



Technical Memorandum

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Project Name	HCAOG Regional Vision Zero Action Plan		
Subject	Injury & Collision Data Analysis Summary, V4 (to SmithGroup) and V2 (to HCAOG)		

1. Introduction

Humboldt County is located along the Pacific coast of Northern California and is comprised of the Eureka-Arcata Micropolitan Statistical Area, eleven Native American tribes, and multiple small communities and Census-designated areas.

US 101 is a major north-south connection within Humboldt County and provides a major access route to Del Norte County to the north and Mendocino County to the south. Within the County, US 101 begins at the southern County border and continues north through the major cities of the County, such as the Cities of Eureka and Fortuna. US 101 continues north to the Humboldt-Del Norte County border. Similarly, State Route (SR) 299 and SR 36 provide connections to Interstate 5 and counties to the east.

1.1 Purpose and Need

This analysis identifies collision data trends and hotspots throughout the entire County to aid in the development of the Humboldt County Association of Governments (HCAOG) Vision Zero Action Plan (VZAP).

2. Data Collection

The comprehensive countywide collision data set was generated using the California Highway Patrol (CHP) California Crash Reporting System (CCRS), supplemented with the Transportation Injury Mapping System (TIMS) and local data sources. Seven years (2018-2024) of collision data was collected. This data range ensures the incorporation of five years of data (standard minimum) and allows for the analysis of collisions before, during, and after the COVID-19 pandemic, to determine if changes in roadway travel affected collisions. This data set contains reported collisions on roadways within all jurisdictions in Humboldt County, including the California Department of Transportation (Caltrans) roadways.

To create the comprehensive countywide collision data set, the TIMS collision dates and times were compared to the CCRS collision dates and times, to determine unique collisions within the TIMS data. These unique collisions were then added to the CCRS data to provide a more thorough collision history, creating the CCRS + TIMS data set.

Similarly, the Orleans Volunteer Fire Department (OVFD) collision dates were compared to the CCRS + TIMS data set. Due to limited data availability for the OVFD collisions, collision times were not recorded and could not be compared; therefore, reported collision fatalities and injuries were compared, providing another level of review for unique collisions. Based on those comparisons, it was unclear which collisions were already reported within the CCRS + TIMS data set. To prevent double counting and to provide a clearer analysis of the collision history on tribal and tribal-related lands, the OVFD collisions were analyzed as a separate data set.

3. Data Trends

The following sections present the collision data trends for the CCRS + TIMS and OVFD collision data sets.

3.1 CCRS + TIMS Collision Data

From 2018 to 2024, 12,143 total collisions were reported on all roadways within Humboldt County. These collisions were broken down into categories, such as severity, location, and type, to identify crash trends. The following sections present the findings of these categories.

As shown in **Figure 3.1**, for total collisions, high densities are located within the City of Eureka, the City of Arcata, and along US 101.

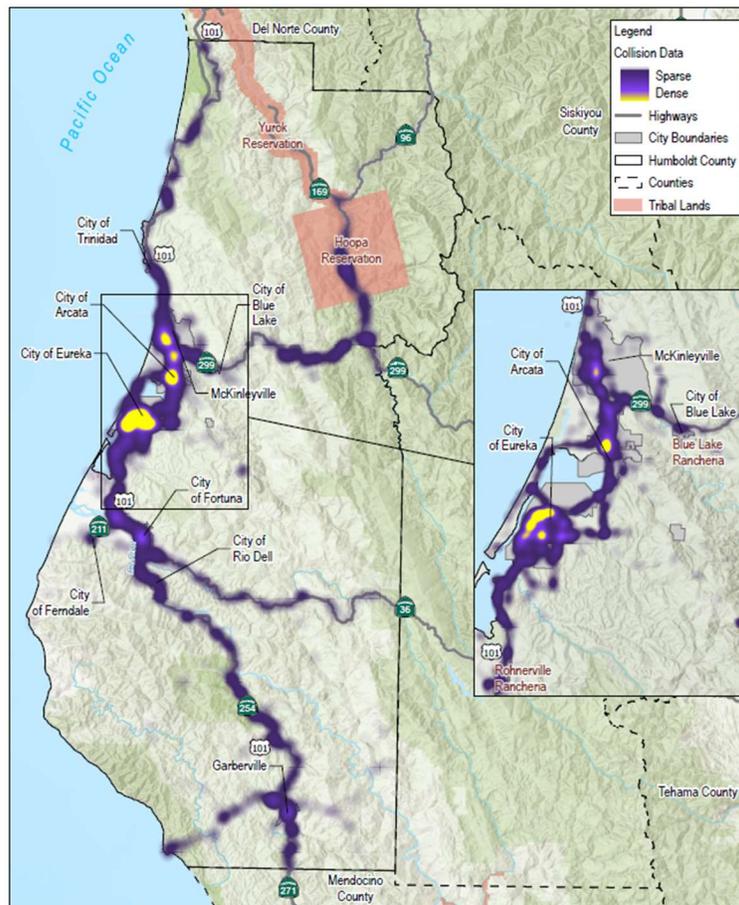


Figure 3.1 CCRS + TIMS Total Collision Densities

3.1.1 Severity

As shown in **Figure 3.2**, of the total collisions, 67% were property damage only (PDO). PDO excludes bodily injury and is limited to property (e.g., cars, fences, trees) involved in the crash. Additionally, 32% were injuries and 1% were fatalities. Injury collisions may result in severe injuries, visible injuries, or reports of pain. However, CCRS data does not differentiate between these levels of injury collisions; therefore, all degrees of injury collisions were reported as “Injury.”

Figure 3.3 presents the total collisions by year and severity. Overall, total collisions generally decreased each year. During the COVID-19 pandemic (2020 to 2021), total collisions decreased in 2020 then increased in 2021.

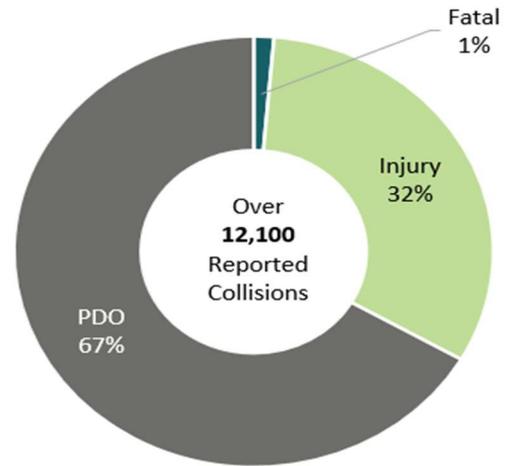


Figure 3.2 CCRS + TIMS Total Collisions by Severity



Figure 3.3 CCRS + TIMS Total Collisions by Year and Severity

Figure 3.4 Error! Reference source not found. presents a summary of collisions by season and severity. Over the seven-year data period, over 3,200 collisions occurred in the Fall (September, October, November), over 2,800 occurred in the Spring (March, April, May), nearly 3,000 occurred in the Summer (June, July, August), and over 3,100 occurred in the Winter (December, January, February).

