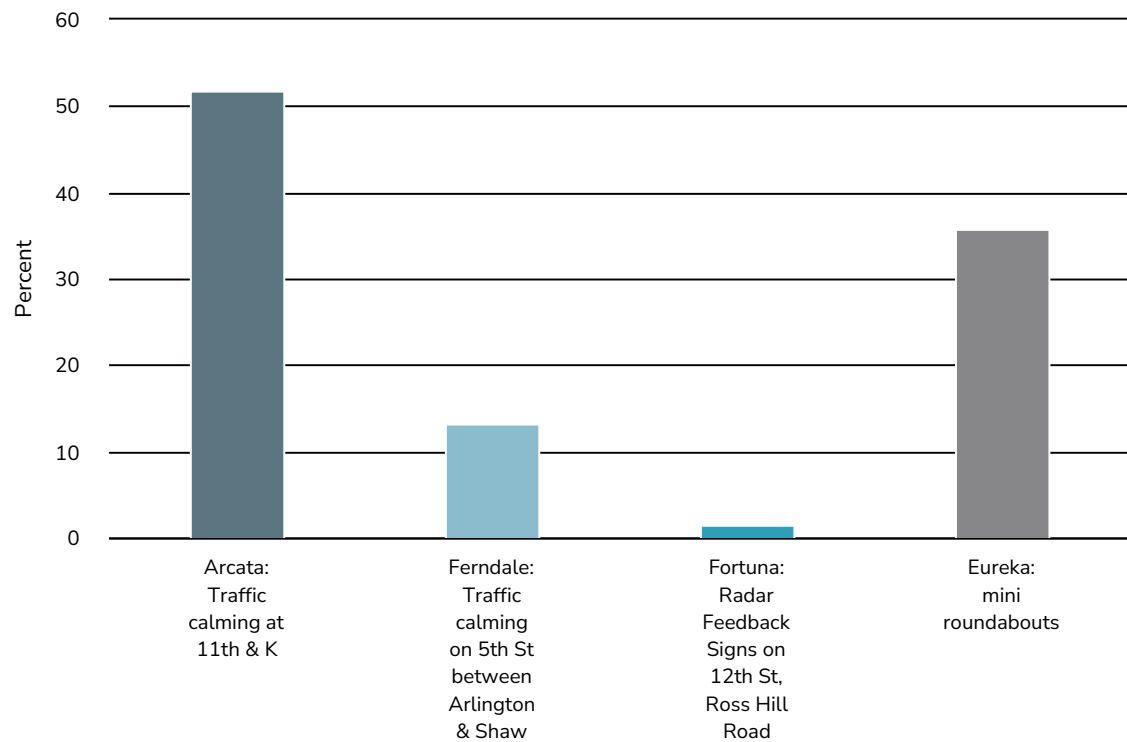


Report for HCAOG Vision Zero Demonstration Projects Survey

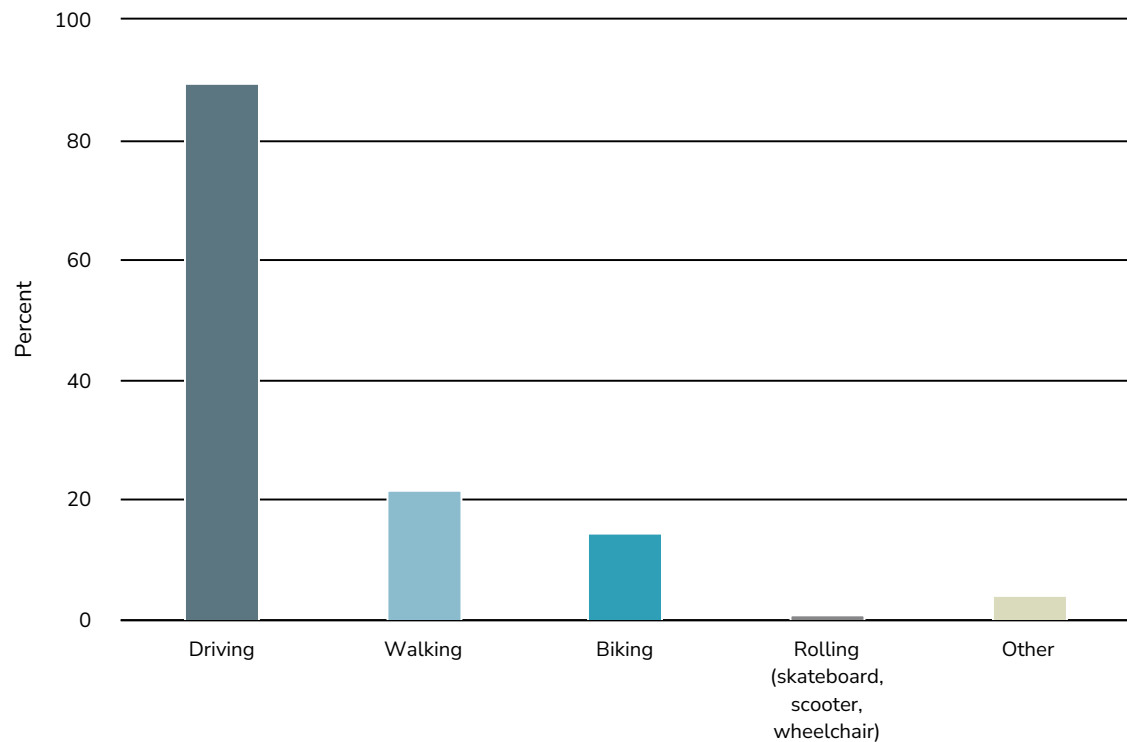


1. Which community's survey would you like to take?



Value	Percent	Responses
Arcata: Traffic calming at 11th & K	51.9%	136
Ferndale: Traffic calming on 5th St between Arlington & Shaw	13.4%	35
Fortuna: Radar Feedback Signs on 12th St, Ross Hill Road	1.5%	4
Eureka: mini roundabouts	35.9%	94

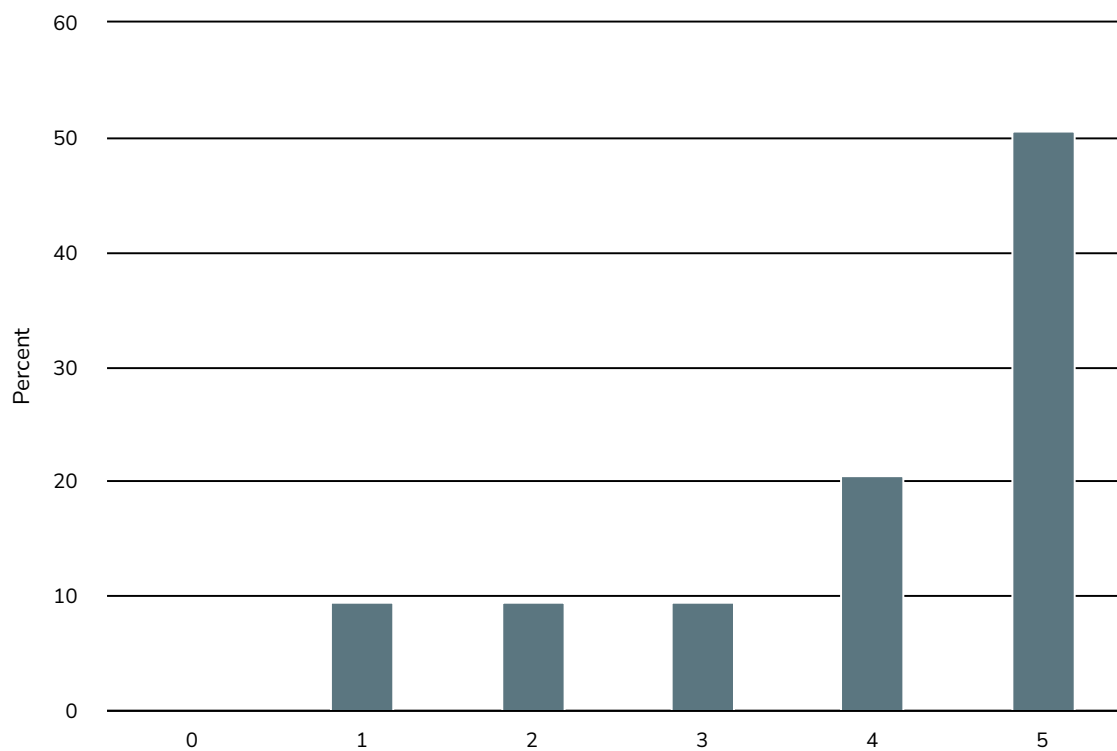
2. How were you traveling when you experienced the pop-up?



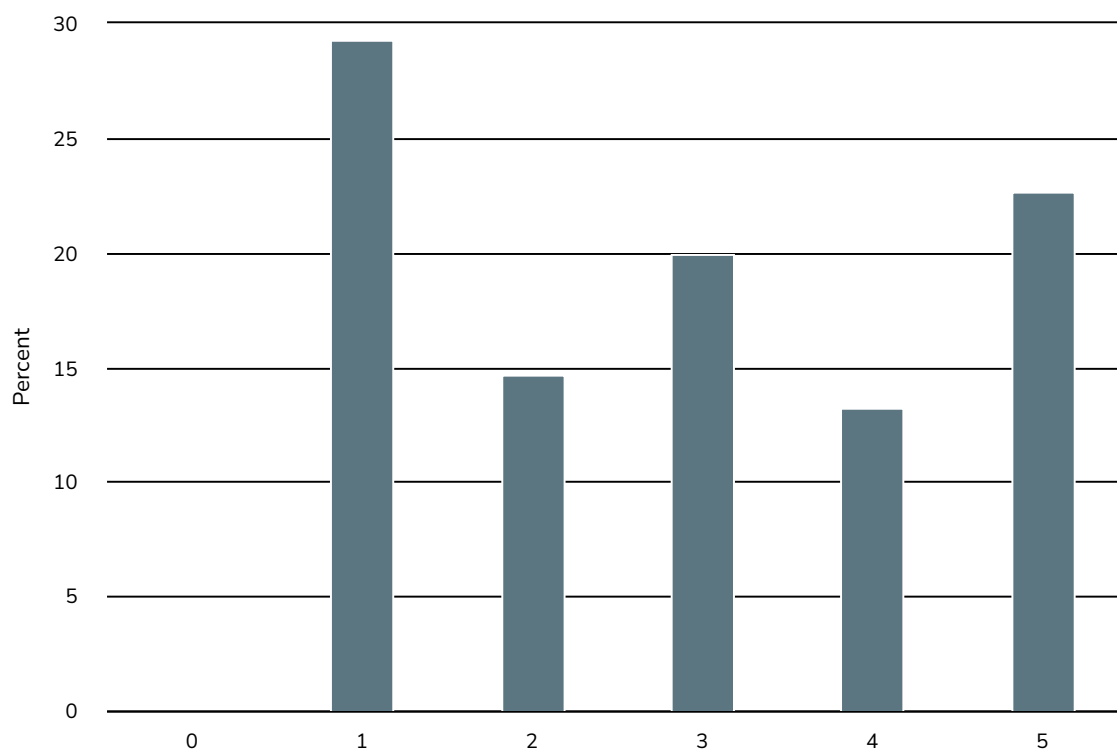
Value	Percent	Responses
Driving	89.6%	86
Walking	21.9%	21
Biking	14.6%	14
Rolling (skateboard, scooter, wheelchair)	1.0%	1
Other	4.2%	4

3. On a scale of 1-5 (1=Not Effective, 5=Very Effective), how effective do you feel the speed humps were?

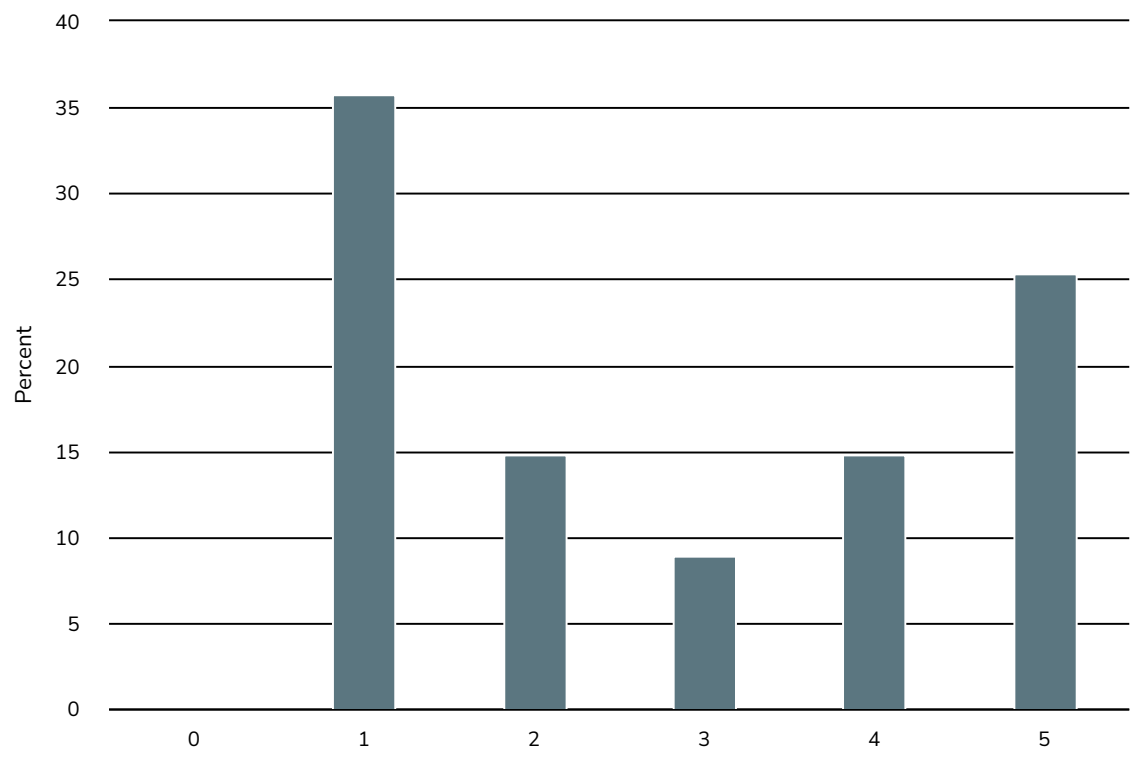
Reduced vehicle speeds (yours or others?)



Improved driver awareness of surroundings and others?

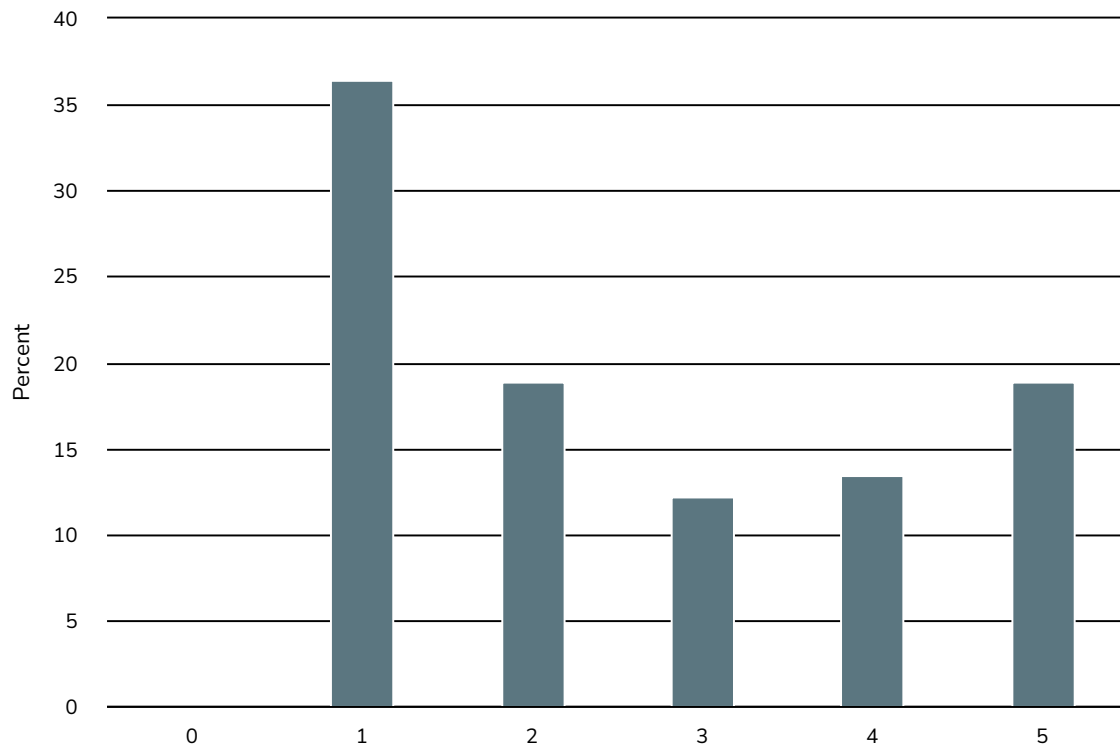


Enhanced sense of safety between motorists and others?

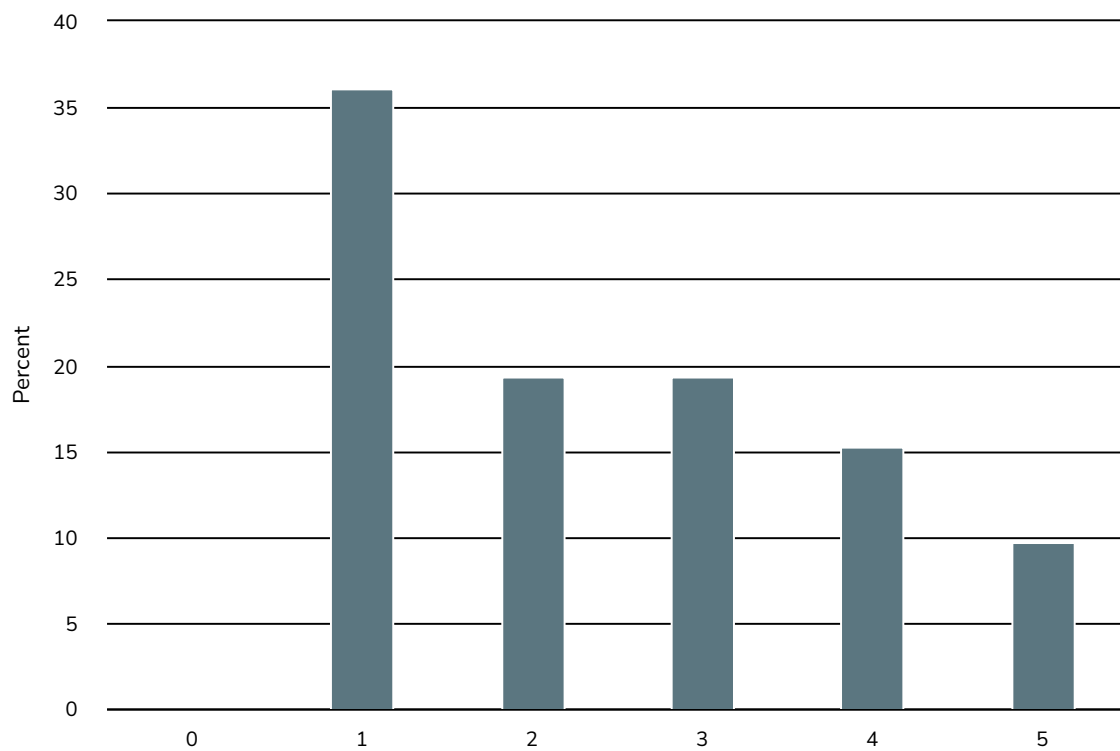


4. On a scale of 1-5 (1=Not Effective, 5=Very Effective), how effective do you feel the high-visibility signage was?

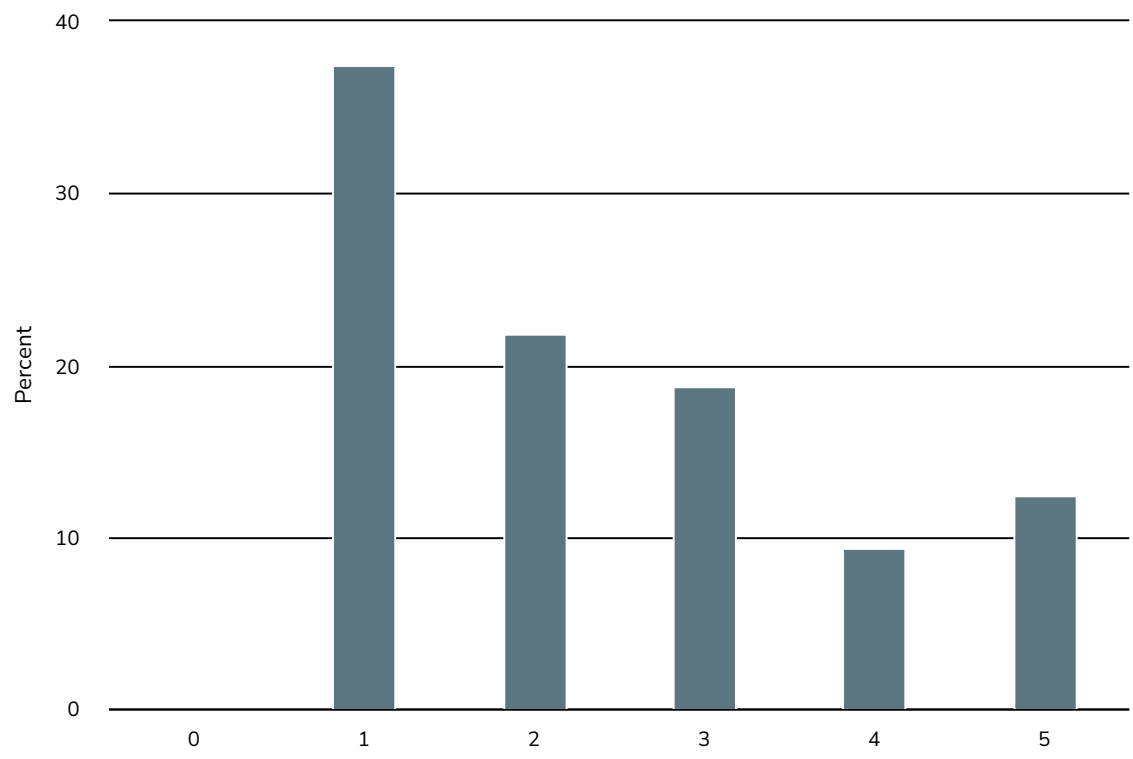
Reduced vehicle speeds (yours or others?)