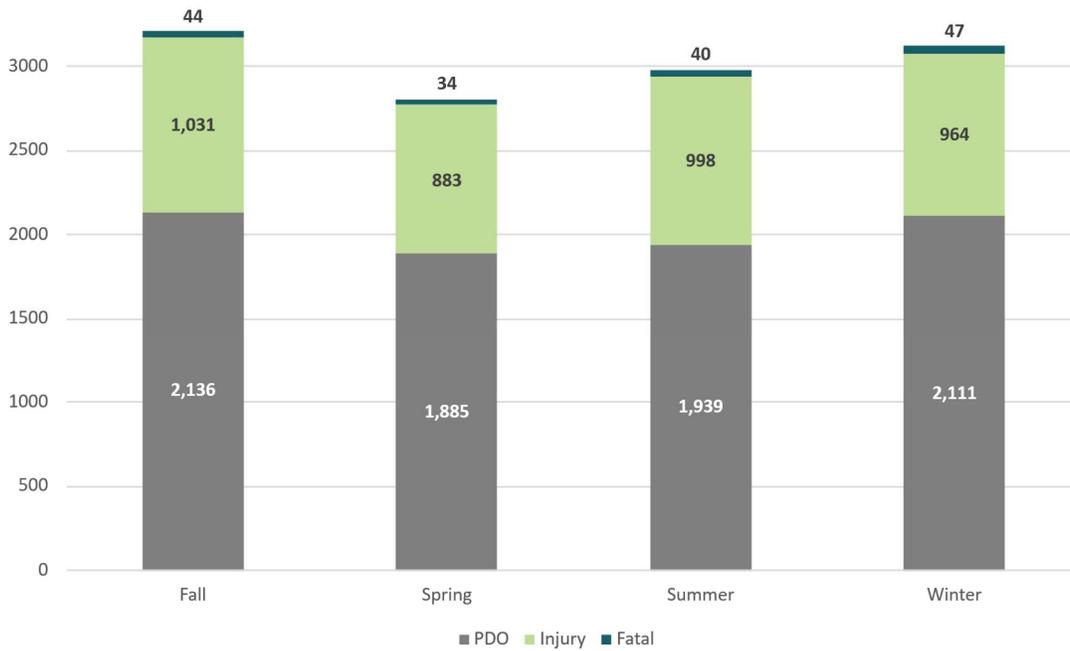


Figure 3.4 CCRS + TIMS Total Collisions by Season and Severity

3.1.1.1 High Severity

Figure 3.5 presents the high severity or fatal plus injury (F+I) collisions. Of the total collisions (12,143), over 4,000 are F+I collisions. Of the F+I collisions, 4% were fatal and 96% were injury.

Table 3.1 presents total and F+I collisions by year and severity. F+I collisions were 31% to 34% most years, excluding 2024 (38%).

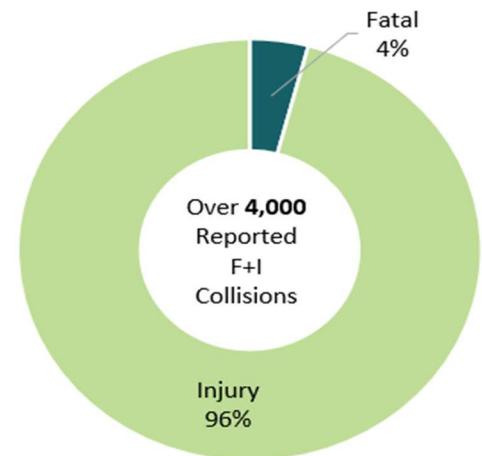


Figure 3.5 CCRS + TIMS F+I Collisions

Table 3.1 CCRS + TIMS Total and F+I Collisions by Year and Severity

Year	Fatal	Injury	PDO	Total	F+I	F+I Ratio
2018	26	635	1,442	2,103	661	31.4%
2019	24	593	1,224	1,841	617	33.5%
2020	23	521	1,097	1,641	544	33.2%
2021	15	528	1,193	1,736	543	31.3%
2022	25	518	1,082	1,625	543	33.4%
2023	27	527	1,088	1,642	554	33.7%
2024	25	561	969	1,555	586	37.7%
Total	165	3,883	8,095	12,143	4,048	-

Figure 3.6 presents the F+I collisions. F+I collision densities are similar to total collision densities shown in Figure 3.1.