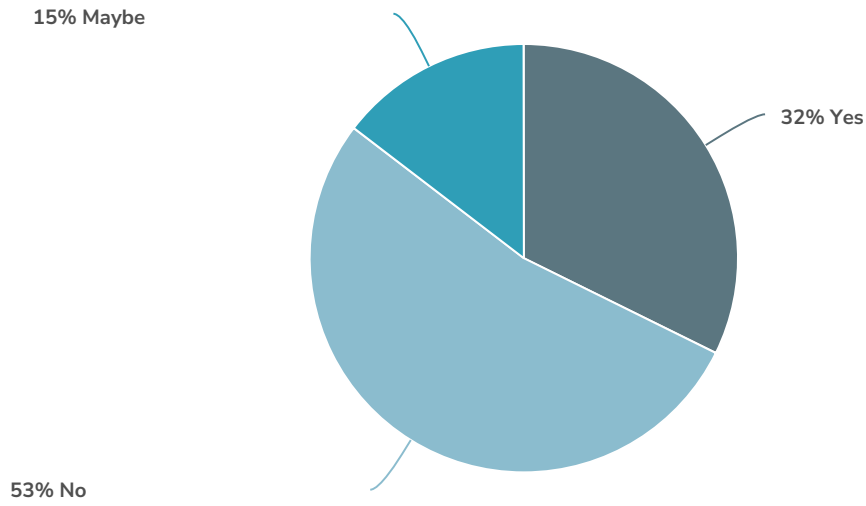
Improved driver awareness of surroundings and others?



Enhanced sense of safety between motorists and others?



5. If the City of Arcata were to make these improvements permanent, would you feel safer walking, biking, rolling, or driving on K and 11th Streets?



Value	Percent	Responses
Yes	32.3%	31
No	53.1%	51
Maybe	14.6%	14
Totals: 96		

6. Why?

Count	Response
1	A routinely walk across the crosswalk where that speed Hum was installed, and I've noticed that drivers are much more likely to stop for me as a pedestrian now. I would also encourage the city to make the speed hump not any less in height that it already is for the temporary one
1	As a cyclist this causes more problems with slowing down and having traffic pass me than if they didn't exist. I go faster than most cars when they slow down, which creates fear they'll hit me after I pass them. They are also a pain to go over on a bike.
1	Because cars go much slower. Safer for me and my kid to walk and enjoy.
1	Because these types of solutions only effect a very small stretch of road before people can be reckless again. All this will do is make people driving the speed limit mad.
1	Because those deterrents only distract from the critical focus it takes to navigate the streets in our little town., The history of our community our constantly evolving practices, to keep up the protocols that made this little "Union Town" unique in the first place..test of time itself. I'd love to see how we could solve the problem over time. But for now, I'm sticking to mindfulness and common sense decisions that can make us better appreciative what we do have.
1	Before the presence of the traffic calming measures, crossing K ST felt risky due to speeding vehicles that may or may not be paying attention to the road. I see many drivers not looking up while driving around Arcata and preferred the flashing crosswalk on 11th & K if I needed to cross. But with the calming measures in place the atmosphere on and around the road is relaxed and slower.
1	Cars drive very fast down K and I often feel unsafe crossing the crosswalks there because I don't know whether the cars will actually slow down or stop for Pedestrians. Sometimes they do and sometimes they don't, and if you can't depend on that it is a weird cycle where cars feel emboldened to just keep driving because pedestrians don't trust that they will stop. This is especially noticeable I think for visitors who assume that crosswalks here mean the same thing they do other places and are surprised to find out that Humboldt is actually in a different crosswalk dimension where you never know how a car is going to react when they see a pedestrian at a crosswalk.
1	Cars have to slow down too much for these speed bumps and are distracted trying to get back to the speed limit after hitting the speed bump that it's making the road MORE dangerous. The cars going over the speed bump are slowing down so much that cars turning are cutting in front of them at dangerously close distances trying to steal their chance to cut across traffic that has the right of way.
1	Cars often go dangerous speeds down 11th which make it feel unsafe on my bike and sometimes walking. It's also hard to turn down 11th when I drive because people are going so fast.
1	Dear City of Arcata, Thank you for installing the new speed bumps on 11th Ave. Could you please move or add a set on the intersection of L street and Q street. These are the two main pedestrian/bike crossing zones where people drive too fast and are not paying attention. Also, speed bumps before and after Bloomfield Park on Zehndner Ave would also be great to protect young children and dogs. (Rerouting the city bus off Zehndner would be great too).
1	Didn't even notice high-visibility signage. I found the speed humps disruptive on both my bicycle and my vehicle, and I bike down 11th 3 times a week. I'm going to start taking foster avenue to avoid them.
1	Drivers swerve to avoid BUMPS.
1	Enforce speed limits for those who seed, quit imposing stupid rules for those that dont speed

Count Response

1	First of all, the speed humps are too extreme. If you want to set humps, and set a speed limit of 25 mph, then the broad bumps that are on Bayside road work, without jarring your teeth. These are too high and too frequent. They are so nearly invisible until you're on them. They are very annoying to those of us who drive carefully and do not speed.
1	I am always an advocate for speed-reducing infrastructure. However, if the speed humps become permanent, they need to be lowered. The current temporary ones are so tall that you have to slow down to a speed much lower than the speed limit to not scratch or bump your car.
1	I could drive 50 mph between them, and slow down to get over them.
1	I didn't like the speed bumps, they are not easy to navigate and I think it makes drivers more distracted.
1	I don't think most folks slow down for speed bumps, for what I can see. They also waste fuel for folks that do slow down to avoid damage for their vehicle. How about a week of ticketing speeders?
1	I get the utility of the speed humps. In practically, the slope of the temporary ones is too steep so it makes them more annoying than necessary to achieve the objective.
1	I have already my driving path to avoid speed bumps by using 17th Street instead of 11th and J instead of K /Alliance. And I have already noticed an increase in traffic so if your goal is to impact speeders, you will just put them on residential streets instead of the main cross-town movement streets (11th and K Streets) in Arcata
1	I like having the traffic slowed down, but I don't think that most people realize that these bumps won't be what would be put there temporarily. These bumps mandate slowing down to about 15 mph to cross over, otherwise the vehicle jolts quite a bit and is really noisy for neighbors. I think most people will vote these bumps out because of the annoyance of having to slow down significantly. Market these bumps better by letting people know this. Most people I talk to are unaware that these are not the permanent solution. Maybe a good time to also change to a 20 mph speed limit.
1	I live on 11th Street near the speed radars. I constantly see flashing slow down/driving too fast. With the speed bumps, I now see speeds more consistent to 25, 26, 27 mph for west bound traffic after they go over the speed bumps. This became effective immediately after the speed bumps were put in. Slower traffic means quieter roads and easier for cars to respond to pedestrians and bicyclists.
1	I think Traffic needs to be slowed on 11th street, but the speed bumps are a bit too aggressive. One needs to slow down well below the speed limit to cross them — hopefully permanent bumps will not be as steep
1	I think high visibility signs at crosswalks is great. I think the speed humps are unnecessary, because most people do not drive that fast on those roads (I drive K more than 11th). I think the speed humps cause more distraction and disrupts traffic flow - as in harder to make turns and get through intersections.
1	I think more regulation on K street is huge for that road. It's very cramped and high traffic. But I think it's a little over the top on 11th street, which has a lot less traffic on it's western side.
1	I want ways to make it easier to get to my destinations. Speed humps make it harder for first responders. Rather than fight with all the traffic calming, I just use online shopping.
1	I would feel more comfortable with more consistent enforcement of speeding limits throughout town, and forced by APD. The speed bump is excessively tall and damages my low profile vehicle. I'll drive slow through town, but it's frustrating that speed limit is optional. Also the signage really sucks because you don't know the big black bump is coming. B

Count Response

1	I'd feel safer knowing cars and trucks have to drive, for once, like there are pedestrians around, and that it reduces speeds.
1	I'd like to see the speed bumps be comfortable to drive over at 25mph - the current ones make ppl slow down too much... But I love that people don't fly down 11th at 40mph anymore!
1	I'm fine with speed bumps, but this temporary one nearly took out the undercarriage of my car every time, despite my coming to a complete stop.
1	I've seen a lot of drivers in Arcata drive aggressively or make dangerous moves. This is especially scary as someone who bikes. I live in McKinleyville, and it's the worst for bikers there.
1	If the permanent speed humps are meant for vehicles to drive over at 20-25, I feel that these would be better received and not make people irked at slowing down to 5-10 mph to get over the temporary ones. At first, traffic slowed down on 11th St. immediately when first installed, but speeds between the N and Villa Way speed bumps on 11th have picked back up as before they were put in.
1	It makes drivers more aware of their surroundings.
1	It makes it impossible to make a turn off K with the cars slowing to go over the speed bumps. It actually causes more of a traffic jam.
1	It makes me slow down and more aware of my speeds. I've found that I can safely travel over the bumps at 15mph. The sign needs a recommended mph suggestion.
1	It makes people drive more slowly!
1	It slows people down but now they speed in between bumps.
1	Just put a stop sign there. The speed bumps are crazy how slow you have to go. Makes people confused about when to pull out from the cross street / cross the street. Are they stopping for me or are they just slowing down to basically a stop because of the speed bumps?? That makes people make decisions that could put them in danger
1	Keep speed in check
1	Maybe enforce the speed limit and actually ticket people Instead of ruining driving for everyone. These just make people slow waaay down to just gun it again, delay or damage emergency vehicles, and don't actually slow down big trucks that just drive right over them. Also fuck your bulb outs, they're hideous and make it impossible to turn in a larger vehicle. Stop. Putting. Them. Everywhere.
1	More disruptive & destructive to foundations of existing buildings. Try again
1	My issue is with 2 things: 1. I think the speed bump is too high. It forces cars who are driving to slow down to between 5-10 mph instead of the expected 20-25. 2. This causes a safety issue due to it being located at an intersection. Often cars will turn in front of oncoming traffic because they believe the slowing down to mean that they are letting them in. This causes potential for cars to get in head on or t-bone collisions or just cause additional traffic issues. Overall: i like the idea of speed humps in that area to make things safer for everyone, but i would expect them to be a more gradual hump that slows traffic rather than basically stopping it. Additionally i think it would be better to place two on K maybe one in front of Apex auto or Humboldt slice of pie and another by the car wash or german motors/clothing dock.

Count Response

- | Count | Response |
|-------|---|
| 1 | Only if these speed bumps could be taken at 25mph, that's the speed limit, it doesn't make sense to have them so high you need to slow down more than that. I would be more in favor of putting in a stop sign there, or decreasing the speed limit on all residential streets to 20mph than have an inappropriately high speed bumps, it's just not logical, and frankly it's dangerous for cars that expect to be able to take them at the speed limit, the first time I went over one I took it at 15mph to be safe but was immediately afraid I had hurt my suspension, and I walk by them a lot and have seen other cars experience the same thing. Even taking them at a crawl around 5mph has my little car bouncing audibly and scares me that something's gonna snap sometimes. It also pisses people off so that they drive faster in between them out of spite or to make up time. |
| 1 | People are just accelerating between the bumps, honestly making it riskier in my opinion. I think that narrowing the road (with a protected bike lane maybe) would be much more effective at slowing speeds. |
| 1 | People are slamming on breaks to not hit speed bump. They seem to paying less attention to the road around them |
| 1 | People drive SO FAST down 11th, not to mention the rest of Arcata. It's terrifying to see cars speed down 11th. The speed humps are slowing people down. There is a new TK on 11th (near Greenview market) and a lot of families live in this area. Kids walk, scoot and bike. We need people to SLOW DOWN! |
| 1 | People drive way too fast on 11th. I can already see that traffic is slower. I don't even park my car on 11th because of accidents that have occurred. I feel much safer. |
| 1 | People have to slow down, and they have to pay attention, two things gravely missing from a lot of Arcata drivers. |
| 1 | People slow down to 5 mph just for the hump, then speed up even more after, and are NOT paying attention to other drivers and pedestrians as much because the humps themselves are a huge distraction. |
| 1 | People who want to speed are still going to speed and make the roadway unsafe. If anything this makes reckless drivers more reckless as they swerve toward the sidewalk to avoid the humps (I have witnessed this exact scenario already several times). A painted dedicated bike lane would be the best way to improve safety for pedestrians and cyclists and reduce speeding. |
| 1 | People will slow down at the speed bump then go back to whatever their previous speed was. Also if the installations are to be permanent then they should be engineered to be used at the posted speed. The temporary ones are about 15-20mph bumps in a 25 mph zone so they would effectively change the speed limit. The installations on Vaissade seem to be engineered to travel at 25 mph while the ones on Old Arcata Road are 19-15 mph bumps in a 25 mph zone. Contradictory intents. Better to not put in any at all but to periodically step up enforcement. |
| 1 | People would be focused on the bumps and avoiding or trying to mitigate them and not be looking at much else. |
| 1 | Safer compared to not having them! They do slow cars down |
| 1 | Slows traffic but feels abrupt; are there speed bumps that are less jarring, like the one in front of Arcata community clinic? |
| 1 | Speaking specifically about the speed humps, there are always going to be drivers that aggressively accelerate immediately after passing them. I believe that it takes more drastic changes to the roadway to force people to drive the speed limit or slower. |
| 1 | Stop with this bullshit already. No amount of changes to roads will fix distracted and impaired drivers and pedestrians. |

Count Response

1	The K st hump is not very visible and the signage is not placed well as a warning when coming from the north.
1	The bump is too big for the location. It's so high that people slowing to 20mph still risk damage to their vehicles and/or loss of vehicle control. That's a 5-10 mph speed bump on a 25 mph stretch of road. Think and do better.
1	The bump is way too extreme, in that you must slow down to 5mph to go over it safely in a compact car. People still speed between the bumps so there is concern for being rear ended. Ive seen it cause uncertainty and delays for people crossing the road on foot and in cars. I think a less dramatic speed bump would be a better choice here, as it is a main thoroughfare through this side of arcata
1	The city of Arcata has gone NUTS with their roadway changes. I am not at all happy with these overblown projects. They are obstructive and confusing. Would love to see the money go to repairs and maintenance and quit with this nonsense.
1	The location makes little sense. Then the speed bumps are far too high and causing people to damage their cars and abruptly slow down (potentially causing rear-end collisions). Meanwhile there are kids using the bumps to jump their scooters and bikes.
1	The placement is TERRIBLE. There is no advanced warning, or lines painted on the ground leading up to them, like there is with "real" speed bumps. Right in front of an intersection too? It is a 25 mph street, that is a main thoroughfare that people now have to slow to 5 mph to cross them. IT just doesn't make sense. My workplace is directly in front of the 11th st bumps, so I basically watch them for 8 hours a day. I would call them a safety hazard, and say they do more harm than good.
1	The speed bumps do slow traffic down when no one is watching. They are great passive traffic control.
1	The speed bumps on 11th St are .5 miles apart. When they were first put in, traffic slowed down. Now traffic is back to speeding between the bumps.
1	The speed bumps on 11th St were so needed, people routinely going 40 mph down 11th st, making it highly unsafe to bike, cross as a pedestrian, OR pull out from residential side streets. People are not respectful enough to drive 25 on their own, so the speed bumps help remind them.
1	The speed bumps require vehicles to slow to around 5 mph in a street with a posted 25mph speed limit. They are to close to the intersection. Less aggressive speed humps or a stop sign would be more effective.
1	The speed humps do not work. People just speed up until the hump and slam on their brakes. When driving I have to be going 5mph or my car scrapes. That is not conducive to effective driving. Cars will pull around or when at an intersection and having a stop sign speed to "beat" you as you pass over the bumps
1	The statement, "Speed kills" is trite but true. Above 30 mph, struck bicyclists have a high incidence of death. 11th street has about a 1 in 5 speeding ratio. Your "temporary" speed bumps are misleading as they are like hitting a curb, way too harsh. We are going to lose alot of drivers that would be "for" more gradual speed bumps. That said, stick to your "guns" and put in permanent speed bumps. It is time we drivers quit worshipping the automobile.
1	The sudden slow down from 25 miles an hour to 5 miles an hour to get over the bump does not make it safe.
1	The traffic is already quite a good pace. The speed humps are unnecessary.

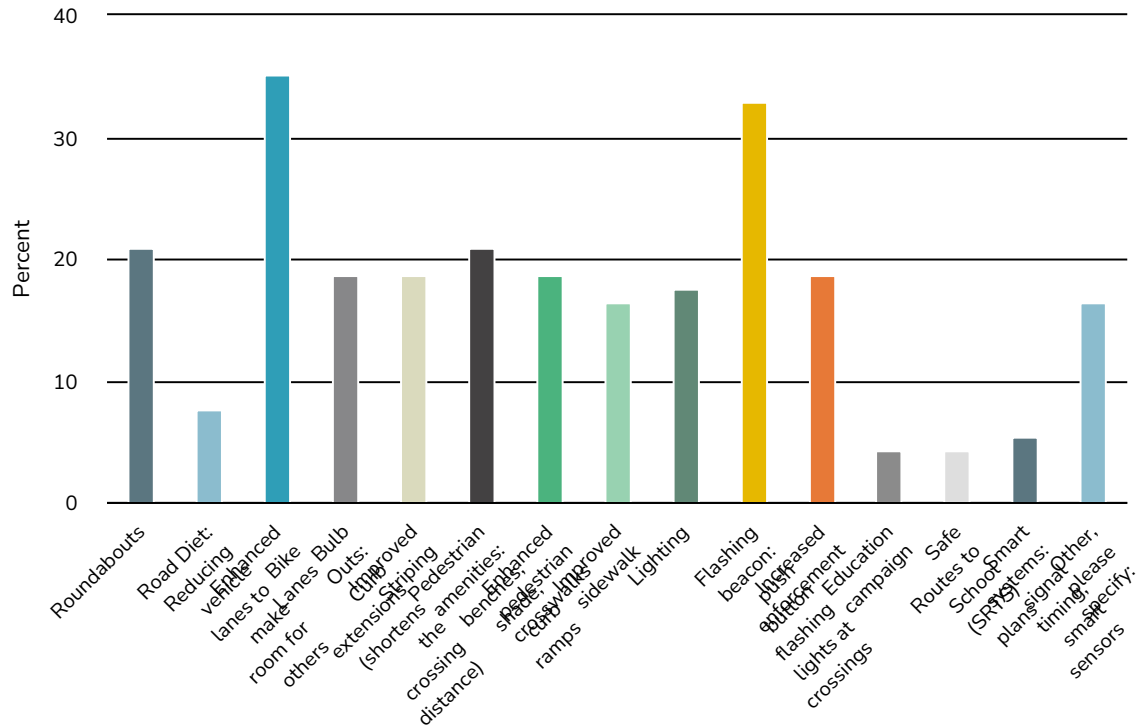
Count Response

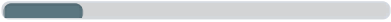
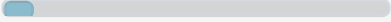
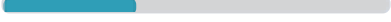
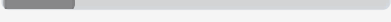
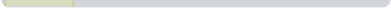
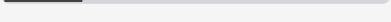
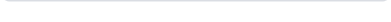
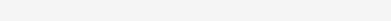
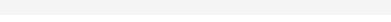
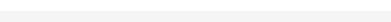
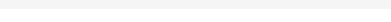
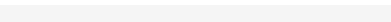
1	There was a 25 mph speed limit sign near the bump and so I took the bump at the recommended speed. Almost tore the bottom off my car. Shocking recommendation when there should be signage recommending the car go over at 3 mph to avoid damage. If there had been bicyclists in front of or to the side of me when I hit the bump, I might have careened into them in my second of shock and visceral reaction. Those bumps are without a doubt an extreme road hazard, especially for first-time encounters, and should be removed on an emergency basis immediately. Simple lower asphalt bumps that subside over time are a much safer choice for everyone using the road—if anything needs to be used at all, which is certainly debatable!
1	These evil things hurt my back so bad
1	These speed bumps are absolutely insane. I walk and drive up 11th street and have only ever see cops speeding not once have i seen any one doing much over 25 they damage cars and are not needed 11th street is wide open with clear visibility and a long time resident these are not needed at all and do more to damage peoples cares than they do helping any existing problems. The speed pumps have to go they have already damaged my vehicle and i will be asking the city for damages once i get the final bill if the speed limit is 25 mph i should be able to do 25 mph not have to basicly come to a complete stop just to progress on the road way this shit has to go immediately.
1	These speed bumps force unnatural levels of speed change on these thoroughfares, especially K st. These are 25 mph zones, they shouldnt have 5 mph speed bumps. Road rage and driver frustration are real issues, and a road is there to facilitate travel, so making travel needlessly difficult, jarring, and damaging to vehicles only increases overall risk on the road.
1	These speed humps on K and 11th street do not feel at an effective spot to increase driver awareness, if anything it has provided opportunities for people to cut in front of or turn in front of other drivers and increase driver confusion especially on K street. I have slowed down to safely go over a speed jump and another driver sees this as an opportunity to turn or cross, and I see the potential for accidents at the one on K street. These speed humps make you have to lower your speed to 10 mph to safely get over to not damage your car, which is about 10-15 mph under the speed limit. Drivers are needing to reduce their speed way more than is necessary. I believe the placement and type of speed bumps (hard rubber) used don't feel like a great addition to the neighborhood.
1	They slow traffic down at point where people tend to be going faster.
1	This is for 11th and N. This is a 5 mile per hour or less bump in a 25 mph zone making it terrible unsafe for cars that are unaware. It is also very loud. It sounds like boards slapping together on every pass, and because drivers don't want it they speed up loudly right after passing. As a tenant and owner of the building next to it is hard to sleep next to and is a terrible nuisance. This isn't near a pedestrian crossing so it makes absolutely no sense. Please for the people who live and work here get rid of this as soon as possible. -Sam Hilliard lamps by Hilliard 1433 11th st. Arcata.
1	This section of K St is already quite crowded with parked cars, crosswalks, and people walking between businesses. The speed humps are just one more thing to keep track of in an already very busy, stimulating area. A better place for them would be on Alliance Rd between spear and 11th where people really get speed up
1	This speed bump causes more problems people sliding almost hitting other cars very loud noises increased speed after wards makes it really dangerous. It's also shaking my entire house when big trucks go it or people go over it too fast! Please remove it. It's been dangerous and very frustrating.
1	This speed bump is poorly located and creates unnecessary disruption in an already congested area. Rather than improving traffic safety, its placement impedes the normal flow of traffic, contributes to confusion, and can result in additional congestion. Given the existing traffic conditions at this location, I believe the speed bump should be removed or relocated to a more appropriate area where traffic-calming measures can improve safety without unnecessarily obstructing the flow of vehicles.