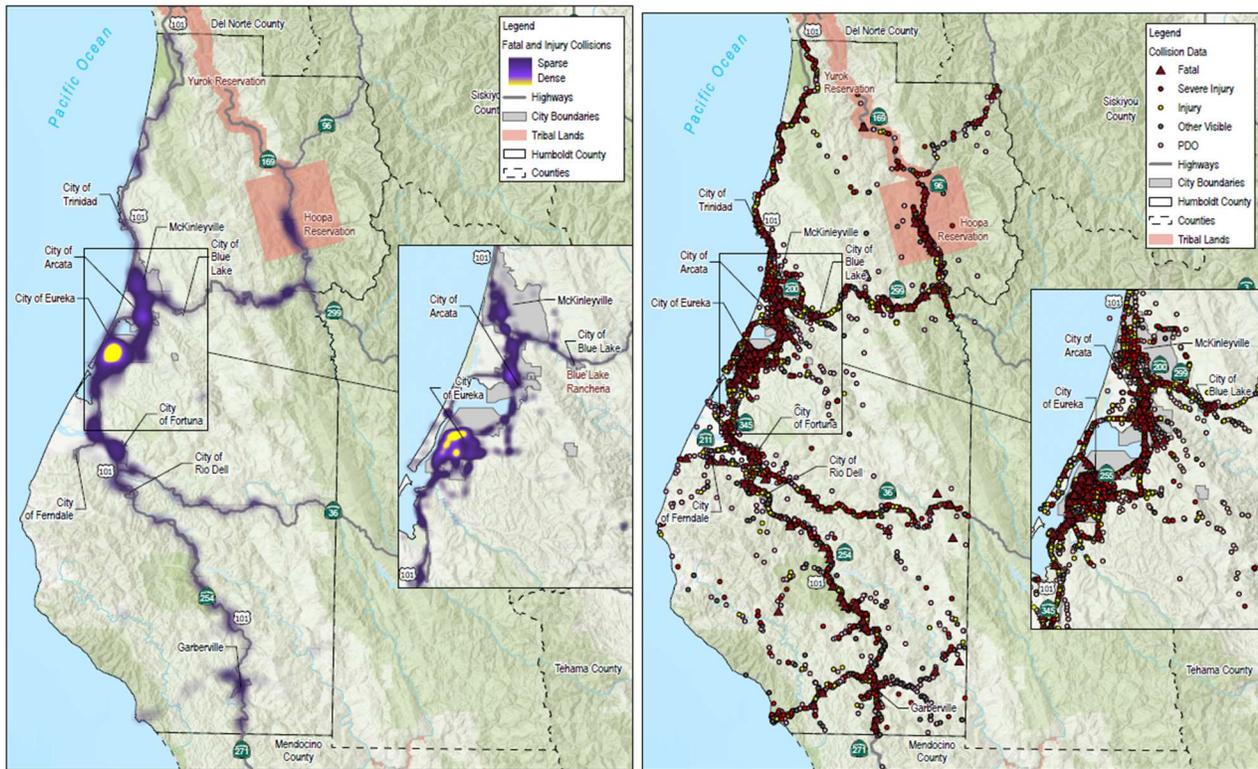


Figure 3.6 CCRS + TIMS F+I Collisions

3.1.2 Jurisdiction

Table 3.2 present the total collisions by jurisdiction. Excluding Unincorporated County, the Cities of Eureka and Arcata had the highest total collisions, with 52% (1,278) and 26% (251) F+I collisions, respectively. Unincorporated County had 29% (2,418) F+I collisions.

Table 3.2 CCRS + TIMS Total Collisions by Jurisdiction

Jurisdiction	Fatal	Injury	PDO	Total	F+I	F+I Ratio
Arcata	10	241	707	958	251	26.2%
Blue Lake	0	1	3	4	1	25.0%
Eureka	25	1,253	1,204	2,482	1,278	51.5%
Ferndale	1	1	21	23	2	8.7%
Fortuna	4	91	207	302	95	31.5%
Rio Dell	0	2	1	3	2	66.7%
Trinidad	0	1	3	4	1	25.0%
Unincorporated	125	2,293	5,949	8,367	2,418	28.9%
Total	165	3,883	8,095	12,143	4,048	-

3.1.3 Facility Type

Figure 3.7 presents the total collisions by facility type and severity. As shown, 36% (4,403) of total collisions occurred at intersections, with 39% (1,703) F+I collisions.

For this analysis, an intersection-related collision is a collision that occurs within 50 feet of the intersection of two roadways or within 150 feet of the intersection of two roadways and resulting in a rear end. A segment-related collision is a collision that is not identified as intersection-related.

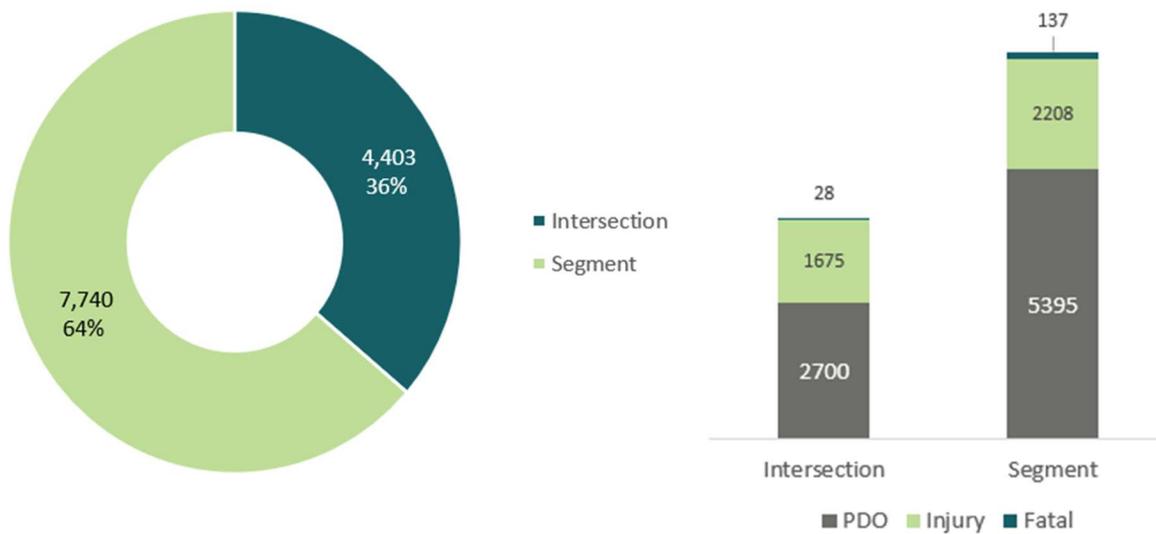


Figure 3.7 CCRS + TIMS Total Collisions by Facility Type and Severity

3.1.4 Collision Type

Figure 3.8 presents the total collisions by collision type. Of the total collisions, “hit object” (40%) was the most common collision type. “Rear end” and “side swipe” were tied for the second most common collision type (14% each), followed by “broadside” (13%).

Figure 3.9 presents F+I collisions by collision type. Similar to **Figure 3.8**, “hit object” (30%) was the most common collision type. The second most common collision type was “broadside” (21%), followed by “rear end” (12%).

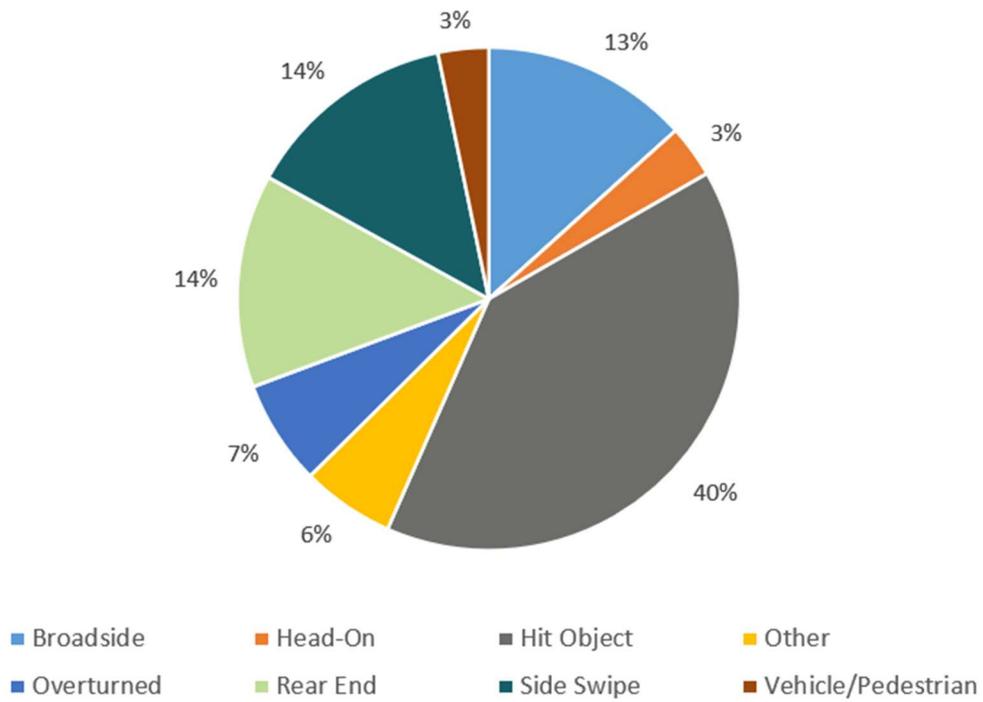


Figure 3.8 CCRS + TIMS Total Collisions by Collision Type

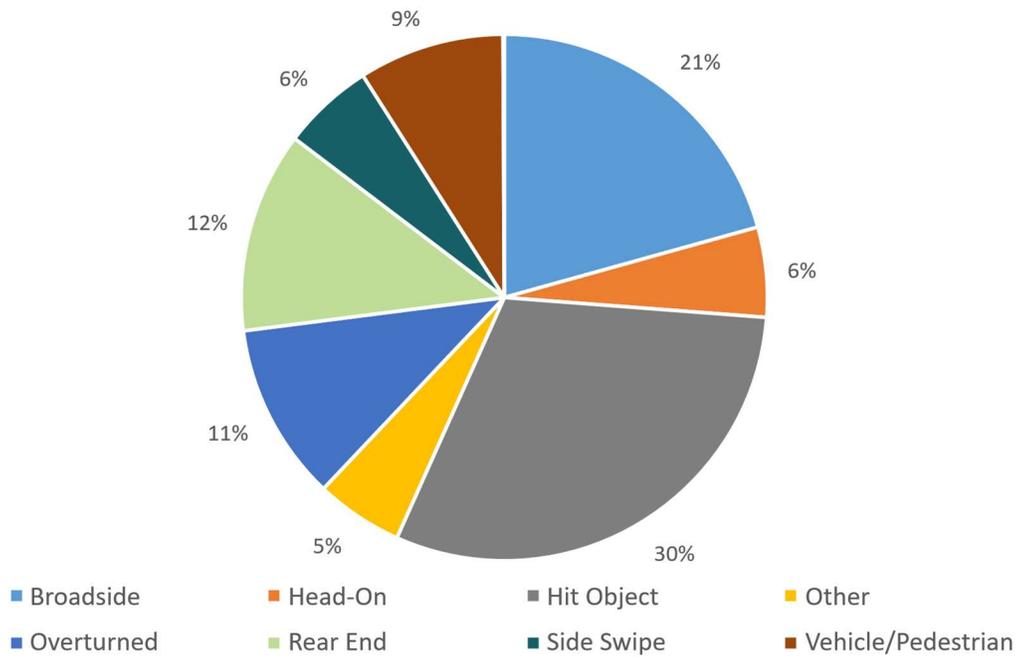


Figure 3.9 CCRS + TIMS Fatal and Injury Collisions by Collision Type

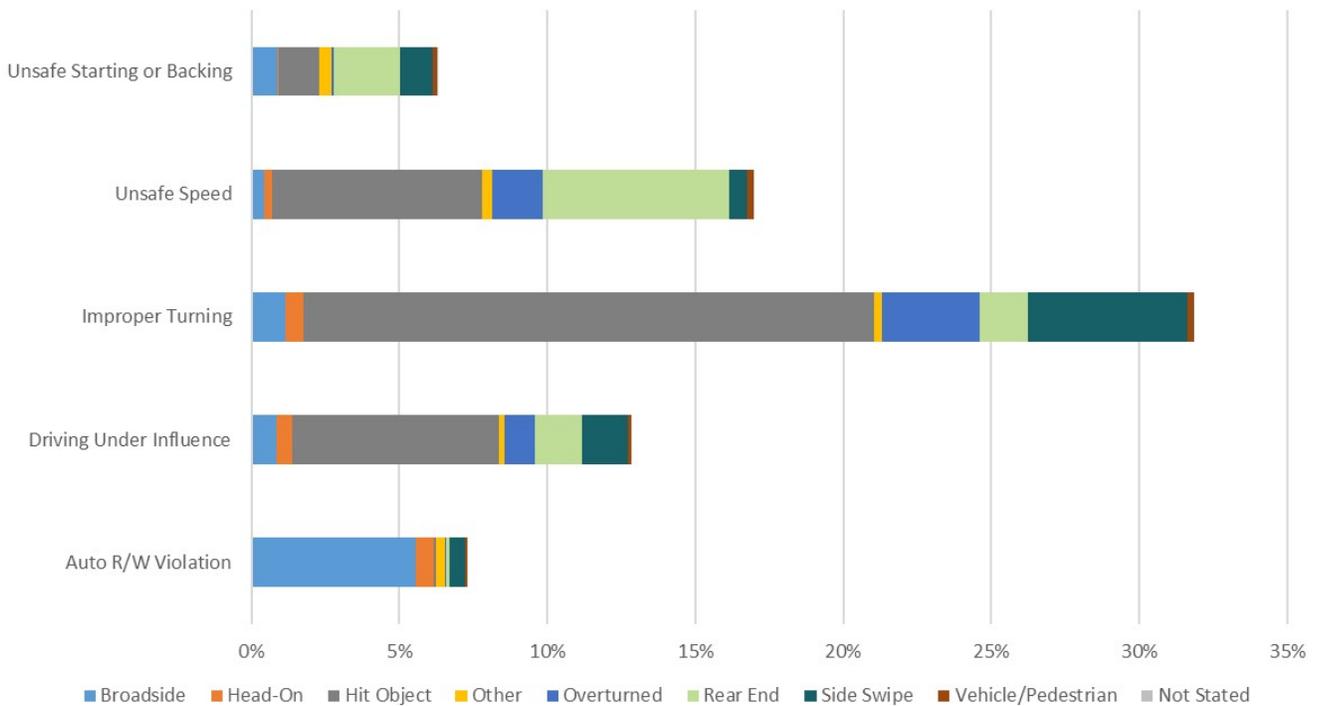
3.1.5 Violation Category

Table 3.3 and **Figure 3.10** present the top five violation categories by collision type. As shown, “improper turning” (31%) was the most common violation category, with “hit object” (19%) being the most common collision type. “Unsafe speed” and “driving under influence” also were common violation categories (16% and 14%, respectively), with “hit object” being the most common collision type (7% each).