Count Response

1	Too distracting. The humps are too severe. Drivers focus attention on the bump itself which takes attention away from keeping an eye out for pedestrians or cyclists or loose animals or children.
1	Too many people drive too fast and roll right through stop signs in Arcata. The speed humps make people pay attention and drive safer. I wish we could get one on Iverson Ave.
1	We live at 11th and O Streets. It is unnerving to see drivers speeding along 11th Street. I would estimate 1 in 3 drivers exceed the speed limit, some by a wide margin. Bicyclists are not safe on 11th. Anyone crossing 11th needs to be hyper aware.
1	We walk a lot in this area and drivers often don't stop for pedestrians and clearly go beyond the 25 mph limit.
1	We've learned that when approaching the humps on 11th and on K that we need to slow our vehicle down to 5-10 mph. Not gonna lie, this is very annoying, but also it does very little to encourage driving safely. Vehicles travelling at 25 mph, which I believe is a safe speed, must slow down considerably to safely traverse the hump. Slowing down, and immediately speeding back up to a reasonable speed doesn't increase my overall awareness of what's going on, if anything it's a distraction.
1	What evidence shows that full-width humps at 11th or K Streets address the specific crash types and locations identified in the City's safety plan? 11th and G and 11th and H have more accidents. This so called study isnt evaluating the speed bump effectiveness and isnt evaluating if -Speeding is occurring between the humps. -If vehicles hard braking and acceleration. - the increase in noise near adjacent homes. -If vehicles are diverting onto nearby streets.
1	While cycling I noticed drivers slowing down for the speed hump but then accelerating to the next one before hitting the brakes. I couldn't help but think how I was glad I wasn't immediately after a speed hump because they may have accelerated right into me during their attempt to get through the bumps as fast as possible.
1	if the intent is to stop speeders - they will find a different path, as they always do. But this stupid idea affects those with back injuries, bus scheduling, fire and ambulance response time, garbage and delivery vehicles and most notably the rest of us who are not speeders. Arcata is clever enough to come up with a better idea
1	people are speeding up between the speed bumps
1	regular sized speed bumps would be great. - these tall ones require a close to full stop to cross without car damage and take the drivers attention *away* from safe driving. some of them are directly in front of intersections and become defacto unsigned one way stops, where the driver needs to fully stop, ease half their car into the middle of the intersection and then accelerate in order to cross, while the cross traffic has no control. I saw a near collision happen because of this.
1	too busy watching the pavement for driving dangers(bumps) to pay attention to pedestrians or anything else.
1	your speed bump is too damn big and the signage isn't noticeable.. why make drivers slow to a near stop? it is effective but draconian. and as far as i can see, this survey does not address this problem, only whether "effective" or not—major flaw with the survey

7. In addition to speed humps and signage, what else could make this area a Complete Street? Complete Street- roadways designed to enable safe, convenient, and comfortable access for all users (cyclists, pedestrians, roller, motorist, others). Choose your top three.



Value	Percent	Responses
Roundabouts	20.9% 	19
Road Diet: Reducing vehicle lanes to make room for others	7.7% 	7
Enhanced Bike Lanes	35.2% 	32
Bulb Outs: Curb extensions (shortens the crossing distance)	18.7% 	17
Improved Striping	18.7% 	17
Pedestrian amenities: benches, shade, curb ramps	20.9% 	19
Enhanced pedestrian crosswalks	18.7% 	17
Improved sidewalk	16.5% 	15
Lighting	17.6% 	16
Flashing beacon: push button flashing lights at crossings	33.0% 	30
Increased enforcement	18.7% 	17
Education campaign	4.4% 	4
Safe Routes to School (SRTS) plans	4.4% 	4
Smart systems: signal timing, smart sensors	5.5% 	5
Other, please specify:	16.5% 	15

8. Are there any other safety concerns or comments you have about K and 11th Streets as a pedestrian, cyclist, motorist, or other roadway user?

Count Response

- | Count | Response |
|-------|---|
| 1 | Arcata transit can already run a few minutes behind schedule. If they have to slow down for multiple speed humps, the schedule should be adjusted as it will likely increase delays. 11th street is meant to be a transit street to reduce traffic on neighborhood streets, and slowing traffic would most likely increase traffic on other streets we probably want to keep low traffic. |
| 1 | As a motorist and bicyclist, it is becoming increasingly harder to turn left to drive east towards town from roads stopping on the north side of 11th. The temporary speed bumps are about .5 miles apart, and vehicles are speeding up between, and it's hard to see around parked cars. Mornings are hell to pull out and it's dangerous as a bicyclist as drivers aren't seeing us. Get some roundabouts on Q, Villa Way, O, or P streets or add a chicane in road at Janes Creek crossing to slow down traffic. |
| 1 | As a pedestrian, there are good sidewalks to walk along. The flashing beacons on K at 10th and 8th are great and they really help to cross. Unfortunately the trigger for the beacon on 10th and K St. on SW side doesn't work. A crossing beacon at 11th and Q would be nice. Bicyclists just aren't safe on 11th-Too much speeding, distracted driving (phones), and lots of traffic in early morning commute and charter school dropoffs (no busses!). I have never seen a patrol car stop anyone speeding. The speed radars are ineffective. Most people don't care, and there are no consequences. At certain times of the year during early morning traffic on 11th driving east, the rising sun shines so that it is hard to see. There have been accidents as cars on north side of 11th trying to turn east onto 11th into the sun, and can't see very well. |
| 1 | Bike lanes could be improved. |
| 1 | Bulb outs, as they are currently constructed, kill bicyclists. They force a rider out into traffic. The future is NOT being in automobiles- not in internal combustion cars nor in electric vehicles. They all emit massive CO2 in the building and running. Bicycles, walking, public transportation. |
| 1 | By the Coop needs attention |
| 1 | Concerned about response time for emergency vehicles if they have to slow down to 5mph for the gigantic hump bumps. |
| 1 | Difficult spot to make improvements to. Flashing beacons at crosswalks without stop signs would help. We live in a community with decreased civility and there is little you do to fix that. |
| 1 | Gentler speed bump |
| 1 | I |
| 1 | I am concerned about the 11th and Janes street intersection, specifically as a pedestrian. It could be an all way stop or have flashing pedestrian light |
| 1 | I feel like the speed jump is in a good place heading toward samoa street but the exact same spot head towards alliance feels weird. I think it should be closer to slice of Humboldt pie area. |
| 1 | I honestly haven't noticed the signage associated with these humps |

Count Response

1	I live next to the trial speed bump at 11th and N and I love it. We don't notice the gentle thump thump noise unless we're out in front of the house so if ppl are saying it's too loud, ask their address! It feels so much safer to pull out onto 11th there now. It's much easier to cross the street to the nature trail too. We are a route from the neighborhoods to the high school and we get a lot of pedestrians crossing there. It's much safer
1	I mainly drive this stretch but also bike it. K st and alliance does not have a designated bike lane the whole way down which definitely gets sketchy for everyone on the road. Flashing crosswalk signals could be effective at 11th and k, similar to the one by Murphys. I think overall people respect these additions.
1	I noticed a lot of speeding around the K and 11th St.'s area but also a lot of speeding in the general Arcadia area that has increased over the years. I would appreciate better enforcement.
1	I think the speedbumps are great and make the neighborhood feel much safer for kids and encourage drivers to be more aware and respectful of pedestrians. If pedestrians feel safer I think it will encourage more people to actually walk which is healthy for the body and the community.
1	I'm in favor of more speed bumps all over town honestly but only if they are at a height that matches the speed limit.
1	If you really do choose to build a permanent speed bump, please have it be a gentle one that you can feasibly still drive over while going the speed limit (like the one on Foster).
1	It is clear that the design and building of "Bulb Outs" are by persons that do not ride bicycles. They force bicyclists to veer into traffic. Numerous deaths in California, can be attributed to these road additions.
1	It is very difficult to see if you are pulling out to turn left or cross 8th or 9th streets because of parking and buildings. Increased visibility would be nice.
1	It's a dangerous bump and it needs to be replaced with a smaller one
1	It's great that there are speedbumps on K and 11th, but I fear that you will receive a lot of complaints from drivers, and make it unpopular to add them. There are much better speed hump designs that make it more pleasant to drive over at 25mph and also that the firetrucks can straddle. I fear the temporary ones will derail the idea of adding them, as they are hard to negotiate at anything faster than 15-20 mph. If the speed limit is brought down to 20 mph, not as big of a problem. How about a chicane structure in the middle of the road at Janes Creek on 11th St. where there is no parking, right near the NPA school.
1	It's possible even another stop sign on these streets would help. The longer the distance between stops the faster cars go.
1	It's pretty excessive to have ambulance and police using came with their lights and siren at all hours of the day and night. I think that lighting should be more of a priority and things that impede line of sight like signs or foliage should be considered
1	It's unsafe size for a 25 mph road and will damage vehicles. I have already had a car break its oil pan and drive into my lot dripping it all over my property.
1	It's very dark on these streets and more lighting could be great for safety and accessibility. There are no public seating or resting areas, and more benches or pedestrian amenities would be great. There are currently no bike lanes on 11th and that could be helpful to feel safer. I see a good alternate instead of the speed humps to be roundabouts if driver awariness or speed is an issue. Similar to the ones near the Arcata skate park.

Count Response

1	Just the speed bump is a safety concern
1	Like I said, just make it a 4 way stop. I agree that people need to slow down there. A stop sign would be less confusing
1	More regulations for pedestrians and cyclists. Please start enforcing traffic laws when it comes to pedestrians and cyclists. People should not be allowed to jaywalk and cyclists need to go the direction of the road and stop at stop signs. The pedestrians and cyclists are out of control. I keep seeing jaywalkers who aren't looking both ways before crossing nearly get hit and cyclists who are going the wrong way on a one-way road and/or don't stop at stop signs and blow right through busy intersections (usually nearly getting hit or getting hit).
1	N/A
1	No
1	No
1	No bike lane, the intersection of Lewis and 11th is dangerous, the large hump in the road scraps cars and the lack of stop signs makes it a game of chicken. Similarly the intersection of Janes and 11th it is hard to see down the road and spot oncoming traffic
1	No, speed bumps are ineffective
1	Not that I can think of at this time
1	Nothing else to add thank you!
1	Parking on K should be eliminated close to the cross streets. That would provide a better line of sight to be able to safely turn onto K from a cross street.
1	Parking on K street reduces visibility and creates a more dangerous environment than concerns over speeding. People often have to blindly turn on to K street from side streets and hope they aren't cutting someone off
1	People do drive way too fast on 11th; some 45 or 50mph! Enforce the speed limit! Idk what the cops in Arcata do but it doesn't seem to be much. Park someone there and ticket people for a week; that'd slow people down.
1	Put more visibility components in the speed humps and on the signs. As they are now, the speed humps are very hard to see thus reducing there efficacy. Make them yellow, add yellow striping and reflective surfaces or something. JUST MAKE THEM MORE VISIBLE PLEASE
1	Q and 11th quite dangerous to cross.
1	Raised crosswalks should be used as well as speed bumps. Too many big vehicles, driving too fast are ignoring pedestrian safety. Bike safety psa would be helpful also. In general bikes are behaving like pedestrians and interrupting traffic flow.
1	School to & fro times safety
1	Signage to help direct folks onto the multi-use pathway/trail on the L Street. Also move forward with the L Street Linear Park vision.

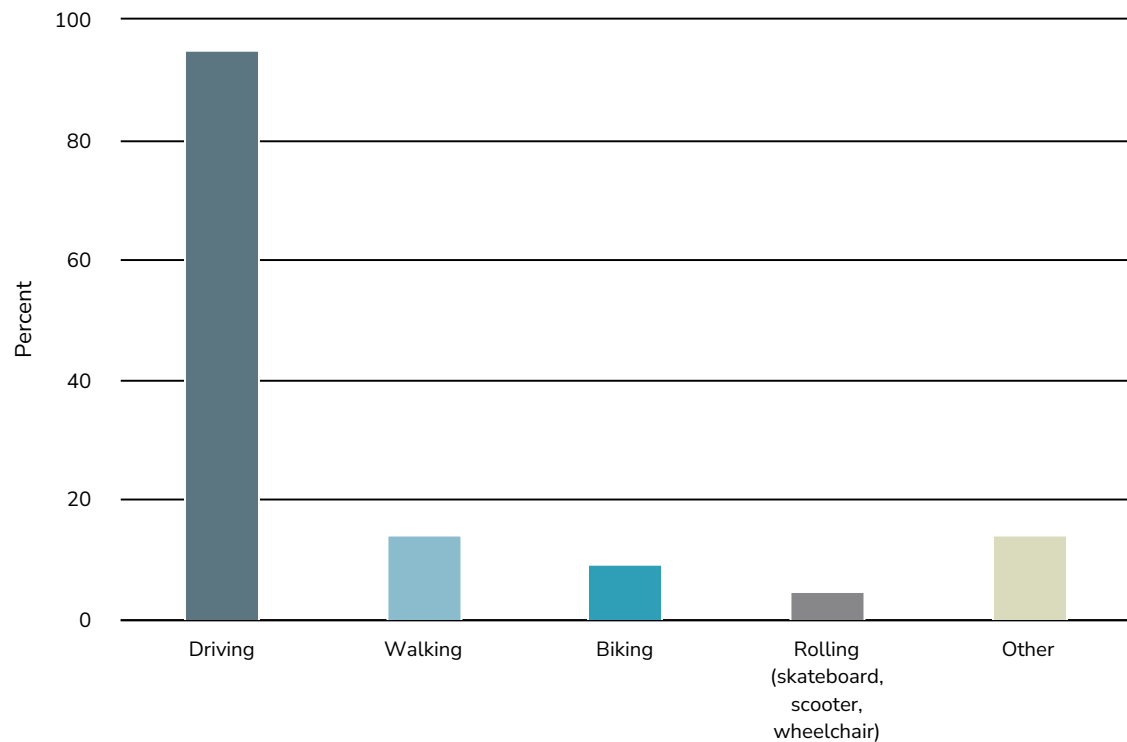
Count Response

1	Slow the cars down!
1	Something to make sure cyclists aren't rushing across streets or stop signs
1	Speed humps may reduce speeds immediately at the device, but they impose delay and vertical impact on every vehicle, encourage braking and acceleration, and diverts traffic onto smaller nearby streets. A reduction in traffic on 11th should not be considered successful unless the City determines where that traffic went and whether total neighborhood safety improved.
1	Stop trying to stop traffic on a road where traffic should be located.
1	Thank you for installing the new speed bumps on 11th Ave. Could you please move or add a set on the intersection of L street and Q street. These are the two main pedestrian/bike crossing zones where people drive too fast and are not paying attention. Also, speed bumps before and after Bloomfield Park on Zehndner Ave would also be great to protect young children and dogs. (Rerouting the city bus off Zehndner would be great too).
1	The City needs to post the speeding data that warrants this study in the first place. A couple complaining residents is not facts. Then I dont see where/how the City is collecting data to show if they are effective at slowing down traffic. The stated purpose is to see if they slow traffic not if people 'feel' like they do or not.
1	The button activated flashing crosswalk signs have worked so well everywhere they are installed!
1	The marked pedestrian walkways already create frequent close calls between pedestrians and vehicles, particularly when drivers are unfamiliar with local traffic patterns or fail to yield appropriately. Additional suggestive signage may also be subject to inconsistent interpretation and may not adequately address these safety concerns. Given the existing traffic conditions at this location, I believe the speed bump should be removed or relocated to a more appropriate area, with clearly defined and enforceable traffic-control measures implemented to improve safety without unnecessarily obstructing the flow of vehicles.
1	The most common vehicles going over the speed limit are e-bikes. A real danger in my opinion.
1	The most dangerous thing about this section of K St is the on street parking. Drivers pull in and out of spaces quickly, open doors into the traffic lane, and the parking spots leave no space for bikes to travel safely.
1	The prefab plastic bumps are a safety hazard. They are just too steep. I see countless cars bottoming out, even after slowing to 5 mph.
1	The problem isn't the road. Stop trying to do things to roads that roads don't need. Instead, do something about drunk drivers, drunk pedestrians, distracted drivers, distracted pedestrians, drunk cyclists, distracted cyclists, and holier-than-thou entitled cyclists and pedestrians who feel they have a god-given right to make tens or hundreds of tons of steel slam on the breaks because they're in the mood to wander to the other side of a road.
1	The speed bumps are horrible
1	The temporary plastic speed bumps are far too abrupt to be realistic, and they will—and have—set people against the ideas of speed bumps just when they are most needed. It's obvious to me that, were these speed bumps made permanent, they would be more like the asphalt ones on, say, Bayside Road. But this will not be obvious to everyone. I have no doubt you will get a lot of negative feedback due to the severity of the bumps that you would not have gotten had they been more realistic.

Count Response

1	There is way too much traffic on K street. Encouraging alternate routes might be useful.
1	These are truly the worst speed bumps in the county. Im aware theyre plastic and temporary and maybe extra extreme for that reason but they are also borderline dangerous with how large and aggressive they are. End this pop up now.
1	Those hazardous speed bumps along with superfluous, too-small roundabouts in quiet neighborhoods and the ginormous cement planter that was installed practically in the middle of the street leading towards the plaza—all exemplify the unintended consequences of overdone and yet underbaked safety projects. You need to hire some safety engineers who know how to use measuring tapes and possess good spatial awareness in the real world, as well as who have experience with the physics of speed bumps. As a child who grew up and learned to drive in Arcata, I know it was a lot safer to navigate the unimpeded streets then than as they are now with narrower lanes and safety encroachments. I actually avoid coming into Arcata to shop due to the increased stress of driving in town. I'm sure I am not the only older driver contributing less to Arcata's business sector for this reason. McKinleyville is a much safer and less stressful place for me to do the bulk of my shopping as far as driving goes. M
1	Traffic enforcement seems largely absent. I travel 11th street twice a day on foot and drivers are regularly speeding between Union and F Streets so I'm hoping some form of traffic calming infrastructure is planned for that section as well. The speeders ignore the radar sign near B Street. I see it every day.
1	Visibility can be poor, so making sure corners are clear so drivers can see oncoming traffic would prevent a lot of collisions.
1	Yes i have to cross 4 fucking speed bumps now just to go to the grocery store this is completely insane. They arent speed bumps there vehicle damaging road hazards as you can not do the speed limit over them they must be removed before the city gets a new lawsuit for damaging peoples cars
1	Yes, same as above. People drive too fast and it's terrifying. Arcata NEEDS more flashing beacons and speed humps.
1	smooth, consistent operating speeds may be safer than repeated braking and acceleration. FHWA recommends evaluating speed, traffic volume, transit, emergency routes, crash history and adjacent streets while this study recommends only community feelings input.
1	speeding on K and 11th, if it really occurs (I don't believe it) is likely a result of the poor condition of streets throughout Arcata. Potholes dont slow traffic; they just push traffic onto better roads.

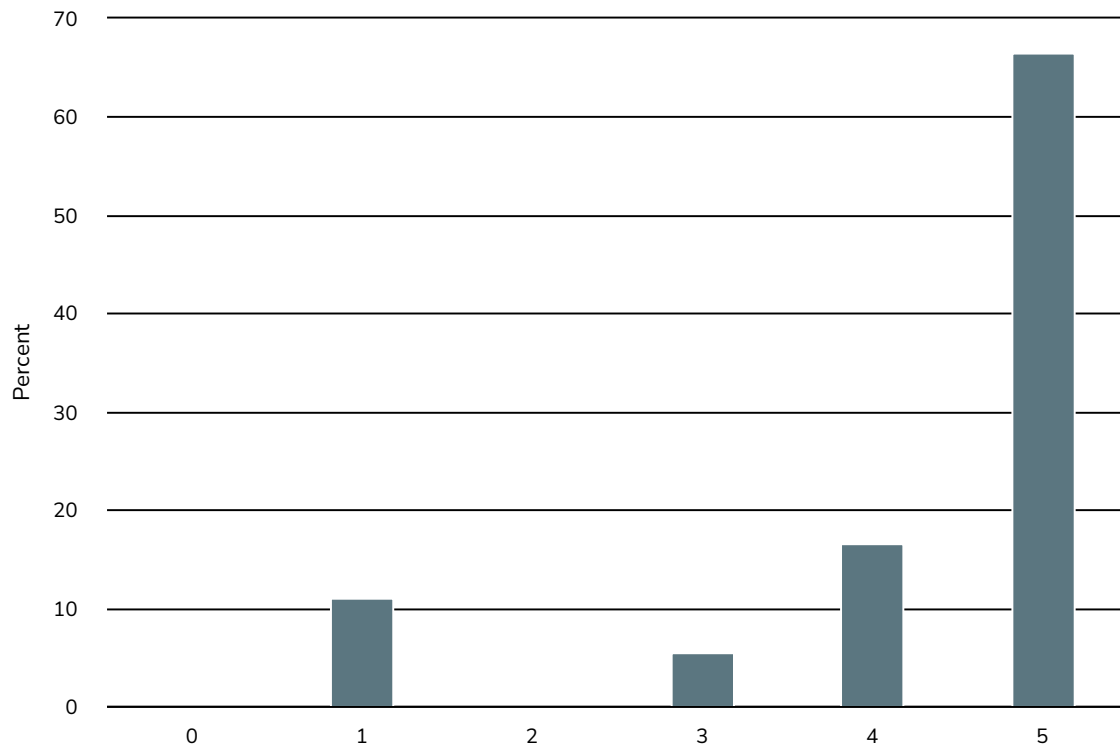
9. How were you traveling when you experienced the pop-up?