Table 3.3 CCRS + TIMS Top 5 Violation Categories by Collision Types

Violation Category	Collision Type								
	Broadside	Head-On	Hit Object	Other	Over-turned	Rear End	Side Swipe	Vehicle/Pedestrian	Not Stated
Auto R/W Violation	6%	1%	<1%	<1%	<1%	<1%	1%	<1%	0%
Driving Under Influence	1%	1%	7%	<1%	1%	2%	2%	<1%	0%
Improper Turning	1%	1%	19%	<1%	3%	2%	5%	<1%	0%
Unsafe Speed	<1%	<1%	7%	<1%	2%	6%	1%	<1%	0%
Unsafe Starting or Backing	1%	<1%	1%	<1%	<1%	2%	1%	<1%	<1%

Figure 3.10 CCRS + TIMS Top 5 Violation Categories by Collision Types



3.1.6 Lighting

Table 3.4 presents the total collisions by lighting condition.

Of the total collisions, “daylight” was the most common lighting condition (7,195 collisions or 59%). Combining all dark (e.g., dark – no street lights, dark – street lights, and dark – street lights not functioning) lighting conditions, results in 4,475 collisions or 37%.

Of the F+I collisions, “daylight” was the most common lighting condition (2,610 collisions or 65%). Combining all dark lighting conditions, results in 1,274 F+I collisions or 32%.

Table 3.4 CCRS + TIMS Total Collisions by Lighting

Lighting Condition	Fatal	Injury	PDO	Total	F+I	F+I Ratio
Dark – No Street Lights	46	692	1,971	2,709	738	27.2%
Dark – Street Lights	23	504	1,202	1,729	527	30.5%
Dark – Street Lights Not Functioning	1	8	28	37	9	24.3%
Daylight	85	2,525	4,585	7,195	2,610	36.3%
Dusk-Dawn	10	148	300	458	158	34.5%
Not Stated	0	6	9	15	6	40.0%
Total	165	3,883	8,095	12,143	4,048	-

Table 3.5 presents the total collisions by lighting condition by jurisdiction. In the cities, “daylight” and “dark – street lights” were the two most common lighting conditions. In Unincorporated County, “daylight” and “dark – no street lights” were the two most common lighting conditions.

Of the total collisions by jurisdiction, “daylight” collisions comprise 60% in Unincorporated County, 65% in the City of Eureka, and 55% in the City of Arcata. Of the total collisions by jurisdiction, “dark – street lights” collisions comprise 14% in Unincorporated County, 28% in the City of Eureka, and 30% in the City of Arcata.

Note that this analysis does not take into consideration roadway volumes, which could highlight additional trends (e.g., by jurisdiction). Incorporating roadway volumes may indicate high traffic areas with reduced lighting where collisions may be more common (especially in the cities) and indicate a correlation between these areas and larger numbers of F+I collisions.

Table 3.5 CCRS + TIMS Total Collisions by Lighting by Jurisdiction

Lighting Condition	Arcata	Blue Lake	Eureka	Ferndale	Fortuna	Rio Dell	Trinidad	Unincorporated
Dark – No Street Lights	97	0	78	2	24	1	1	2,506
Dark – Street Lights	284	1	703	7	70	0	2	662
Dark – Street Lights Not Functioning	1	0	2	0	0	0	0	34
Daylight	531	3	1,609	13	192	1	1	4,845
Dusk-Dawn	43	0	82	1	11	1	0	320
Not Stated	2	0	8	0	5	0	0	0
Total	958	4	2,482	23	302	3	4	8,367

3.1.7 Weather

Table 3.6 presents the total collisions by weather condition.

Of the total collisions, “clear” was the most common weather condition (8,082 collisions or 67%). Of the F+I collisions, “clear” was the most common weather condition (2,779 collisions or 69%).

Table 3.6 CCRS + TIMS Total Collisions by Weather

Weather Condition	Fatal	Injury	PDO	Total	F+I
Clear	94	2,685	5,303	8,082	2,779
Cloudy	54	860	2,053	2,967	914
Dusty	0	0	1	1	0
Foggy	0	31	67	98	31
Hailing	0	6	12	18	6
Misty	0	0	1	1	0
Night	0	0	1	1	0
Other	0	7	12	19	7
Raining	17	282	591	890	299
Smoke/Ash	0	0	1	1	0
Smokey	0	0	3	3	0
Snowing	0	7	36	43	7
Wind	0	1	2	3	1
Unknown	0	4	12	16	4
Total	165	3,883	8,095	12,143	4,048

3.1.8 Multimodal

Table 3.7 and **Table 3.8** present pedestrian and bicyclist collisions by severity (i.e., fatal, injury, and PDO) and location, respectively.

Of the 373 pedestrian collisions, 52% (195) occurred within the City of Eureka, 16% (59) occurred within the City of Arcata, and 29% (110) occurred in unincorporated areas.

Of the 231 bicyclist-related collisions, 40% (93) occurred in the City of Eureka, 26% (59) occurred in the City of Arcata, and 29% (67) occurred in unincorporated areas.

Table 3.7 CCRS +TIMS Pedestrian and Bicyclist Collisions by Severity

Collision Type	Fatal	Injury	Total
Pedestrian	42	331	373
Bicyclist	7	224	231

Table 3.8 CCRS +TIMS Pedestrian and Bicyclist Collisions by Location

Collision Type	Arcata	Blue Lake	Eureka	Fortuna	Rio Dell	Unincorporated	Total
Pedestrian	59	1	195	8	0	110	373
Bicyclist	59	0	93	11	1	67	231

Figure 3.11 and **Figure 3.12** show the pedestrian and bicyclist collisions, respectively. As shown in the figures, the locations of pedestrian and bicyclist collisions align with collision hot spots observed in **Figure 3.6**.