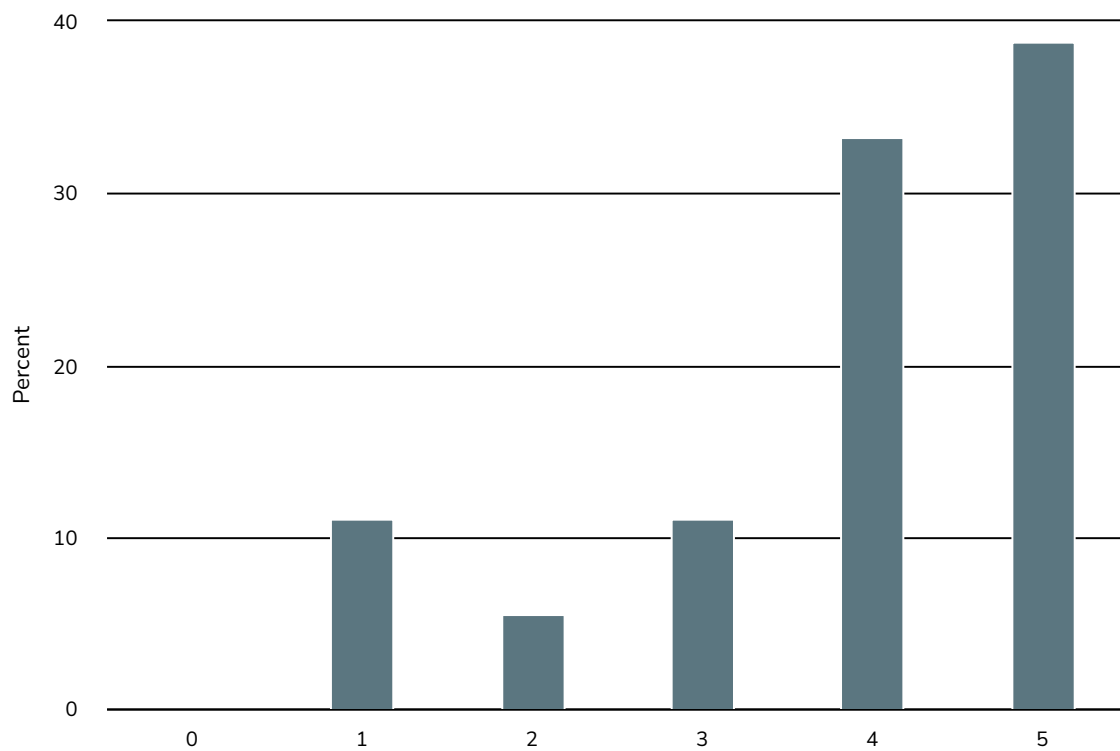
Value	Percent	Responses
Driving	95.2%	20
Walking	14.3%	3
Biking	9.5%	2
Rolling (skateboard, scooter, wheelchair)	4.8%	1
Other	14.3%	3

10. On a scale of 1-5 (1=Not Effective, 5=Very Effective), how effective do you feel the speed humps/tables were?

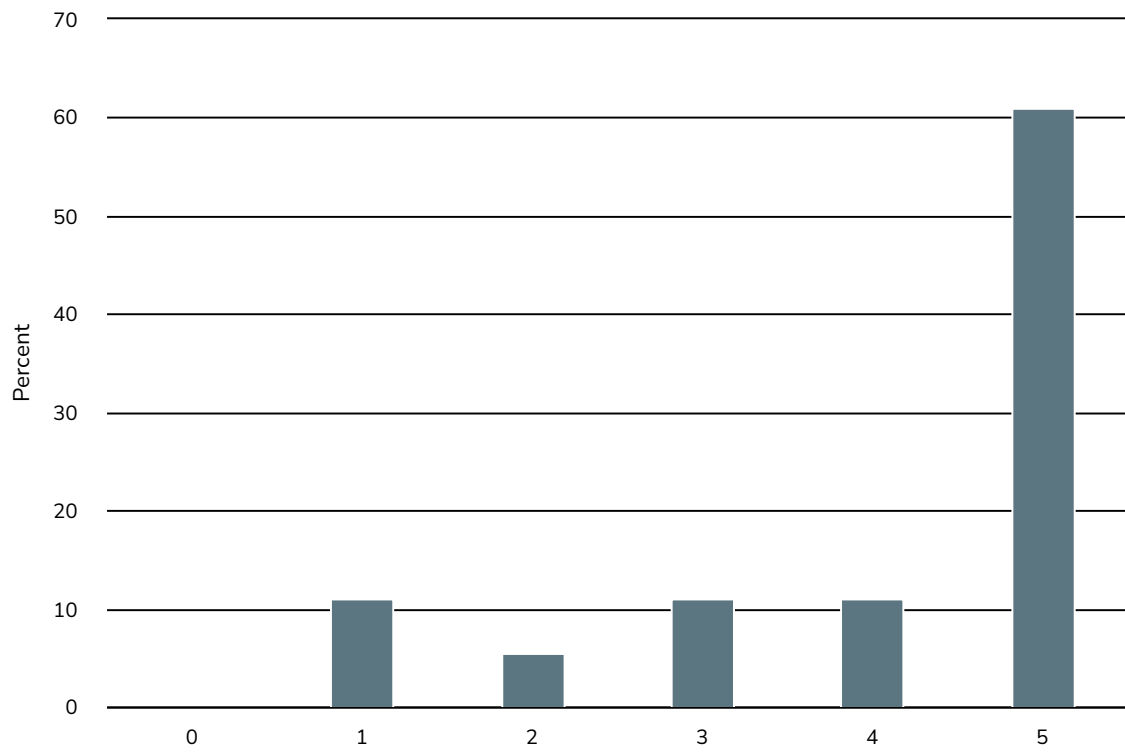
Reduced vehicle speeds (yours or others?)



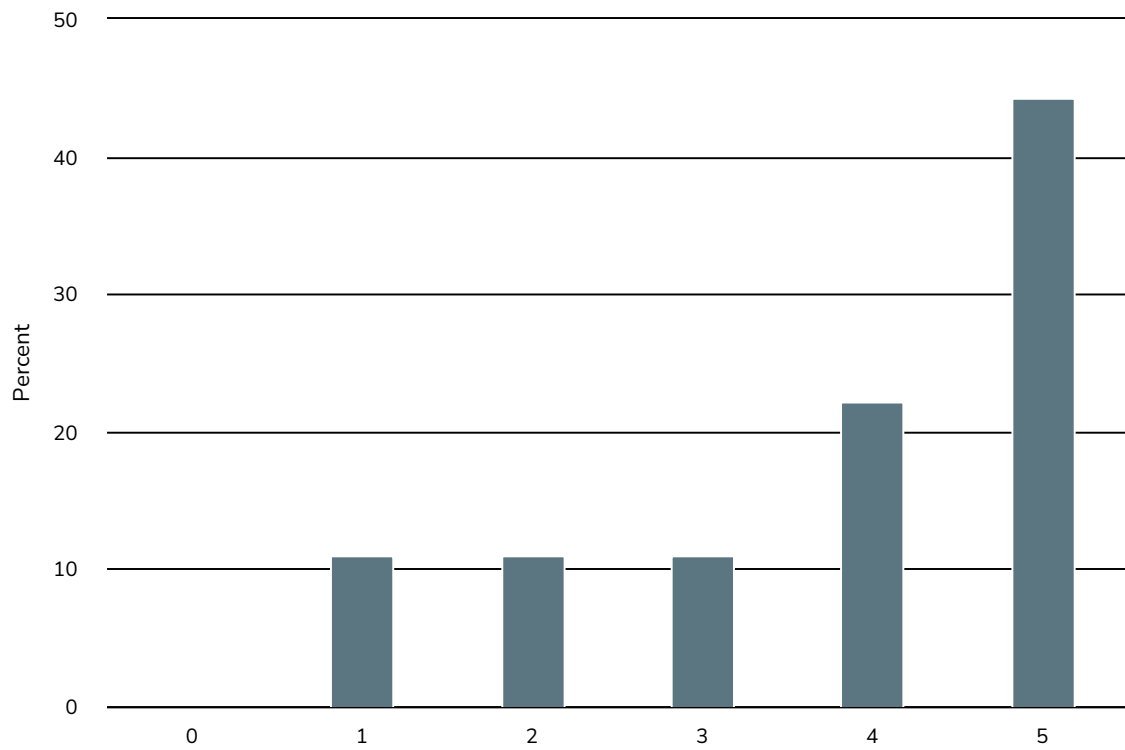
Improved driver awareness of surroundings and others?



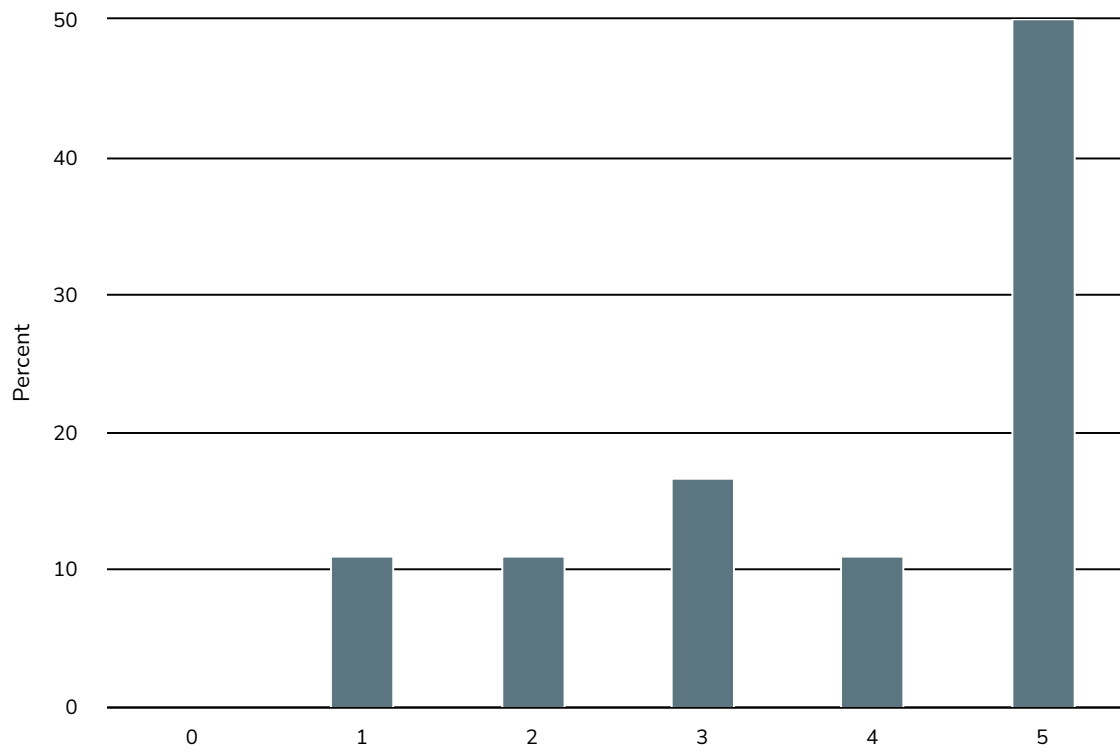
Helped you notice your own speed (if driving)?



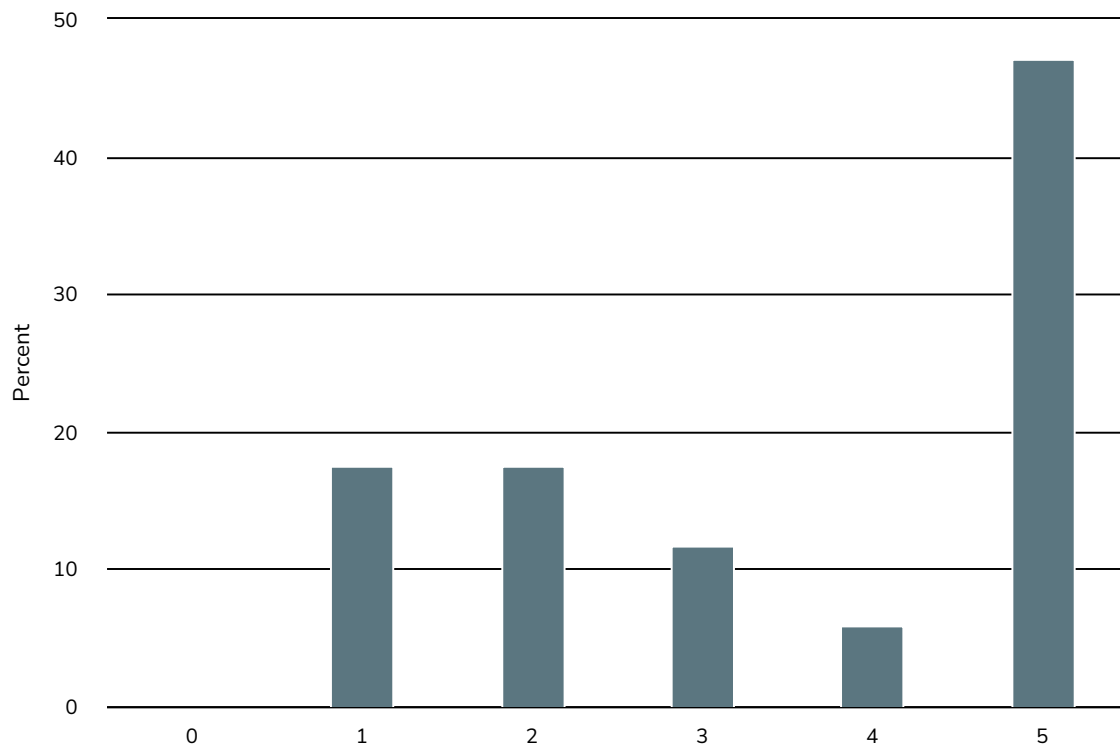
Enhanced sense of safety between motorists and others?



Improved visibility and traffic flow?

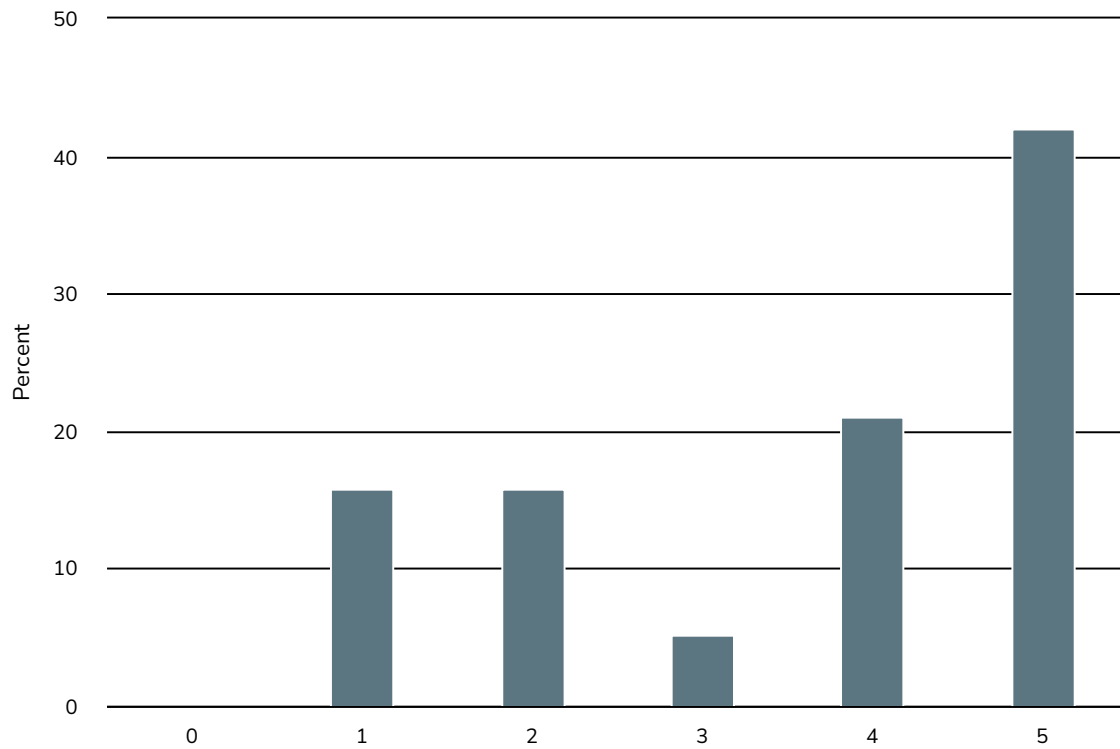


Made it easier to cross the street?

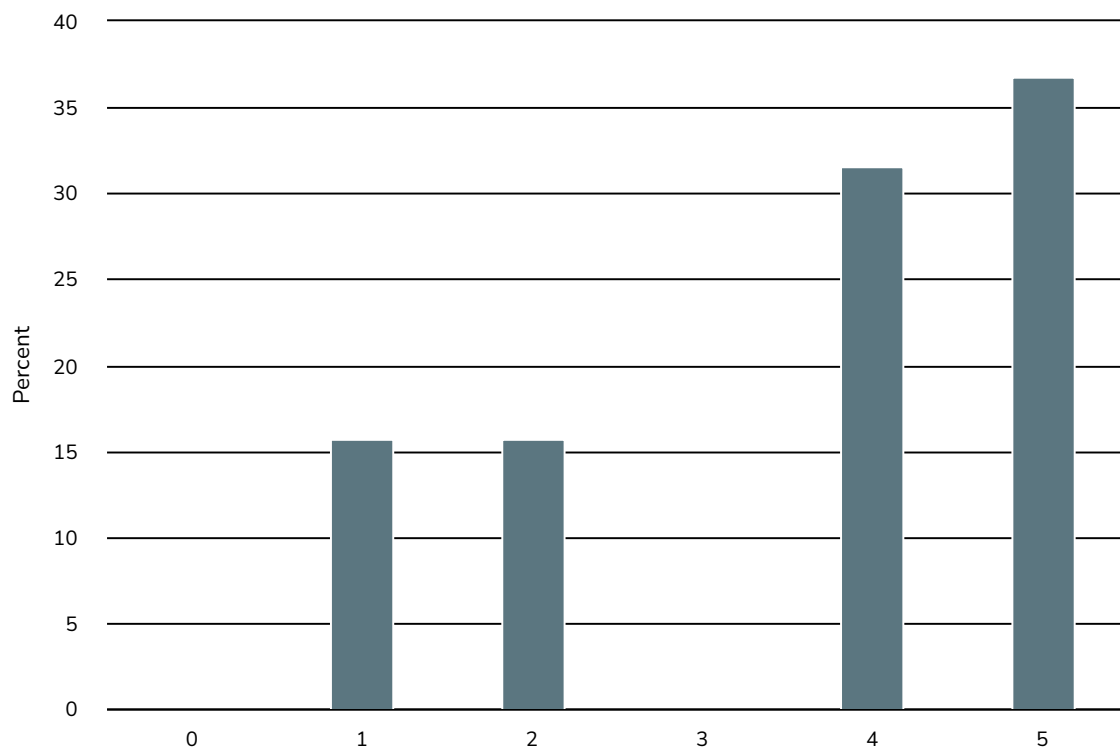


11. On a scale of 1-5 (1=Not Effective, 5=Very Effective), how effective do you feel the pavement markings were?

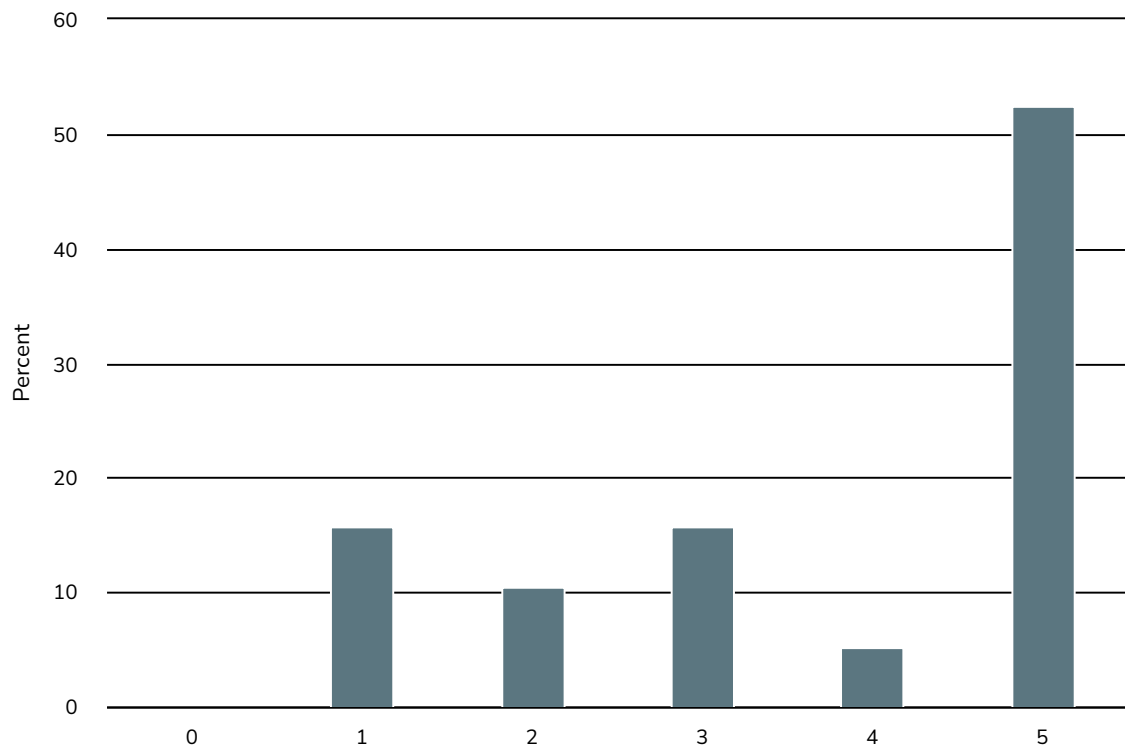
Reduced vehicle speeds (yours or others?)



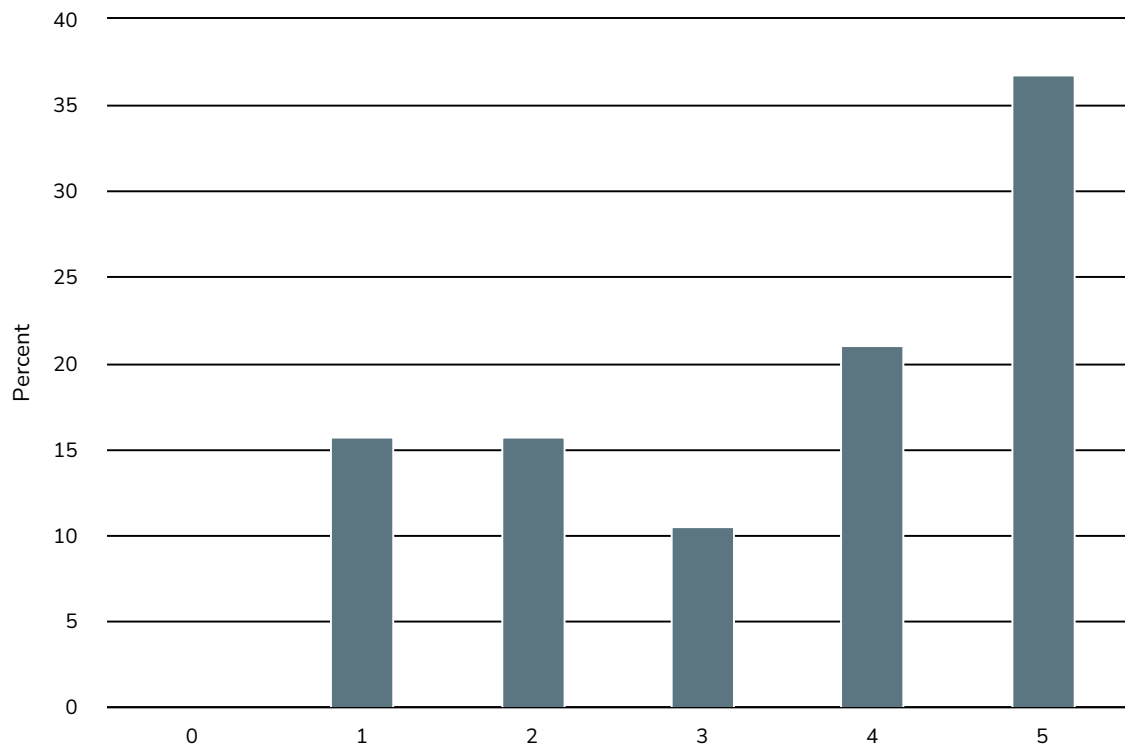
Improved driver awareness of surroundings and others?



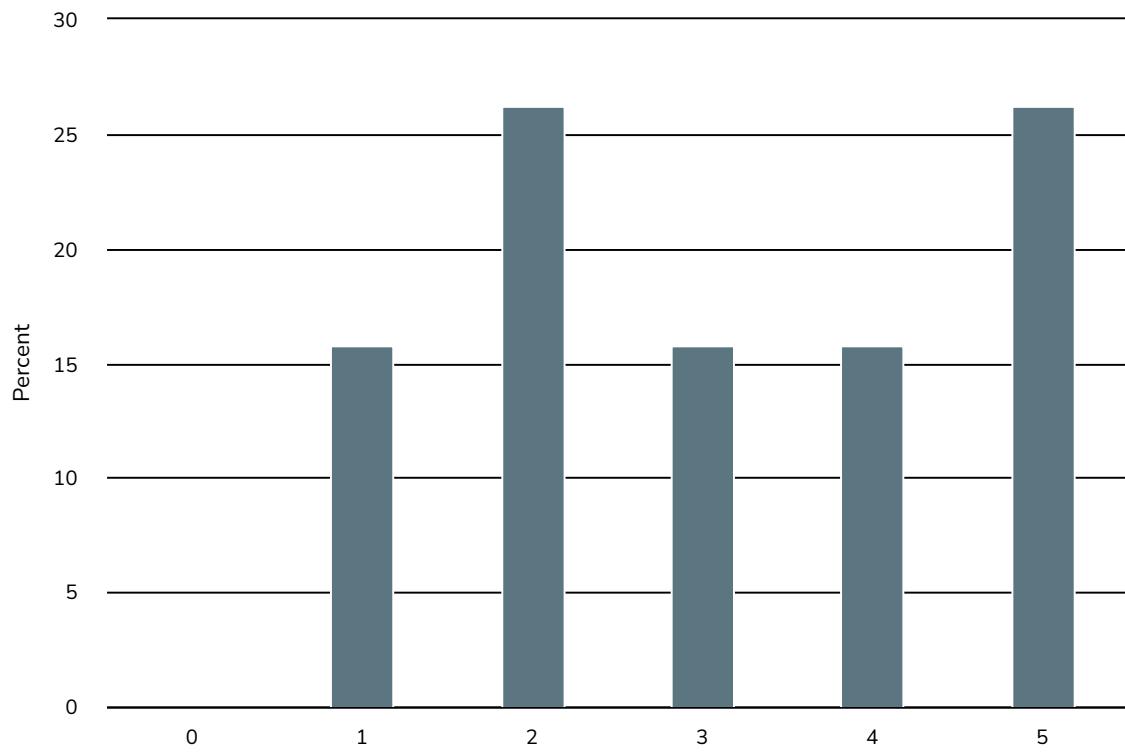
Helped you notice your own speed (if driving)?



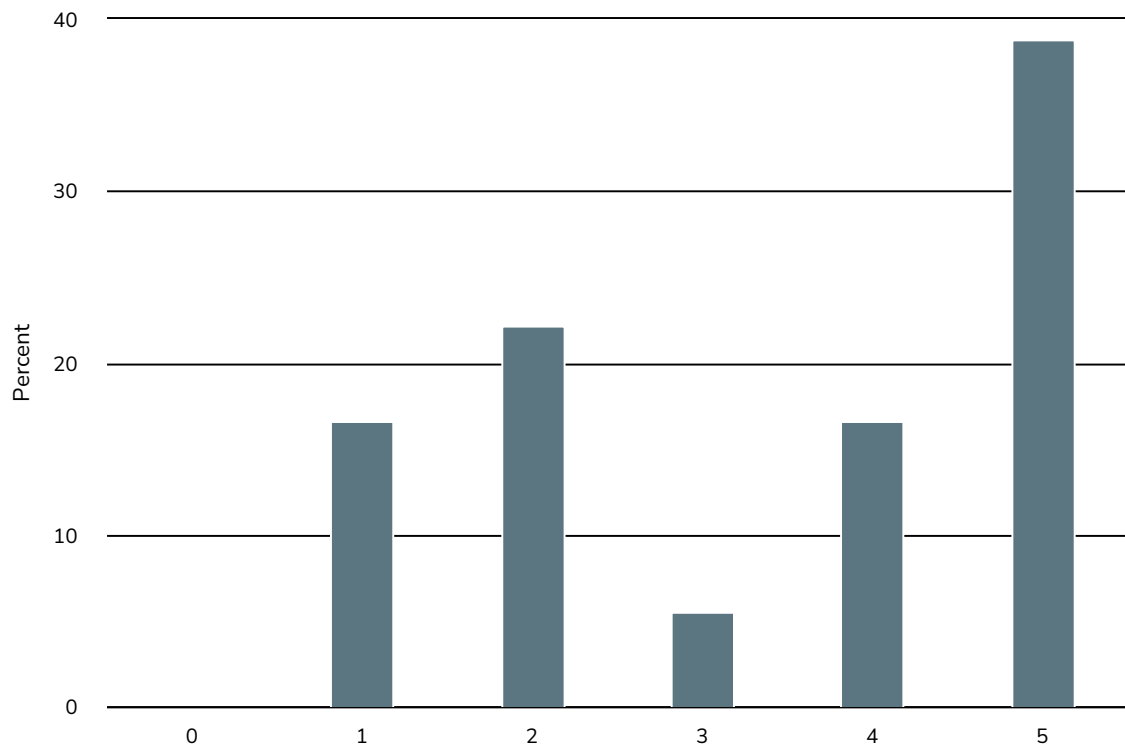
Enhanced sense of safety between motorists and others?



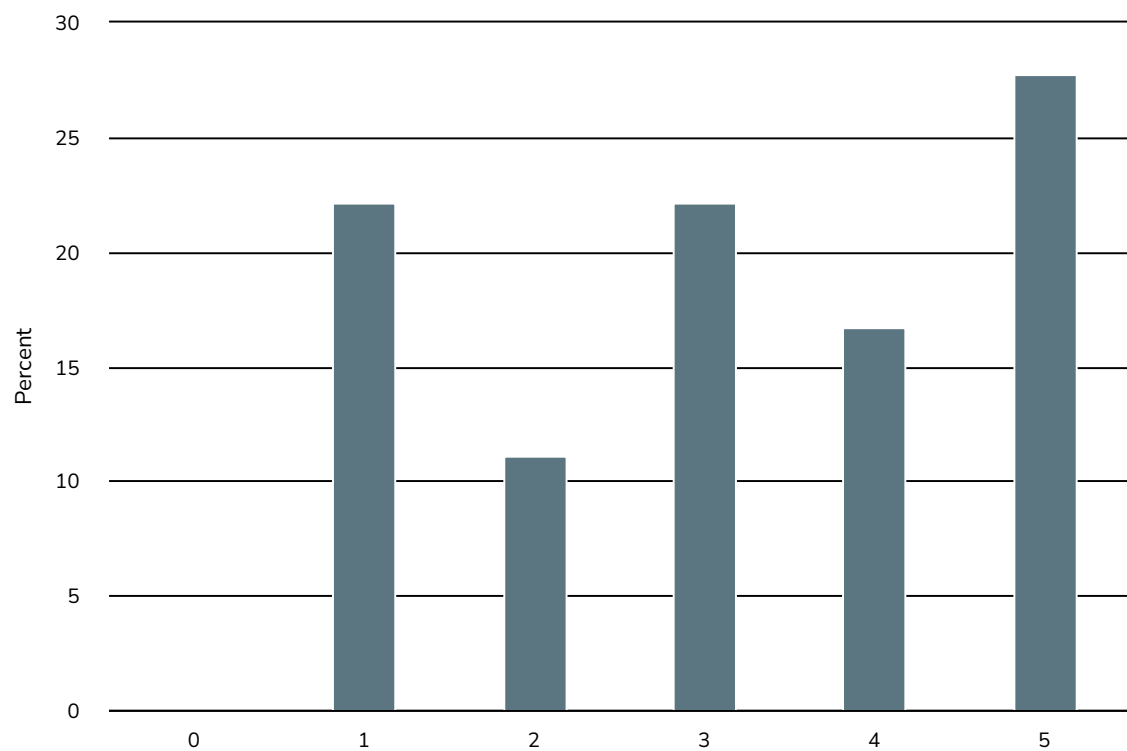
Improved visibility and traffic flow?



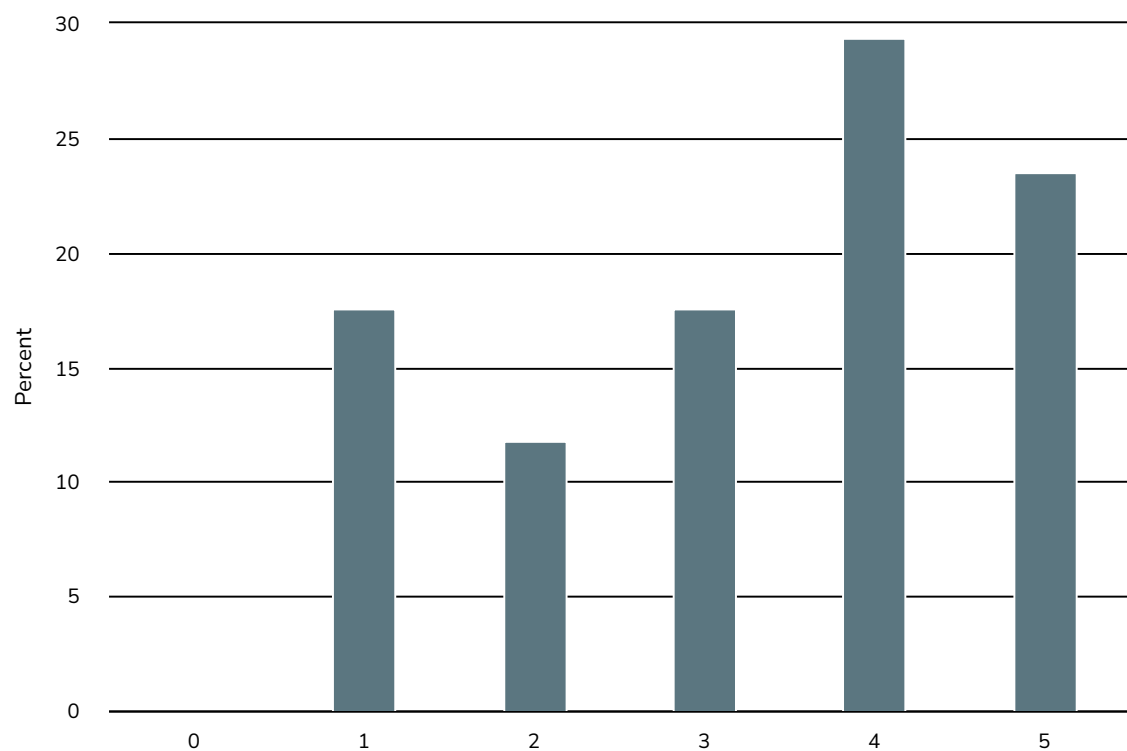
Made it easier to cross the street?



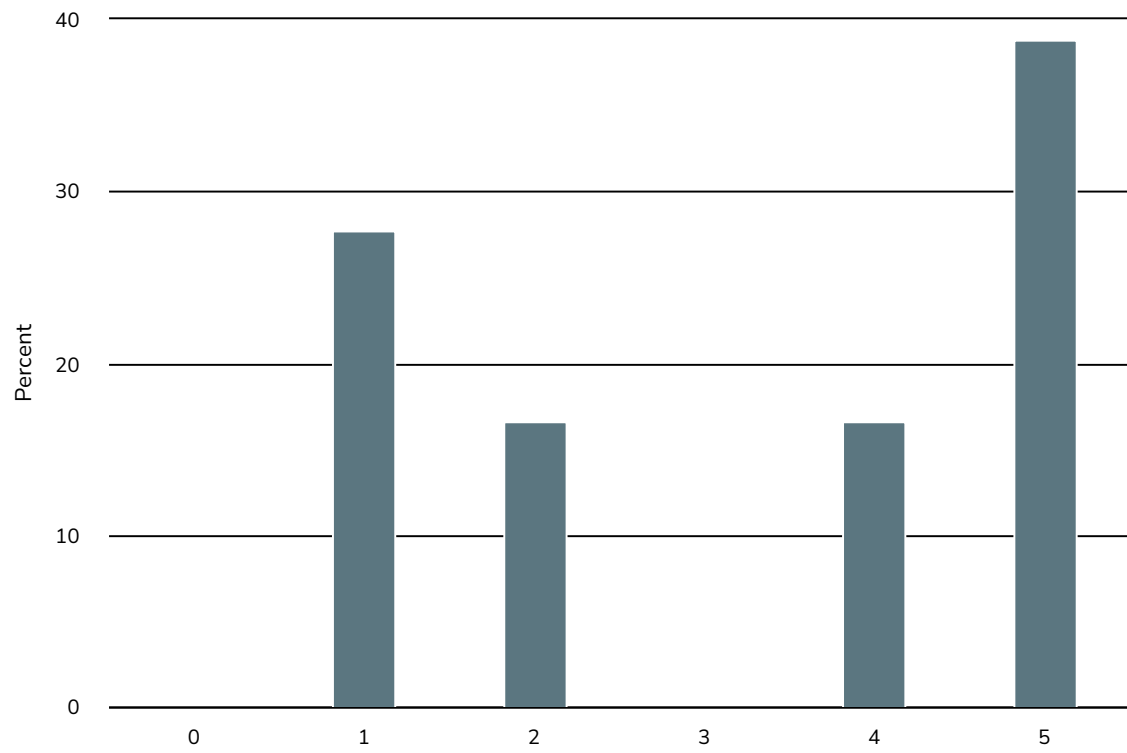
12. On a scale of 1-5 (1=Not Effective, 5=Very Effective), how effective do you feel the signage was?
Reduced vehicle speeds (yours or others?)



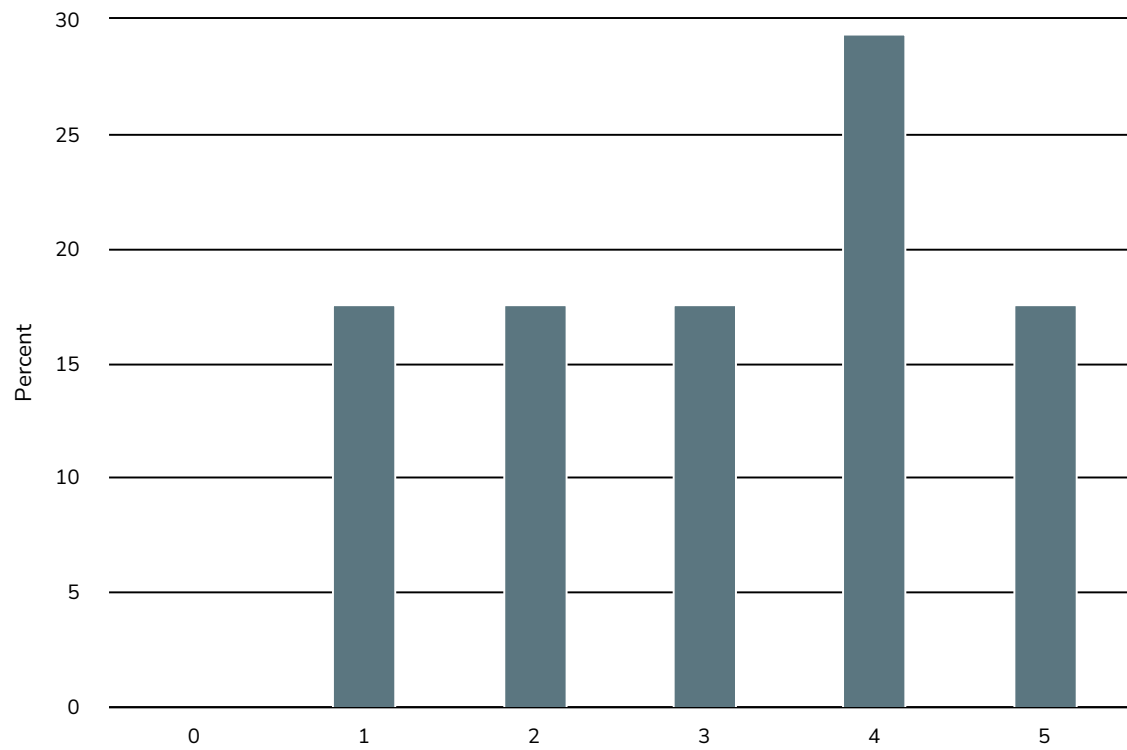
Improved driver awareness of surroundings and others?



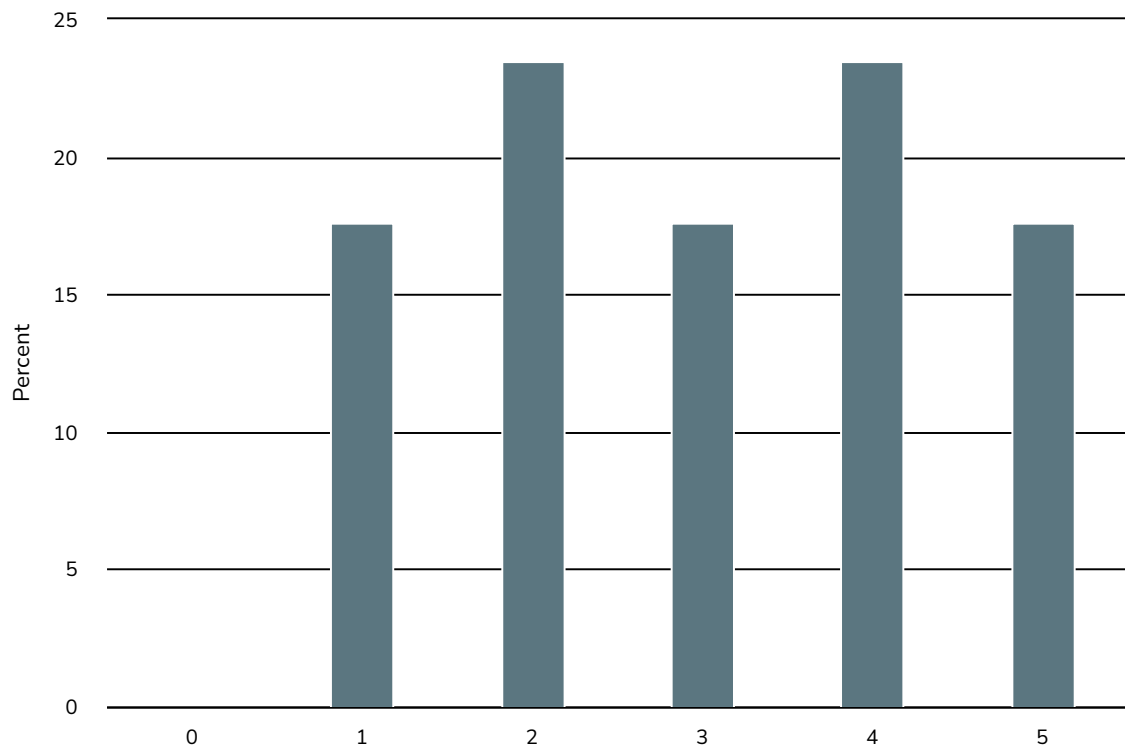
Helped you notice your own speed (if driving)?