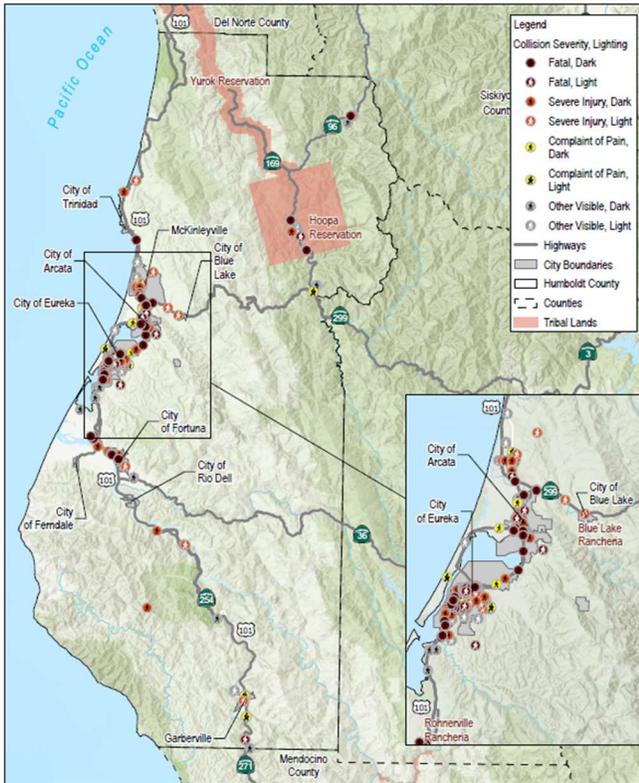


Figure 3.11 CCRS +TIMS Pedestrian Collisions

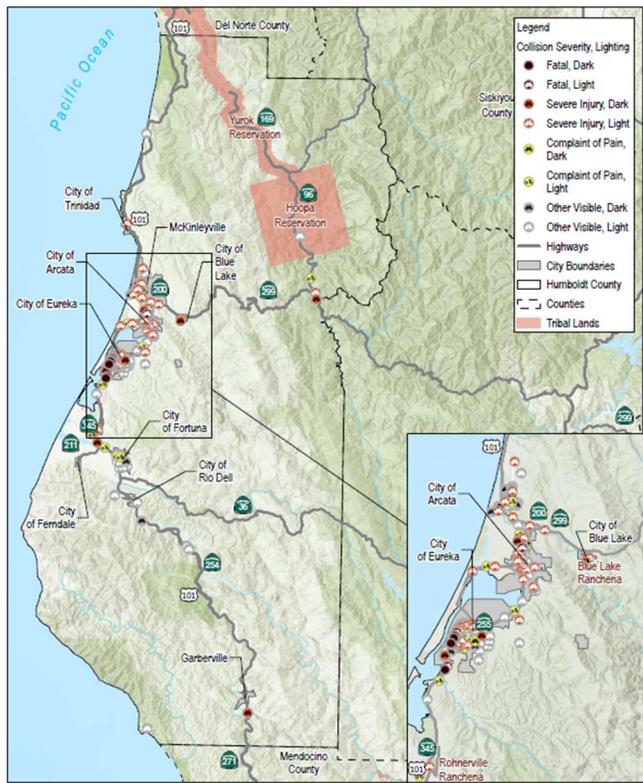


Figure 3.12 CCRS +TIMS Bicyclist Collisions

3.1.8.1 Tribal Lands

Figure 3.14 and **Figure 3.13** show additional details for the pedestrian and bicyclist collisions that occurred on tribal lands. As shown in the figures, on tribal lands, there were three fatal pedestrian-related collisions, with one occurring during the day and two occurring at night, as well as six other pedestrian-related collisions. Also, on tribal lands, there were zero fatal bicyclist-related collisions and one other bicyclist-related collision.

Figure 3.15 shows the pedestrian and bicyclist collision densities on tribal lands.

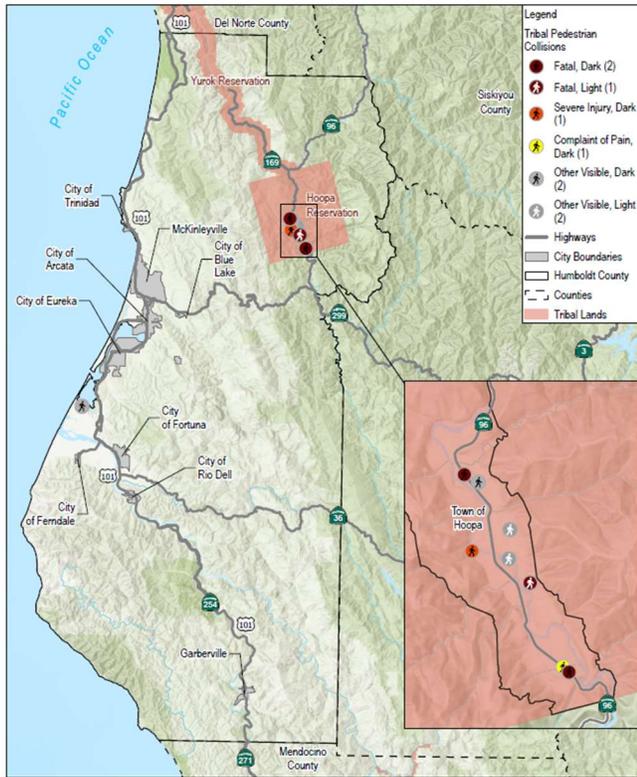


Figure 3.14 CCRS +TIMS Tribal Land Pedestrian Collisions



Figure 3.13 CCRS +TIMS Tribal Land Bicyclist Collisions

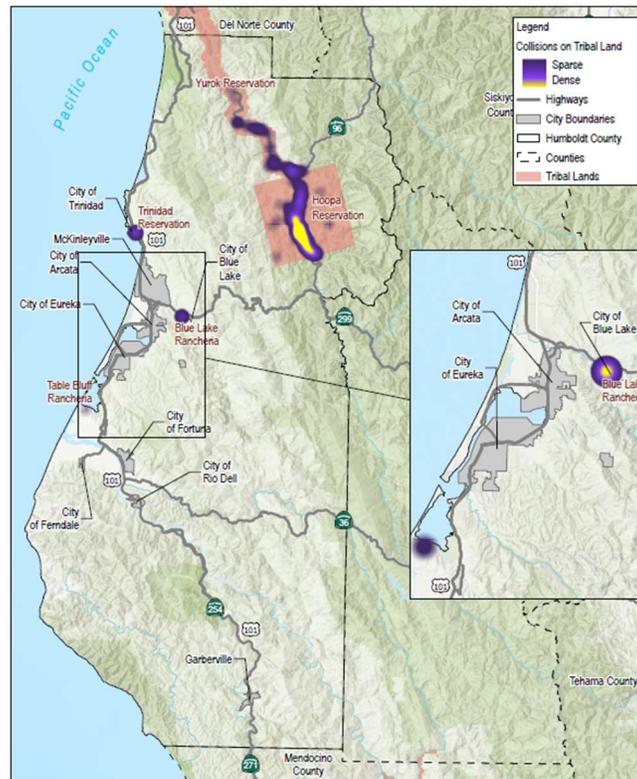


Figure 3.15 CCRS +TIMS Tribal Land Pedestrian and Bicyclist Collision Densities

3.2 OVFD Collision Data

The OVFD has a first-due response area of 198 square miles that extends from 2 miles north of Weitchpec on SR 96, north through Orleans and Somes Bar to Ti Bar in Siskiyou County. The OVFD provided a list of 56 collisions, of which 15 collisions were removed (e.g., collisions with locations outside of Humboldt County or undefinable, as well as one collision occurring in 2025), resulting in 41 collisions for the data analysis.

The data included collision dates, incident types, locations, number of injuries and fatalities, and additional notes to describe the causes of the collisions, what the collisions involved, or the results of the collisions. A preliminary check of the data confirmed a portion of the collisions received from the OVFD were accounted for in the CCRS + TIMS data, and the remaining collisions were collisions that were not previously within publicly available data sources.