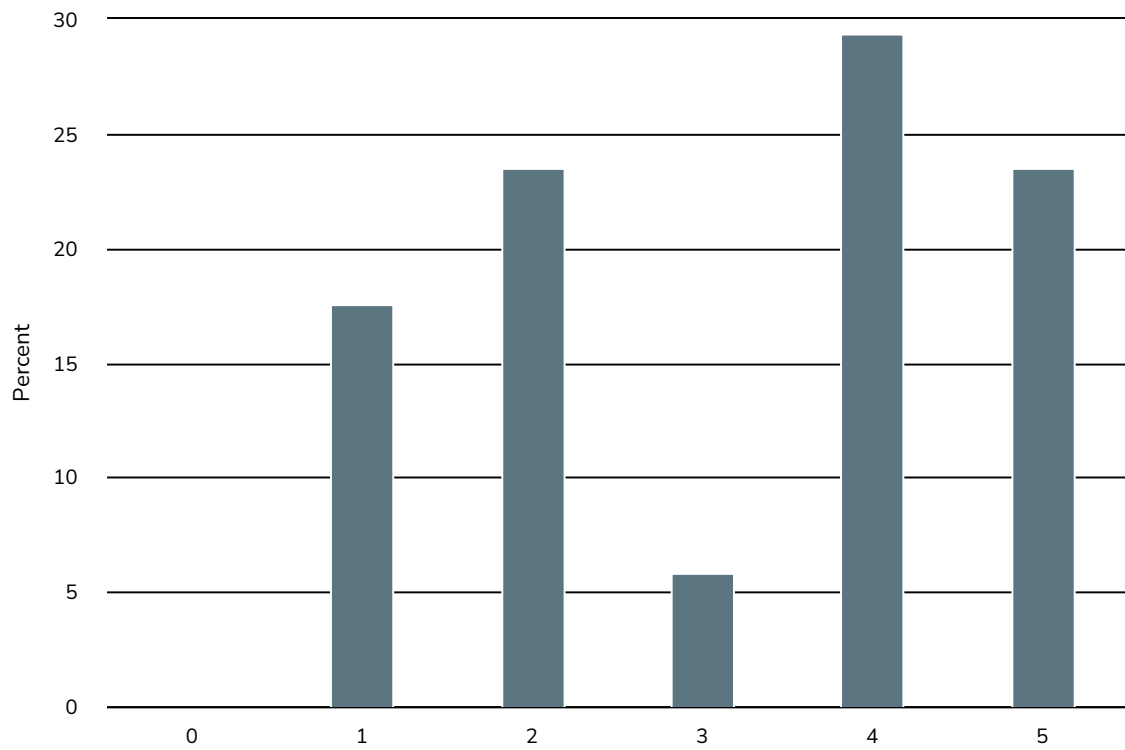
Enhanced sense of safety between motorists and others?



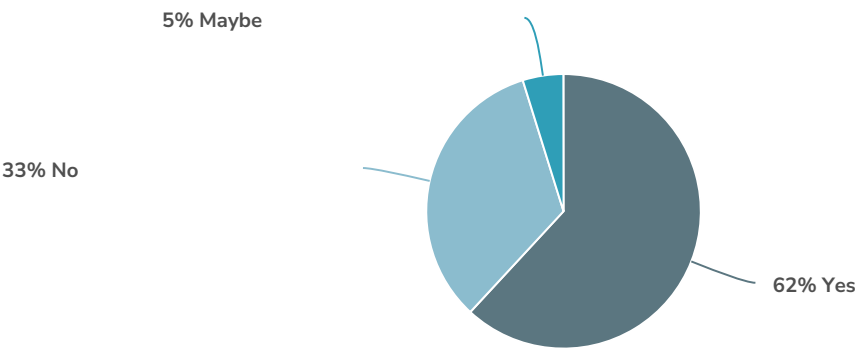
Improved visibility and traffic flow?



Made it easier to cross the street?



13. If the City of Ferndale made these changes permanent, would you feel safer walking, biking, rolling, or driving along 5th Street?



Value	Percent	Responses
Yes	61.9%	13
No	33.3%	7
Maybe	4.8%	1
Totals: 21		

14. Why?

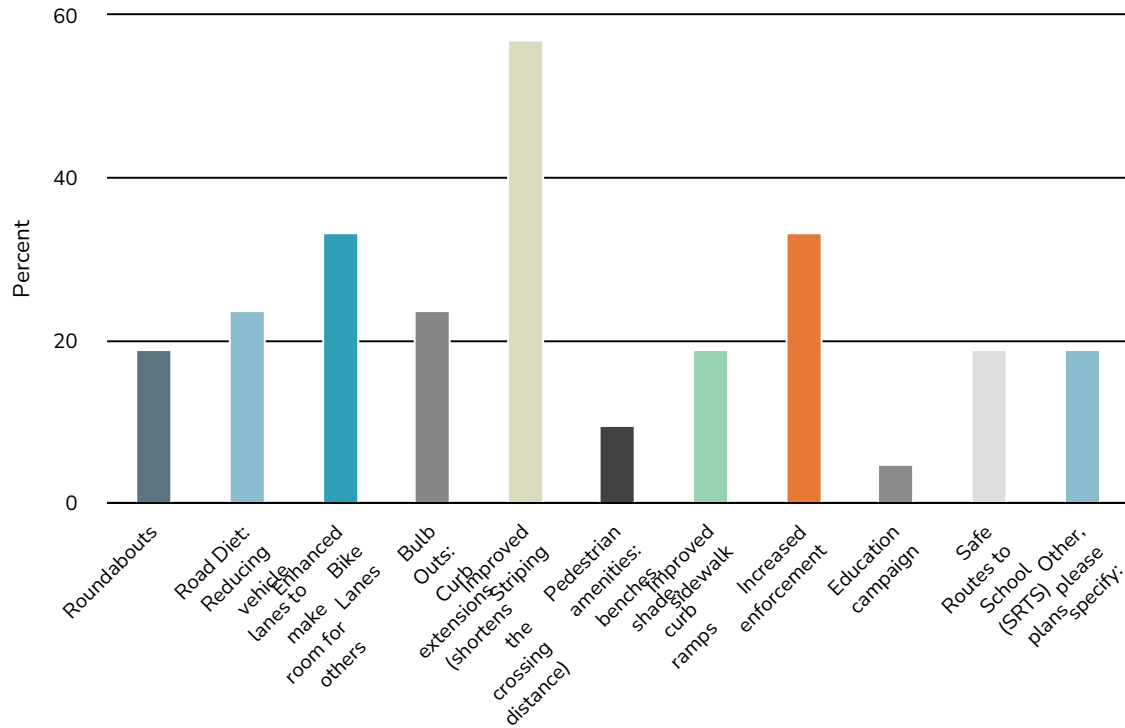
Count Response

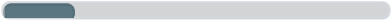
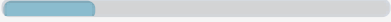
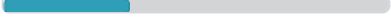
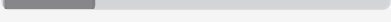
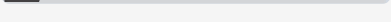
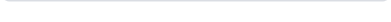
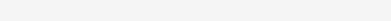
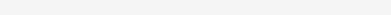
1	5th Street is wide with no stop signs between Shaw and Arlington. Very limited road markings. Vehicle speeds respond to the existing conditions. This is significantly higher than 25MPH.
1	5th Street naturally invites speeding because of width and limited flow during the day. Speed has definitely reduced. Even if drivers go around the speed humps, they slow down.
1	A lot of children are on the road going and coming from school and walking or riding to the downtown. It's the children we worry about.
1	A small rural town of one square mile and less than 1,500 people doesn't have the same needs as a large city, and these are a waste of taxes payers' money!
1	Because I would avoid using that street or would go around it on one side.
1	Because cars would be driving slower which is Cristal to safety and comfort on streets
1	Because it's a highway back there, and it would transition to an actual neighborhood road.
1	Because people would be forced to drive slower, otherwise they will continue to hall ass along this road! And Shaw Avenue which is a school road making it unsafe to approach the school in any direction.
1	Cars and trucks would be forced to slow down. The street is flat, smooth, wide and long so people speed without realizing it and some excessively speed because the street is ripe for it
1	I have lived on 5th Street for 26 years and do not see that there was a problem with traffic ro begin with. The speeders still speed if the speed bumps are there or not. Local enforcement takes care of issues that I have seen. The bike lane chokes the traffic together tightly making it a choke point. I am concerned that with the tight lanes the grammer school children do mot have enough space to safely ride their bikes northbound. Traffic is now just driving around the speed bumps currently driving on the edge of the road instead of the middle of it. Not having the centr line painted is of more.c9ncern to me. Drivers drive down the outer edge of the road or over the center of the road creating hazards that a good driver must avoid.. I have other areas of concern that could use attention in town such as the traffic pattern between PiZZa Co and the telephone building and the drop off pattern for the elementary school. If.the is data that proves that 5th street is as dangerous as it is be
1	I live on 5th St and people drive too fast
1	I would like to see improvements made to traffic safety in conjunction with improvements to neighborhood aesthetics and greater environmental consideration. I propose narrowing of the road surface by widening sidewalks with furniture zones. Then using the furniture zones for trees to line the street(s). The use of corner extensions, chokers, and/or chicane would also slow traffic and allowed opportunity for landscaping. If actual obstructions are needed in the road, such as speed humps, I feel speed tables would be better. Speed humps are more easily dodged by drivers and create abrupt jarring for vehicles that vibrate through the ground into neighboring houses. Thank you for the consideration.
1	Increased awareness. General slow down. Biking especially safer
1	Increased safety awareness. Feel the bike lane was particularly effective.. New striping would be an improvement.
1	Slower traffic Dedicated bike lane Narrower street calms traffic Great improvements!

Count Response

1	The streets are not wide enough to accommodate the improvements, and there are no adequate alternatives, so motorists simply go to the edges or ignore the "bump" and speed up.
1	These are not necessary and a waste of tax payer money.....Funds should be directed to essential projects like paving roads!
1	This is not a congested street,
1	those speed bumps are not 15 mph speed bumps. They are 5 mph speed bumps and putting them on a road that is 25 mph as the speed limit is irresponsible on Ferndale's part and anyone who had their vehicle damage damaged should sue the city of Ferndale.

15. In addition to speed humps /tables, pavement markings, and signage, what else would make 5th Street feel like a “Complete Street”? Complete Street- roadways designed to enable safe, convenient, and comfortable access for all users (cyclists, pedestrians, roller, motorist, others). Choose your top three.



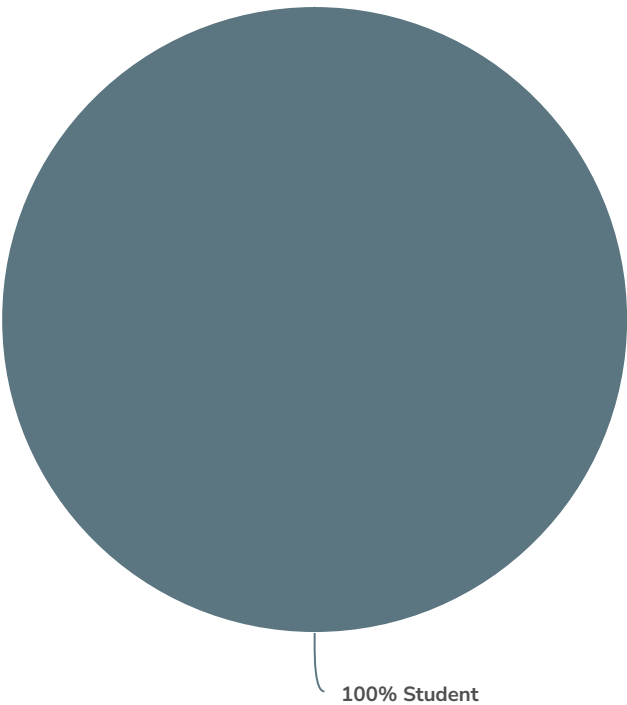
Value	Percent	Responses
Roundabouts	19.0% 	4
Road Diet: Reducing vehicle lanes to make room for others	23.8% 	5
Enhanced Bike Lanes	33.3% 	7
Bulb Outs: Curb extensions (shortens the crossing distance)	23.8% 	5
Improved Striping	57.1% 	12
Pedestrian amenities: benches, shade, curb ramps	9.5% 	2
Improved sidewalk	19.0% 	4
Increased enforcement	33.3% 	7
Education campaign	4.8% 	1
Safe Routes to School (SRTS) plans	19.0% 	4
Other, please specify:	19.0% 	4

16. Are there any other safety concerns or comments you have about 5th Street as a pedestrian, cyclist, motorist, or other roadway user?

Count Response

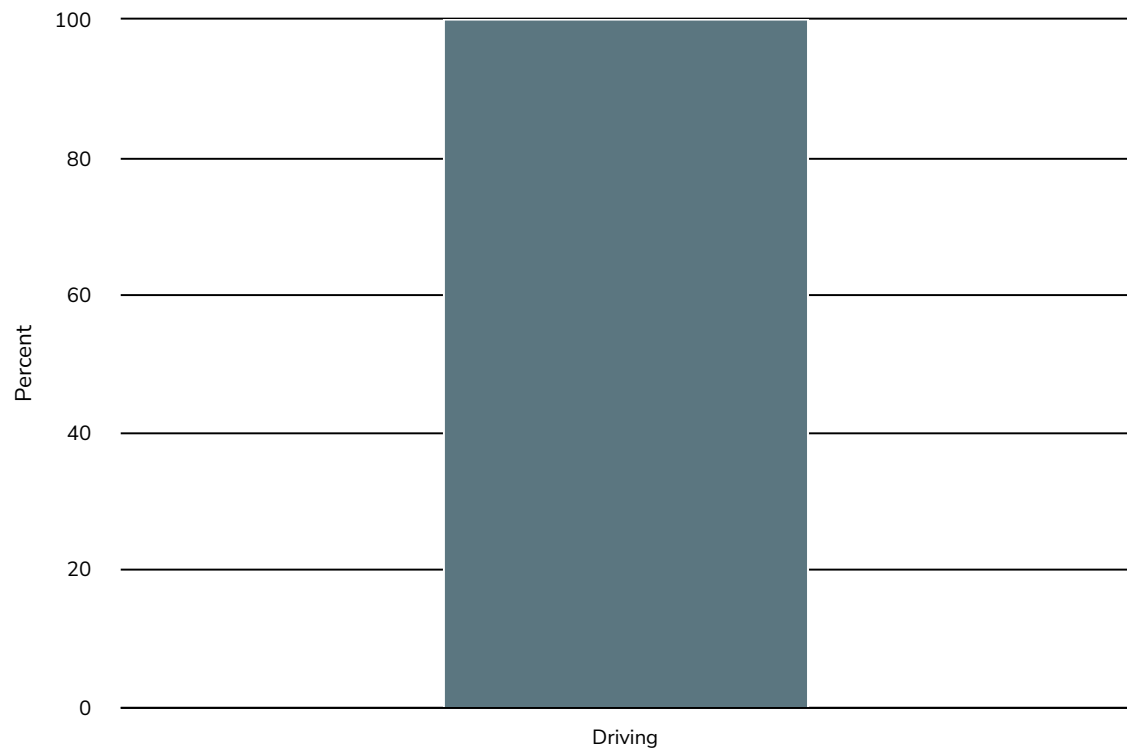
2	No
1	Enforcement of existing speed limits is inconsistent. Visible enforcement, especially at random times would vastly improve the speed behavior of all groups on this access road.
1	Grants for added sidewalks where required.
1	I would like to see improvements made to traffic safety in conjunction with improvements to neighborhood aesthetics and greater environmental consideration. I propose narrowing of the road surface by widening sidewalks with furniture zones. Then using the furniture zones for trees to line the street(s). The use of corner extensions, chokers, and/or chicane would also slow traffic and allowed opportunity for landscaping. If actual obstructions are needed in the road, such as speed humps, I feel speed tables would be better. Speed humps are more easily dodged by drivers and create abrupt jarring for vehicles that vibrate through the ground into neighboring houses. Thank you for the consideration.
1	No!
1	Reroute the heavy duty tractors and trailers that can be a danger to young children. Also, the teenagers need to abide the speed limit. Having more law enforcement around the clock would send a message to the traffic offenders.
1	Speed humps need to extend all the way to the edges of the street. Too many cars are going around them.
1	Speed humps, a flashing MPH sign or FREQUENT law enforcement presence really needs to occur.
1	Thank you so much for doing this, I've lived on 5th for 22 years and I wanted speed bumps forever.
1	That road is 25 mph. You cannot put in speed bumps on a road that makes people slow down to 5 mph so they don't damage their car. I will repeat myself again. It is irresponsible for the city of Ferndale to put in speed speed bumps like that for a 25 mph zone road and I hope that anyone that drove over those speed bumps going 15 mph sues the city of Ferndale
1	The design (straight long wide) makes drivers comfortable traveling at high speeds and necking widths down adding a protected bike lanes and raised crossings for walkers would make the street safer for all
1	The lack of sidewalks along much of the west side could be modified with decorative boulders, street art. Bulb outs at new crosswalk at Fairview.
1	The road is WAY too wide and people use it to speed thru town. It's a beautiful place to walk and ride a bike however, it's hard to compete with trucks and trailers speeding. And the road to dirt transition is hazardous for walkers, I broke my ankle walking my dog there.
1	There are long stretches of no sidewalk and wide shoulders. These could be locations for street art, traffic boulders, enhanced green striping for the bike lane. This is a major route for students to the elementary school.

17. What is your primary relationship with this school zone?



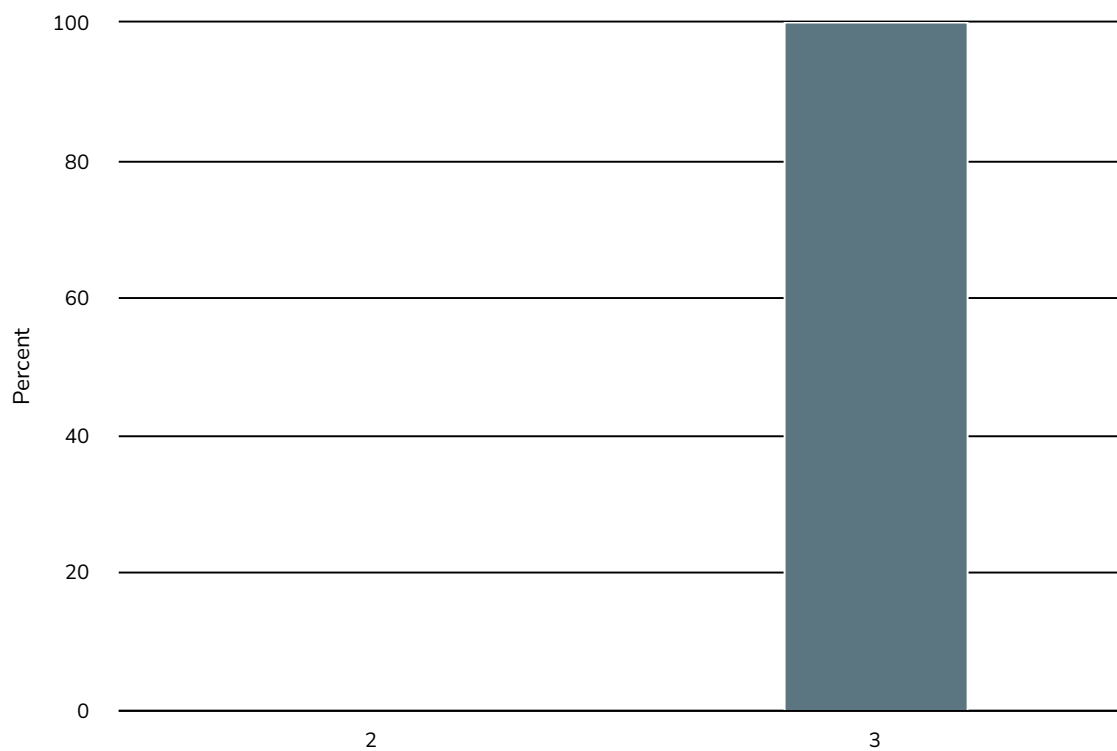
Value	Percent	Responses
Student	100.0%	1
Totals: 1		

18. How were you traveling when you experienced the pop-up?

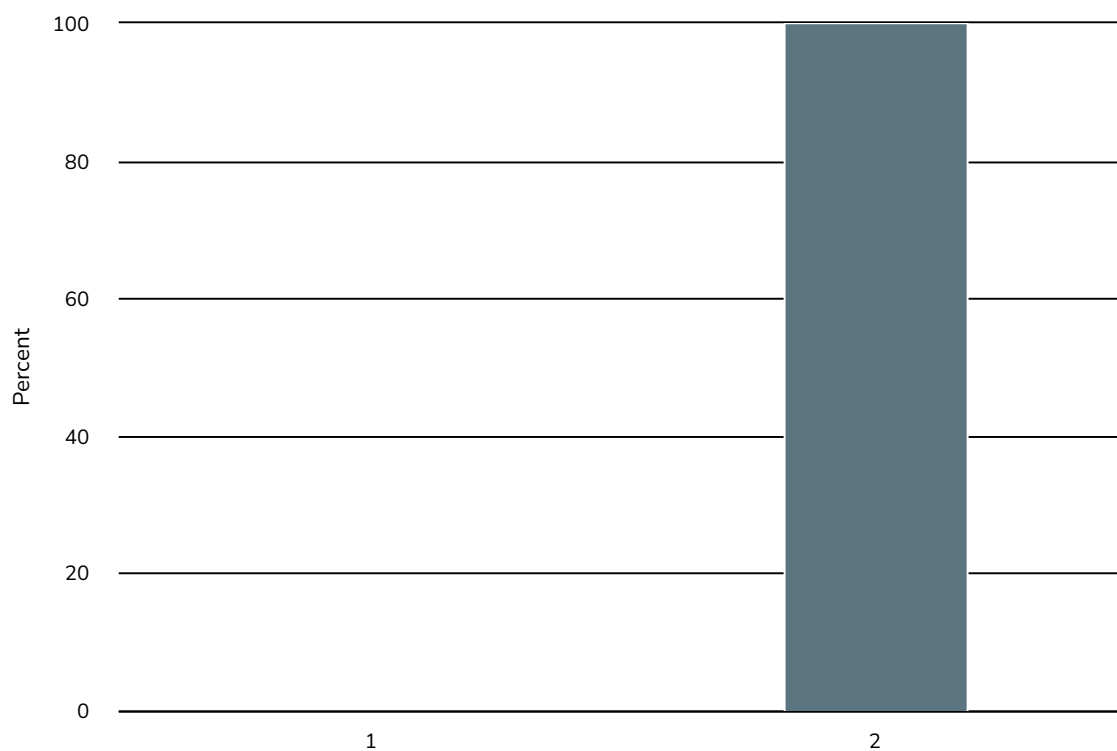


Value	Percent	Responses
Driving	100.0%	1

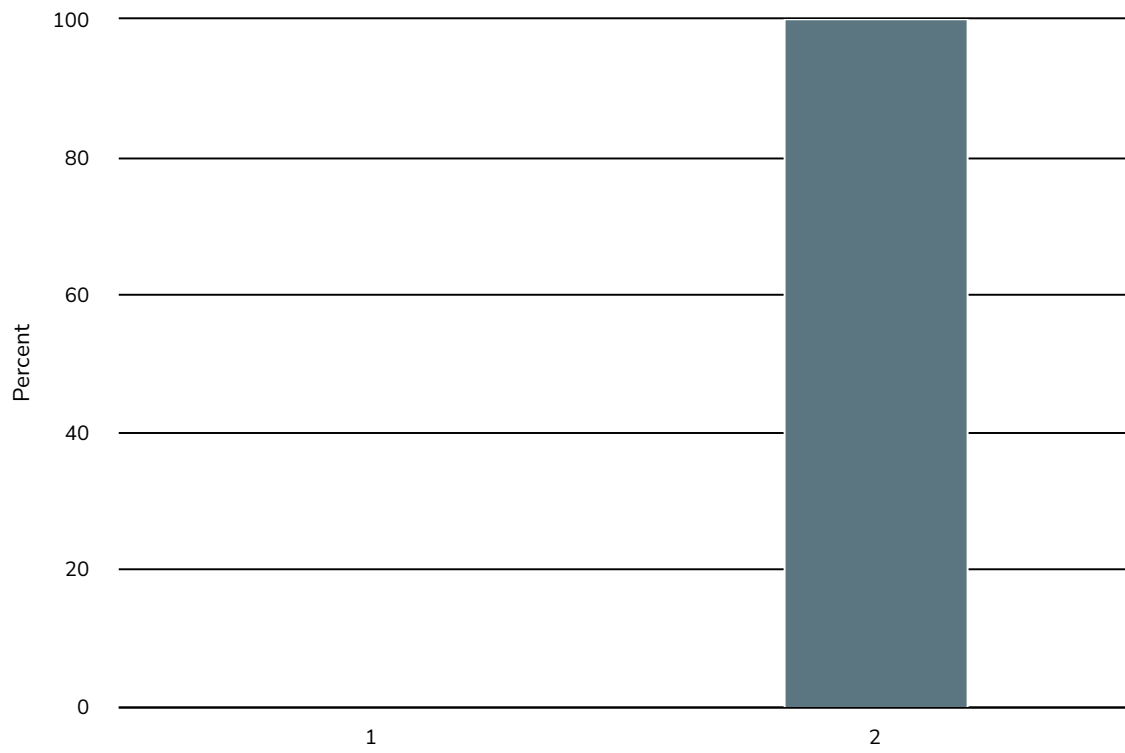
19. On a scale of 1-5 (1=Not Effective, 5=Very Effective), how effective do you feel the high visibility radar feedback signs were?
Reduced vehicle speeds (yours or others?)



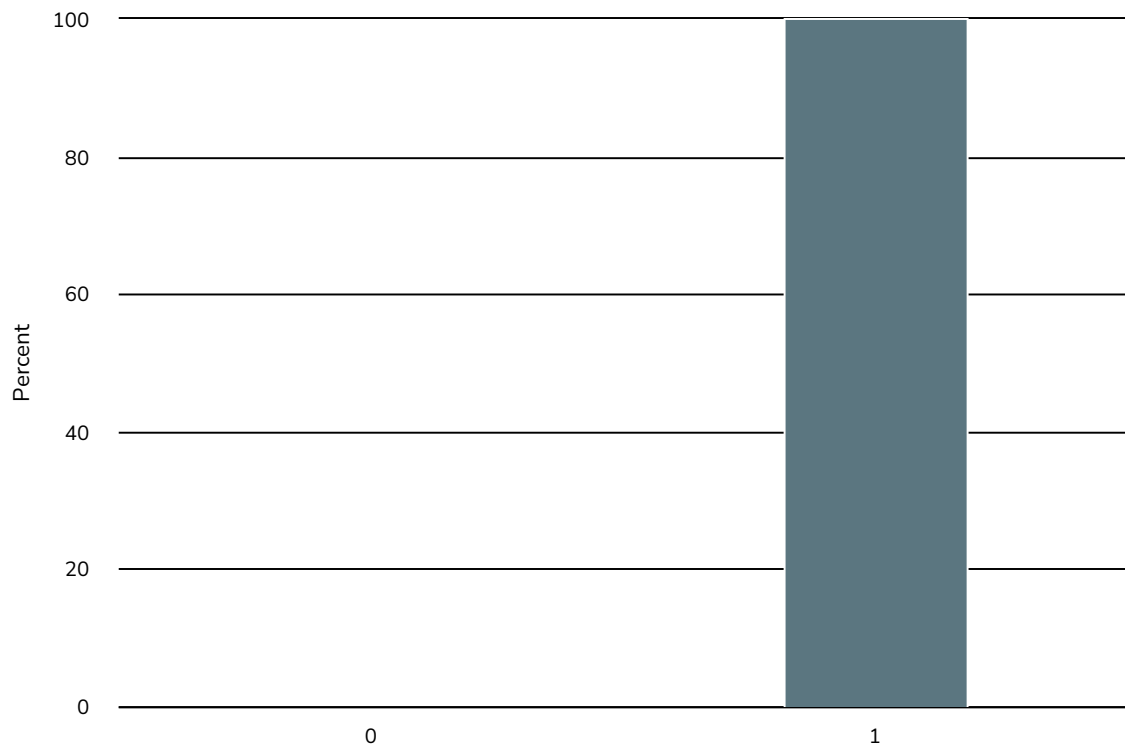
Improved driver awareness of surroundings and others?



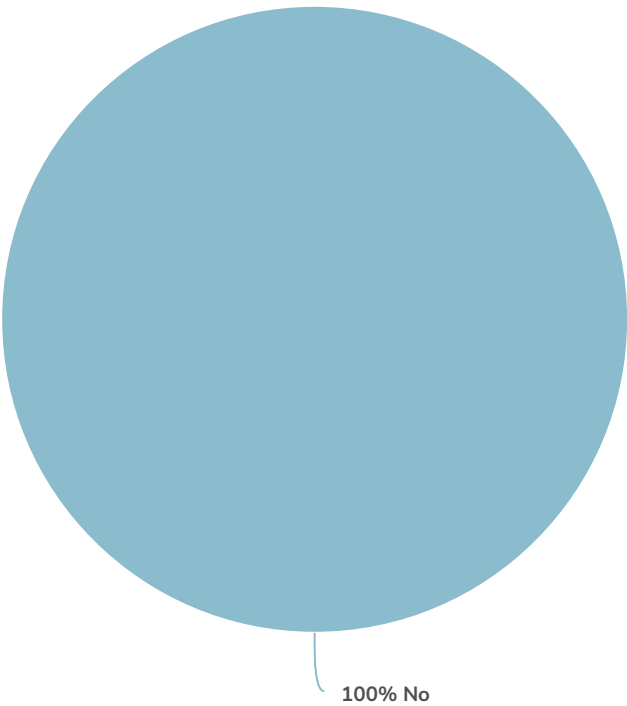
Enhanced sense of safety between motorists and others?



Increased sense of safety and enjoyment walking, biking, rolling, or driving to school?



20. If the City of Fortuna made these radar signs permanent, would you feel safer walking, biking, rolling, or driving to school or using these corridors?

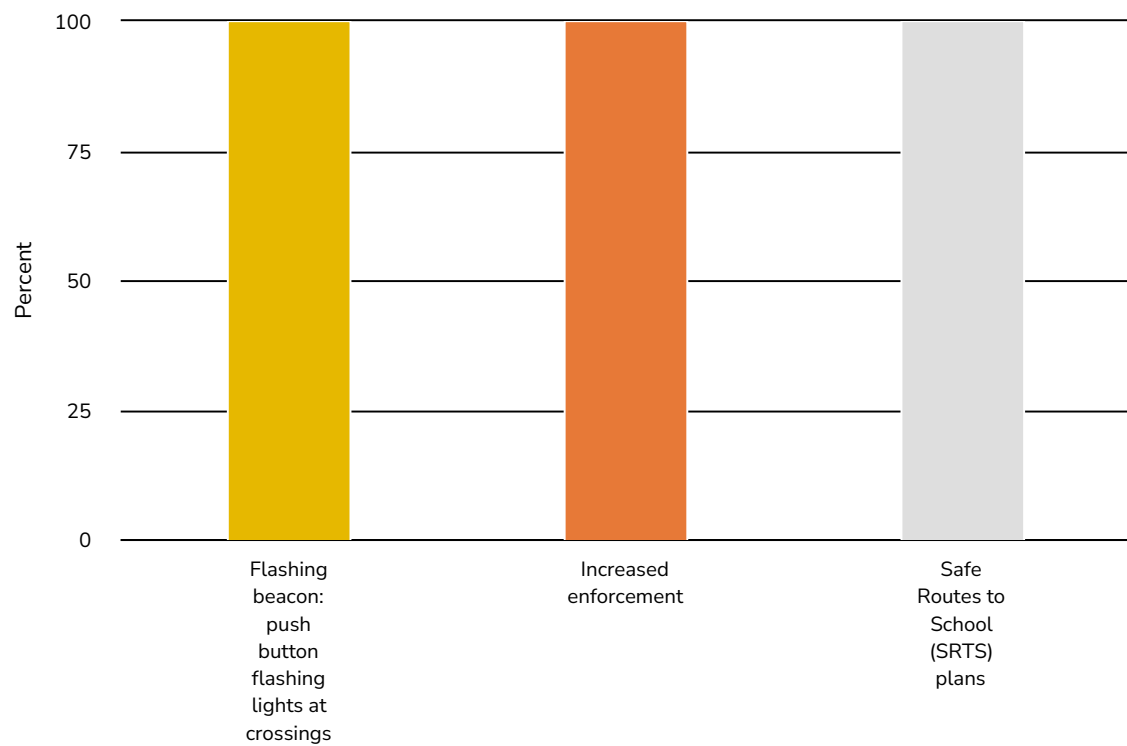


Value	Percent	Responses
No	100.0%	1
		Totals: 1

21. Why?

Count	Response
1	I dont know if anything will help, its the drivers that are not paying attention going to fast, on phone, drunk, high or whatever, put small speed bumps in, I have lived here over 40 yrs i just dont know what would slow people down

22. Beyond radar signs, what else would make this a “Complete Street” for students and all travelers? Complete Street- roadways designed to enable safe, convenient, and comfortable access for all users (cyclists, pedestrians, roller, motorist, others). Choose your top three.

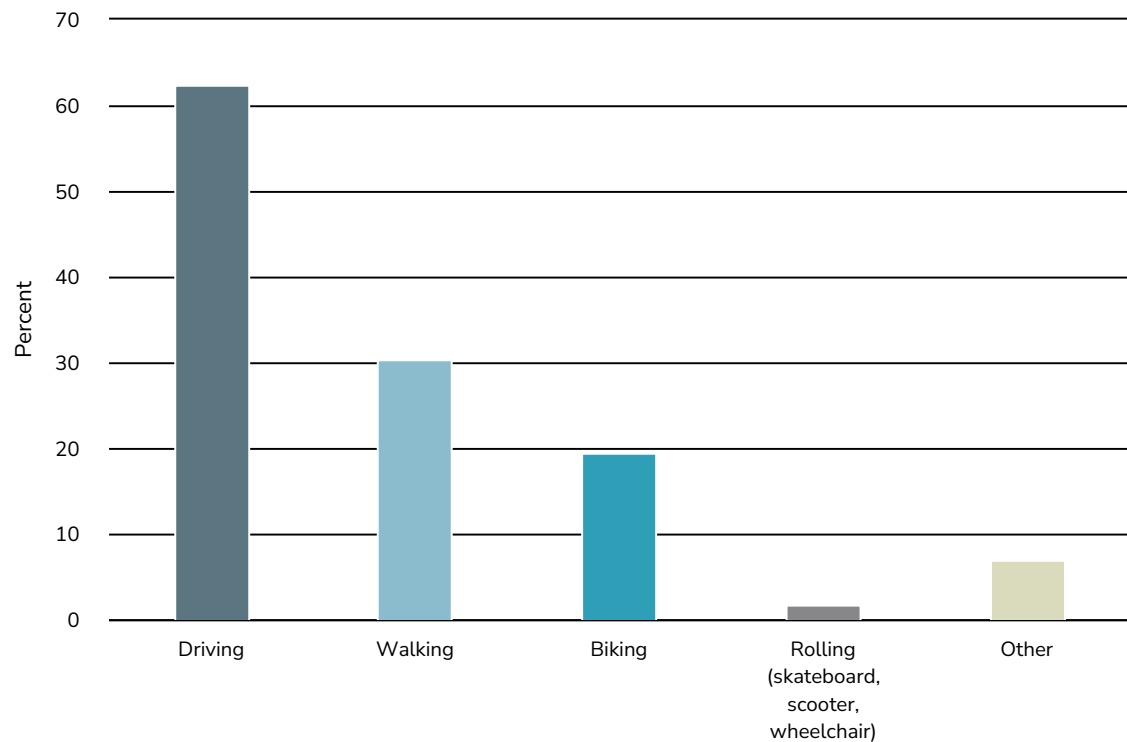


Value	Percent	Responses
Flashing beacon: push button flashing lights at crossings	100.0%	1
Increased enforcement	100.0%	1
Safe Routes to School (SRTS) plans	100.0%	1

23. Are there any other safety concerns or comments you have about 12th Street and Ross Hill Road corridors as a pedestrian, cyclist, motorist, or other roadway user?

Count	Response
1	No

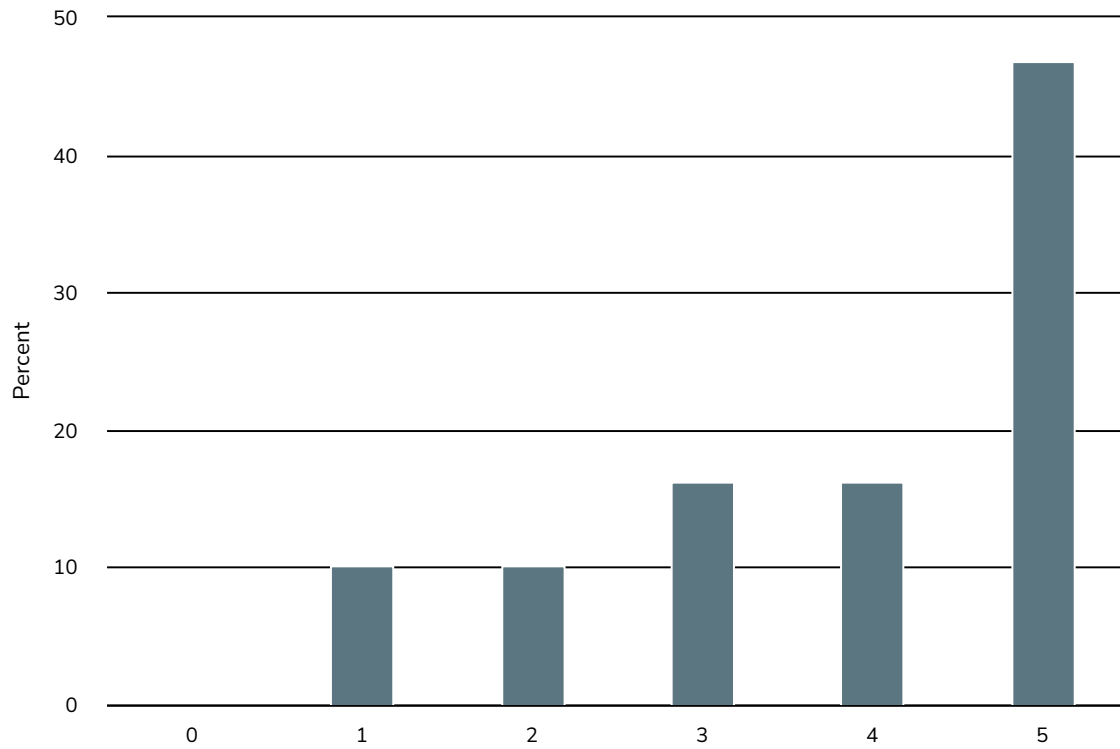
24. How were you traveling when you experienced the pop-up?



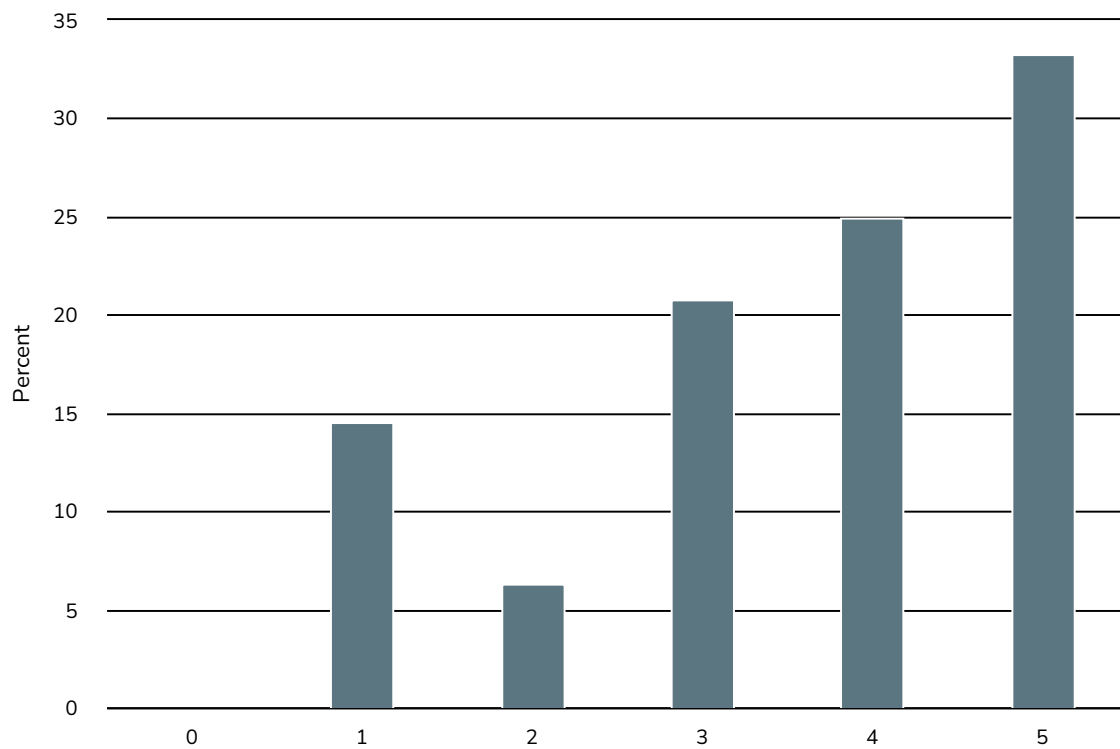
Value	Percent	Responses
Driving	62.5%	35
Walking	30.4%	17
Biking	19.6%	11
Rolling (skateboard, scooter, wheelchair)	1.8%	1
Other	7.1%	4

25. On a scale of 1-5 (1=Not Effective, 5=Very Effective), how effective do you feel the mini roundabout with rubber wheel stops and delineators was?

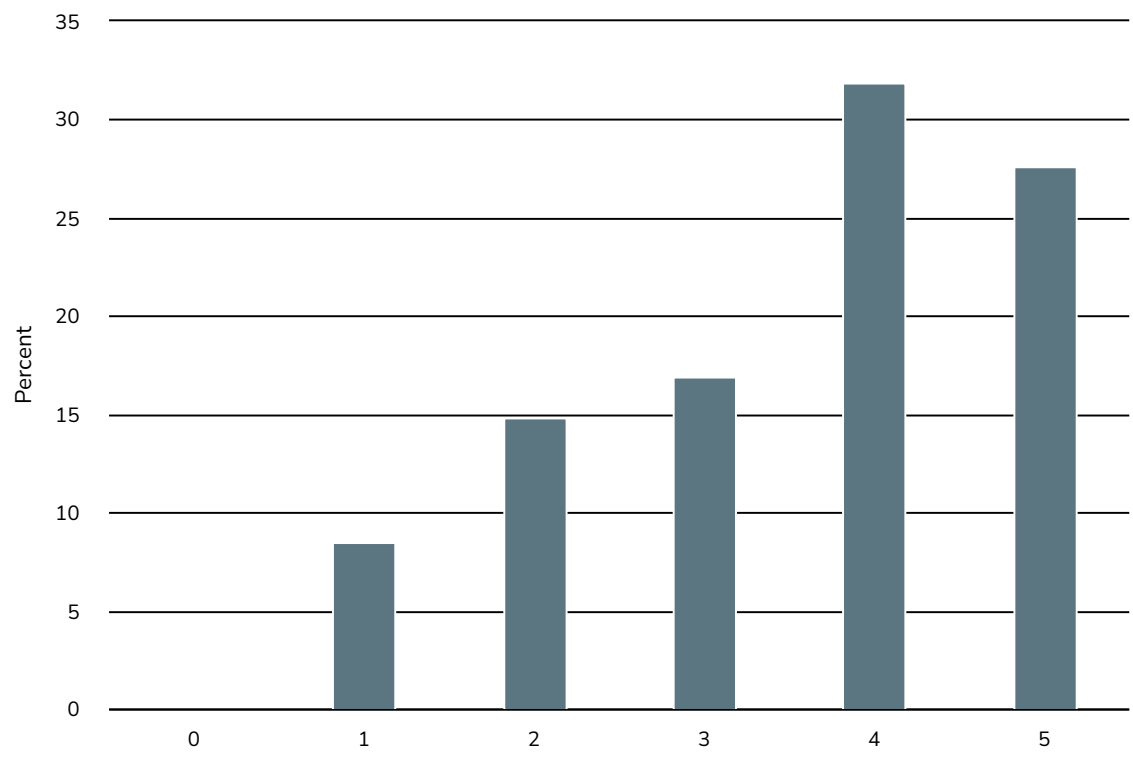
Reduced vehicle speeds (yours or others?)



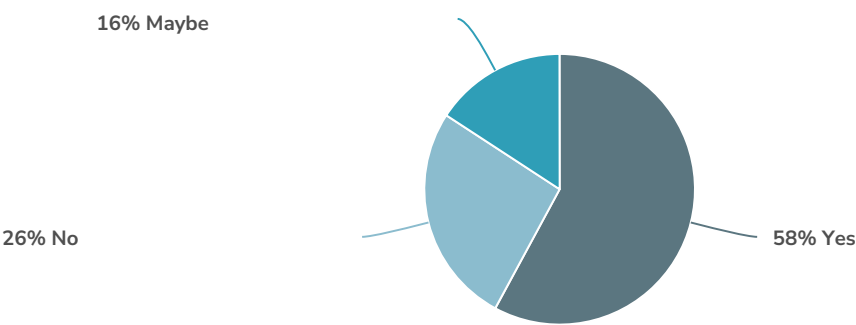
Improved driver awareness of surroundings and others?