Figure 3.16 shows all OVFD collisions reported within the County.

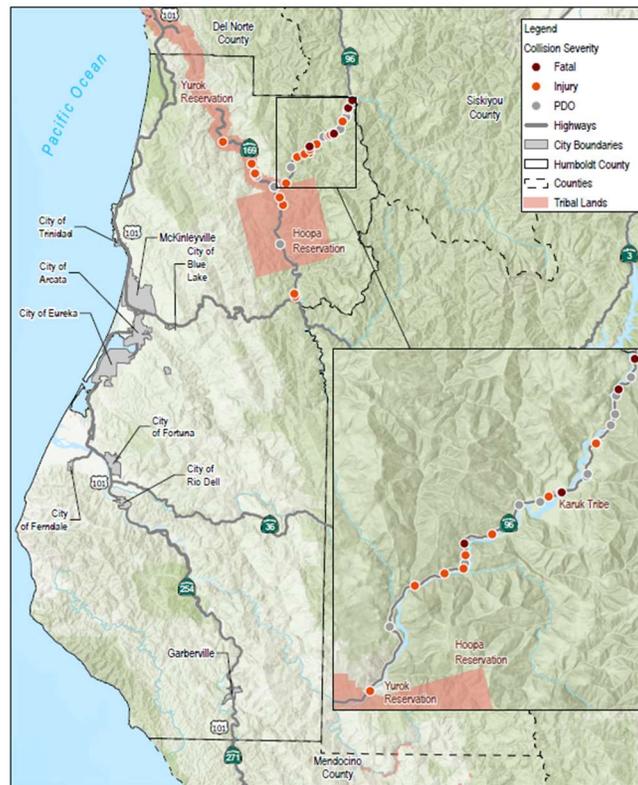


Figure 3.16 OVFD Collisions

3.2.1 Severity

Of the 41 collisions, four collisions resulted in fatalities, 18 resulted in injuries, and 19 collisions resulted in PDO. All four fatal collisions occurred along SR 96, two fatal collisions involved vehicles going over the riverbank, and one fatal collision involved a pedestrian.

Figure 3.17 presents a summary of collisions by year and severity. Over the seven-year data period, the highest number of collisions occurred in 2019 and 2020, with 9 total collisions each year. The highest number of F+I collisions occurred in 2019-2021, with five F+I collisions each year.

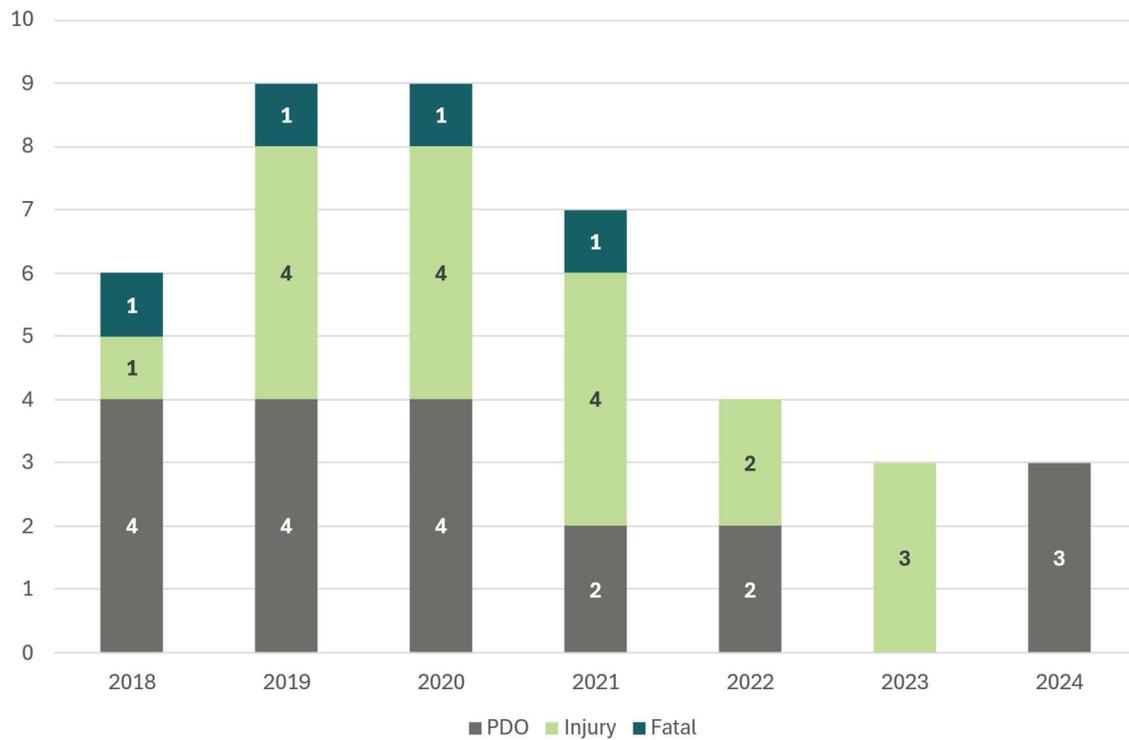


Figure 3.17 OVFD Collisions by Year and Severity

Figure 3.18 presents a summary of collisions by season and severity. Over the seven-year data period, 10 collisions occurred in the Fall (September, October, November), 10 occurred in the Spring (March, April, May), 12 occurred in the Summer (June, July, August), and nine occurred in the Winter (December, January, February).