Enhanced sense of safety between motorists and others?



26. If the City of Eureka were to make these roundabouts permanent, would you feel safer walking, biking, rolling, or driving on these streets?



Value	Percent	Responses
Yes	57.9%	33
No	26.3%	15
Maybe	15.8%	9
Totals: 57		

27. Why?

Count Response

1	Because the intersection was not designed for a roundabout. There isn't enough room for a true roundabout to be placed in the intersection. It would be better to just keep it a 4 way stop
1	Cars have to slow down
1	Causes drivers to slow down at intersections where they usually speed through.
1	Depends on how others respond.
1	Didn't you guys try this in McKinleyville? The mini round about didn't even last a month...
1	Drivers need to slow down! I live in this area and consistently see people speeding, running stop signs, and texting while driving. Anything that requires them to attend to driving and slows them down is good! The bump outs are working to slow people down too. More of these efforts are needed.
1	Eureka has, hands down, the dumbest drivers. Whatever methods can be applied to make driving behavior scripted and safe should be implemented.
1	Everyone more aware and moving more slowly.
1	Giving people more obstacles to maneuver around just moves them to a another street and makes them go faster and pay less attention.
1	How are fire trucks supposed to get through our streets? And protect our houses. People are more confused about these roundabouts, when they encounter them.
1	I drive faster around these idiotic obstructions as I no longer have to stop. Hasn't been a fatality or even an accident in forever at these sites. Total waste of time and money.
1	I drive, but I also enjoy taking evening walks in my neighborhood. When I am a pedestrian, my biggest fear is vehicles traveling at unsafe speeds. the temporary roundabout at G and Humboldt Streets has made that intersection noticeably safer by reducing vehicle speeds and forcing drivers to take a proactive approach to the intersection.
1	I live at G and Humboldt and can see the roundabout has dramatically slowed cars. Keep it permanently. It's great!
1	I live in the neighborhood and feel violated that you have put cameras in the street. The signs in middle of the round about block my view down the street. In addition, they are just plain ugly. If you need to slow traffic, I much prefer a speed bump. The pop out curbs are awful and it makes it difficult to tow our small boat.
1	I live over by one of the roundabouts and I feel like it is unsafe, people are not able to park in front of their houses and that could cause an accident. These said roads are too small for roundabouts, large vehicles are not able to pass through. My dad has a large truck and that area is too tight for him to go around a roundabout.
1	I spend a lot of time in Tucson and they have many roundabouts in residential areas. They force you to slow down and also pay attention when you slow down because you have to make sure no one else is going into the roundabout. I want to see many more of these in Eureka. I would love one at the crazy 101 and Wabash.

Count Response

1	I wouldn't necessarily feel safer because sometimes the road design is itself a distraction and pulls a driver's attention away from other drivers or persons. The other reason a mini roundabout would not necessarily make me feel safer is that a mini roundabout is sometimes too small to effectively slow traffic, which leads to something closer to an uncontrolled intersection, where no one has to stop, instead of the orderly full-sized roundabouts that I see in Arcata
1	I'd feel much less likely to be t-boned crossing the intersection. I'd love to see lots of roundabouts.
1	I've seen a lot of reckless driving in this area, and these roundabouts seem like a good move. Anything that slows traffic is good for safety. I feel the same about this on the rare occasions when I am driving; I appreciate road infrastructure that forces me to slow down, as it is too easy to absentmindedly go faster when you have enough space on the road.
1	In 15+ years of commuting by bike thru eureka, 5 close calls by individuals rolling stops at stop signs. Three by EPD cars. All cases between 6 and 7 am. Roundabouts focus attention one way to the left and tell the bicyclist the car on the left has the right of way. Pedestrians, good luck.
1	It effectively slows down traffic in the previously nonstop traffic. What was a complete stop for 2 lanes now is a slow down in 4. I've witnessed many drivers only slowing and not stopping in the past 20 years.
1	It forces drivers to pay more attention, and makes it a bit more difficult to just speed through an intersection.
1	It forces people to reduce speed and be aware of their surroundings.
1	It slows down drivers through residential areas.
1	It slows drivers down at least a little bit.
1	It stands to reason it will make people go through the intersections differently. But the example on Humboldt and G St. was already a controlled intersection. I walk in this neighborhood all the time and drive through it occasionally and don't see any particular reason to add a traffic calming feature like this.
1	It's just not necessary. These neighborhoods are safe and I don't know why you're encouraging a west east route the majority of pedestrians hit are on the west side of town i.e. Highway 101 also known as Broadway putting roundabouts in these neighborhoods is absolutely ridiculous. What exactly does demonstration mean? What are you demonstrating? Is it the effectiveness of these and you're relying on the answers from the survey? I appreciate that you put out this information on social media. I was able to receive it today. How will we know how effective the survey was for example, how many people participated and what exactly was their jurisdiction?
1	Not everyone knows how to merge effectively. An education program could improve the public's knowledge and understanding of how to use the system.
1	One is either a responsible driver or not. One can take a different route if a driver finds the roundabouts annoying enough to do so. If they annoy me, I drive a different route.
1	People are even less able to figure out a roundabout than a four-way stop.
1	People violate DMV rules and speed limits in city limits all the time because the Coty doesn't fund full time traffic violation officers. Without consequences there is no behavioral change and our streets remain extremely dangerous. I fully support the bulb outs and these roundabouts becoming permanent.

Count Response

1	Pine and Hawthorne gets a lot of speeders and T-bone collisions, so reducing speed does a lot for reducing collisions.
1	Reduced speed
1	Requires drivers to pay attention.
1	Right of way is less ambiguous.
1	Roundabouts are ok but the real problem is people crossing in middle of blocks and generally not paying attention to surroundings including traffic. Pedestrians have a responsibility also which you are totally ignoring
1	Slowed traffic
1	Slower traffic and more aware drivers.
1	Slows everyone down without stopping any traffic so hopefully people don't complain
1	Slows traffic and forces more situational awareness!
1	Stop sign or round about is not the problem, its the drivers, there going to fast, not paying attention, drunk, high, on phone or what every. They would sit at a round about an fight who would go first. Everyone is angry in this world anymore, thats just my opinion. I just dont think they would help.
1	The one on G is way too small. It doesn't really cause traffic to slow down at all as you just drive past it and don't need to curve around it (like they do in Arcata and other areas). Make it larger so traffic really had to slow down to go around it.
1	These "traffic calming" measures create a lot of frustration for drivers. The fact is that drivers do have to be aware. But, so do pedestrians and bicyclists. All of the suggestions target drivers. Drivers are only part of the problem and all solutions to the problem put the burden on drivers.
1	This seems like a waste of resources. There are dangerous streets because of detoration, drugs and homeless. Speed on Gst has not been a huge concern to myself a resident a block away or my neighbors from what I've gathered.
1	Though I agree it slows down traffic, many of those intersection don't have good visiblity and the roundabout just makes that worrisome.
1	Traffic has to slow down. We need more of these
1	Traffic seems to be slower and drivers more aware
1	Vehicles have to pay attention more to navigate it.
1	We walked the length of G Street from Henderson to 14th at approximately 11:30 am. We did not have a car drive by us the entire time. O Street between Buhne and Henderson is a speedway. We wish you would do this at this location.
1	While driving, the round about made me slow down and be conscious about my travel. I think if any pedestrians or cyclists were there I would have been able and willing to accommodate them.

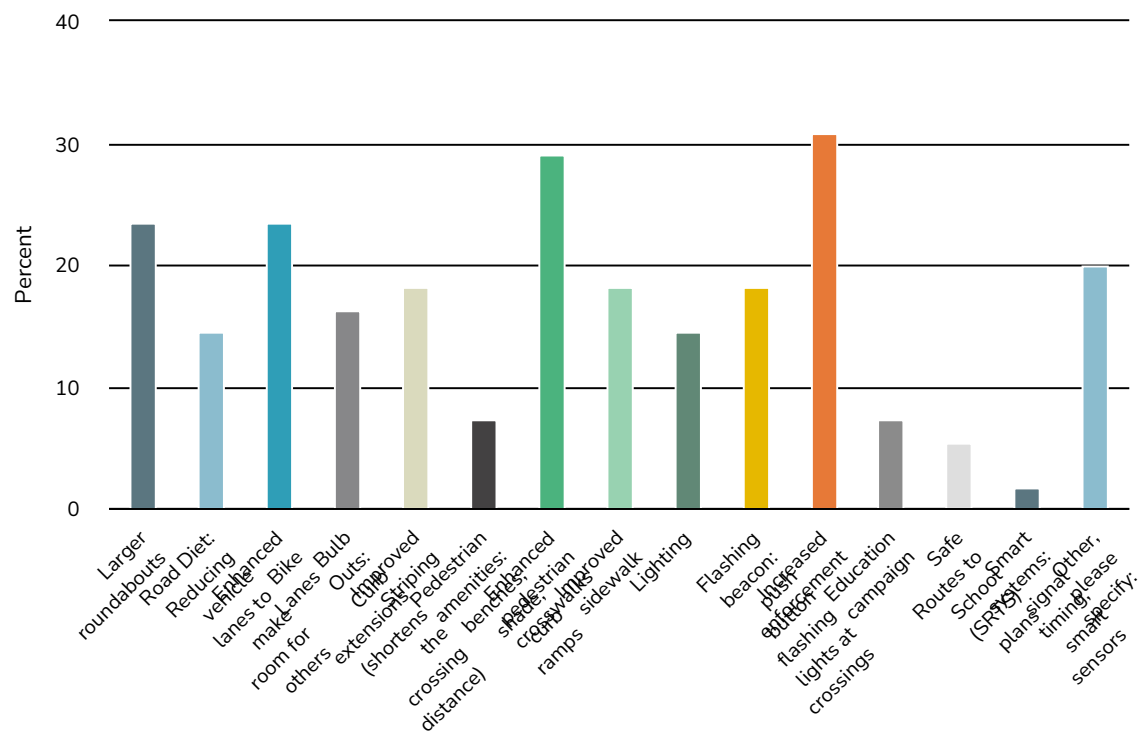
Count Response

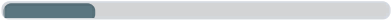
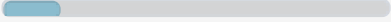
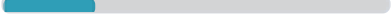
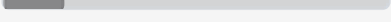
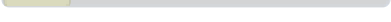
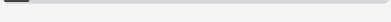
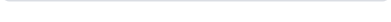
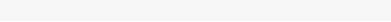
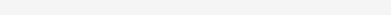
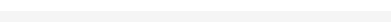
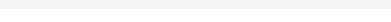
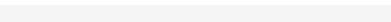
1 While the roundabouts push vehicles towards pedestrians crossing at the corner, the lower speeds and amount of traffic still makes it safer

1 While traffic is likely to be reduced on the streets the popups are installed on, the real issue lies on the nearby streets that see heavy traffic as 101 alternatives, particularly H and I where speeders, red light runners and accidents are not uncommon.

1 the roundabout in blue lake doesnt work that well cause no one takes turns or uses blinkers

28. In addition to speed humps and signage, what else could make this area a Complete Street? Complete Street- roadways designed to enable safe, convenient, and comfortable access for all users (cyclists, pedestrians, roller, motorist, others). Choose your top three.



Value	Percent	Responses
Larger roundabouts	23.6% 	13
Road Diet: Reducing vehicle lanes to make room for others	14.5% 	8
Enhanced Bike Lanes	23.6% 	13
Bulb Outs: Curb extensions (shortens the crossing distance)	16.4% 	9
Improved Striping	18.2% 	10
Pedestrian amenities: benches, shade, curb ramps	7.3% 	4
Enhanced pedestrian crosswalks	29.1% 	16
Improved sidewalk	18.2% 	10
Lighting	14.5% 	8
Flashing beacon: push button flashing lights at crossings	18.2% 	10
Increased enforcement	30.9% 	17
Education campaign	7.3% 	4
Safe Routes to School (SRTS) plans	5.5% 	3
Smart systems: signal timing, smart sensors	1.8% 	1
Other, please specify:	20.0% 	11

29. Are there any other safety concerns or comments you have about the area as a pedestrian, cyclist, motorist, or other roadway user?

Count	Response
3	No
1	Again, I'm concerned about fire trucks being able to get through our streets.
1	Are there any streets away from 4th/5th, Broadway that can be reconfigured to make them an alternative to the through traffic on the 101? (I live out on Elk River and will take a longer route to avoid the 101 corridor.) And I know it is too late to close the barn door but I knew what all those businesses were coming in on Broadway they were going to bring more cars (I can remember when I move here over thirty years ago how much calmer the Broadway traffic was.) I wonder if some of those businesses can be accessed west of Broadway.
1	As a cyclist and a motorist I feel like the city of eureka is doing too much. The amount of cyclists that use the current cycle "improvements" is negligible to be able to justify all the money spent on the H/I st and C st projects.
1	As a cyclist, we need 100 times the cyclists. Drivers would begin to expect them. Drivers might not resent cyclist so much, we get blamed for the traffic inconveniences when we didn't really ask for them. Scapegoats for engineers to modify patterns.
1	As someone who regularly walks their dogs across H and I Streets, I'm happy with the decrease to two lanes and the bump outs. Additionally, when driving and turning off of either street, it doesn't make me take the corner very cautiously.
1	Drivers coming to a complete stop, pedestrians watching for cars, and bicyclists following the rules of the road.
1	Drivers consistently speed and run stop signs in this neighborhood. It's dangerous to cross streets because there may not be car when you enter the crosswalk but one will come speeding up before you get across. Anything to slow people down is good. I've lived on California and Buhne st for almost 20 years and I've never once seen someone pulled over on either st. H and I st I have but not the neighborhood streets. I think if people saw drivers pulled over once in awhile, they might slow down and stop at the stop signs.
1	G street is the best street to access old town. Because of all the stop lights in a row, its a very safe crossing of 4th and 5th. I recommend emphasizing the importance of this street as a bicycle boulevard.
1	How do we keep electric scooters from speeding down sidewalks?
1	I have major concerns about the stupidity of those responsible. They should not be allowed to participate in society.
1	I live on Harris where the highest speed is 30, but the average speed is always 10-15 mph faster. I almost die every day trying to pull into my driveway or crossing the street. Too few crosswalks between K Street and Harris, and EVERYONE thinks is ok to pass on the right, causing accidents (often not reported) and near misses everyday. The City has constructive knowledge of the dangerous conditions and has failed to take appropriate, timely action. The northwest corner of Harris & H is missing a working pedestrian crossing button. Harris & H needs a dedicated southbound left light, while the merge onto I from Harris needs tall barriers as the people totally ignore the solid white line. I'm terrified to ride my bike in the city because of the bad drivers. Very few people follow traffic laws and the laws are not enforced, the bad behavior becomes the standard.
1	I think the traffic circles would be more effective for cyclists where bikeways cross busier uncontrolled intersections, like C/14, C/Buhne, Hawthorne/California. The pilot locations helped slow traffic but didn't really help with crossing because those streets are already easy to cross.

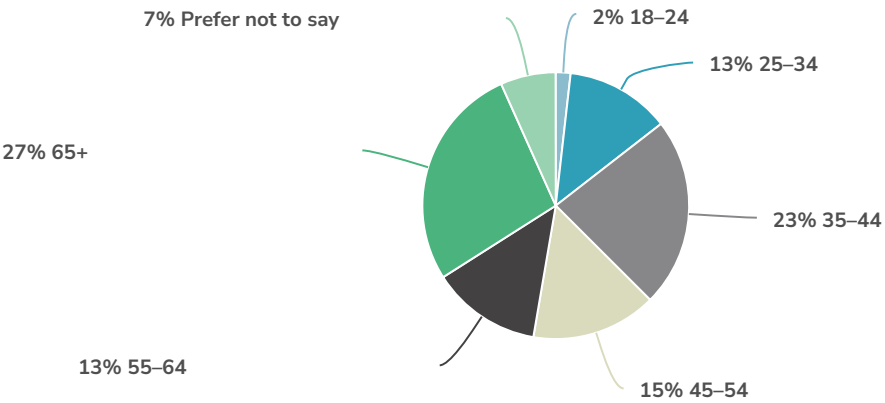
Count Response

1	I totally applaud all the City is doing to help peds and bikes
1	If I have concerns about above mentioned routes, I go a different way.
1	Keep up the good work!
1	Line of sight at intersections is impaired due to proximity of (legally) parked cars close to intersections, making it a challenge as a driver to see oncoming traffic (that is often speeding or not paying attention to the road) from cross streets, and forcing you to inch into the intersection to be able to see. People won't like it, but reducing parking spaces at intersections to increase visibility of oncoming traffic would help greatly, and increase safety for all users. I am not a fan of increased law enforcement in most cases, and I think this is only one part of the solution, but increased traffic enforcement may be a way to get some people to pay more attention to traffic laws and the safety of others using the roads. Also - narrowing streets and using other traffic calming design could force drivers to slow down and pay more attention. Many of Eureka streets are way too wide, lack visible crosswalks and clear markings, and just encourage speeding and reckless driving.
1	Need more roundabouts on G st
1	No, I've walked in both of these areas for many years and have never had a problem, I have never even seen an accident on either of the roads that these roundabout were put on.
1	None at this time.
1	Nope.
1	Not now
1	Sidewalks should be wider. Maybe there should be financial or other incentives to reward people for driving less?
1	Something needs to be done about the traffic on H and I, including but not necessarily limited to the following: - Stricter enforcement of the 30 MPH speed limit or reducing it citywide to 25. - Pedestrian crossing signals toggleable from both south and north sides of the intersections instead of merely the south side, as traffic on H and I frequently does not yield to pedestrians. - More visual clutter or street obstacles to reduce the sightlines/straight streetview on H and I to discourage speeding. - More stop signs or stop lights to discourage internet navigation systems from routing traffic onto H and I instead of staying on 101.
1	The 25mph flashing lights in Buhne are fantastic. I'd like to see more flashing pedestrian crossings lights all over town especially on the 101 streets and other heavily traveled streets like Harris and H and I.
1	There are several crosswalks in my Eureka neighborhood that are old and haven't been repainted in years. The paint is crumbling and deteriorating, making it harder for vehicles to see them. These crosswalks need additional work - and E street in particular would be well-served by having pedestrian traffic signals/push buttons
1	This area is in high use by young people heading to schools, and I don't feel like this is reflected in the road crossings.
1	This survey is a joke. It's just something you do for public input it does not matter what the public say your going to do what you were going to do.

Count Response

- | | |
|---|---|
| 1 | <p>You are destroying our neighborhoods with the bulb outs taking away parking at the park and bulb out making it extremely difficult to pull a small trailer. You have to pull wide or into oncoming traffic to make a turn around the bulb outs. you have made C street, H , I and J have bike lanes across town. Please do NOT make more dedicated bike lanes across town. To hear you were considering F and G made me sick. We have enough problems including someone recently stealing our tailgate in front of our house in the middle of the day. Enough!</p> |
|---|---|

30. What is your age group?



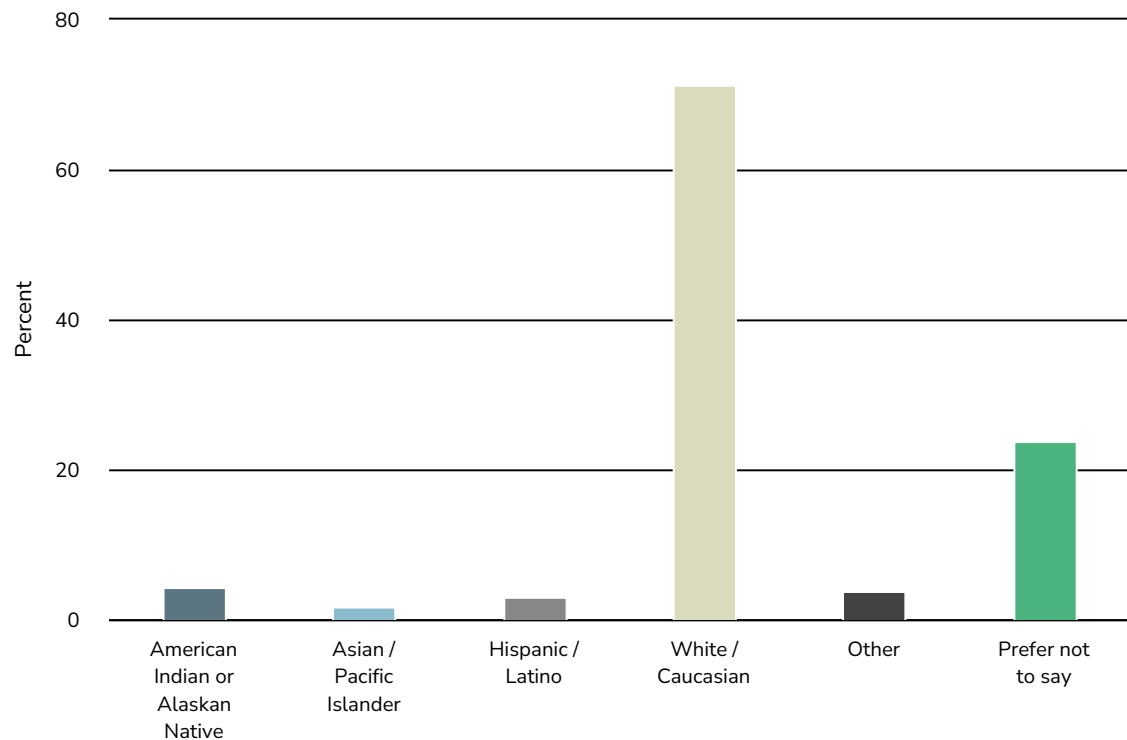
Value	Percent	Responses
18-24	1.8%	3
25-34	12.7%	21
35-44	23.0%	38
45-54	15.2%	25
55-64	13.3%	22
65+	27.3%	45
Prefer not to say	6.7%	11

Totals: 165

31. What is your ZIP code?

Count	Response
78	95521
33	95501
17	95536
15	95503
8	95519
2	95524
2	95540
1	93111
1	95501-4337
1	95502
1	95522
1	95548

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



Value	Percent	Responses
American Indian or Alaskan Native	4.4%	7
Asian / Pacific Islander	1.9%	3
Hispanic / Latino	3.1%	5
White / Caucasian	71.3%	114
Other	3.8%	6
Prefer not to say	23.8%	38