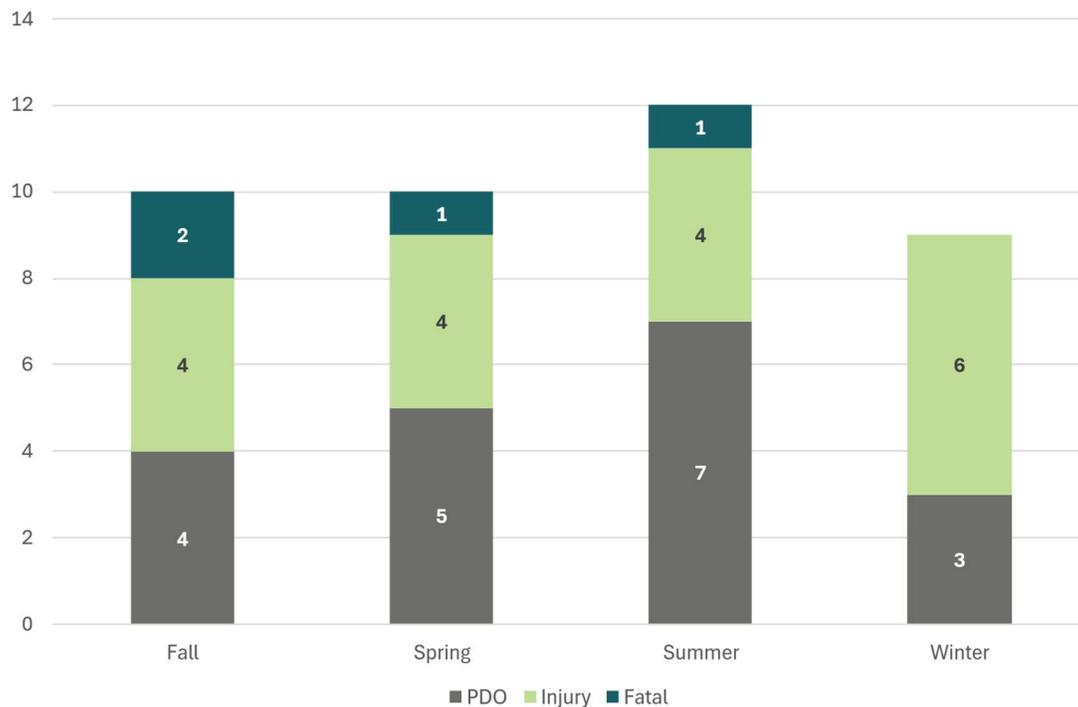


Figure 3.18 OVFD Collisions by Season and Severity

3.2.2 Collision Type

Figure 3.19 presents a summary of collisions by type and severity. The most common collision type was “Vehicle Accident,” with 17 total collisions, including 12 F+I collisions. The second most common collision type was “Over the Bank,” with 11 total collisions, including four F+I collisions.

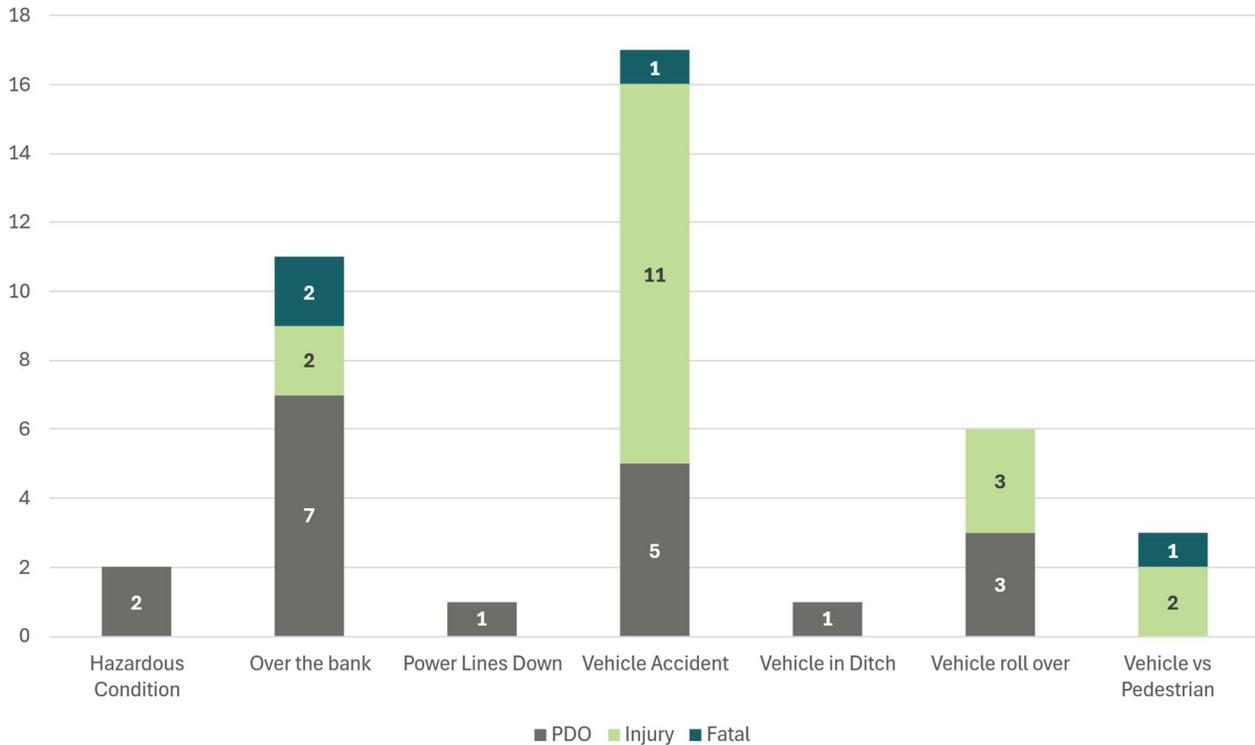


Figure 3.19 OVFD Collisions by Type and Severity

3.2.3 Multimodal

Of the 41 collisions, 7% involved pedestrians. One pedestrian collision resulted in fatality, and two collisions with pedestrians resulted in injuries. All three occurred along SR 96 in the Fall or Winter. Zero collisions involving bicyclists were reported.

3.3 Tribal and Tribal-Related Lands

Collisions on tribal and tribal-related lands generally are presented in Sections 3.1 and 3.2.

The CCRS + TIMS collision dataset presents collisions on tribal lands, mostly in Unincorporated County along SR 96 and SR 169 in the northeastern portion of the County. As shown in **Figure 3.6**, F+I collisions were reported on tribal lands, with a density of F+I collisions occurring along SR 96 in Hoopa. As shown in **Figure 3.13** and **Figure 3.14**, of the F+I collisions, there were three fatal and six injury pedestrian-related collisions.

The OVFD collision dataset presents collisions on tribal-related lands in Unincorporated County along SR 96 and SR 169 in the northeast portion of the County. As detailed in Section 3.2, F+I collisions were reported on tribal-related lands, including four fatal and 18 injury collisions. Of the F+I collisions, there was one fatal pedestrian-related collision, one fatal “vehicle accident” collision, and one fatal “over the bank” collision.

4. Data Hotspots

The following presents the collision data high-injury locations, including hot spots, for the CCRS + TIMS data set.

To start, high-injury locations were determined by assessing the crash severity type (e.g., PDO, fatal and severe injury, other injury), location type (e.g., roadway, non-signalized intersection, and signalized intersection), and severity ranking (i.e., crash cost and equivalent property damage only (EPDO)) of each collision, consistent with 2024 *Caltrans Local Roadway Safety Manual* values. This methodology ensures that fatal and severe injury collisions receive the highest values. For each network (segment) and each intersection, the EPDO of each and all collisions was summed, with EPDO 119 and below categorized as “low severity” and EPDO 120 and above categorized as “high severity.” Hot spots are “high severity” high-injury locations.

Table 4.1 and **Table 4.2** highlight the top hot spots in the County.

- As shown in **Table 4.1**, the majority of the top hot spot intersections are located in the City of Eureka. For the top hot spot intersections, EPDO ranges from 891 to 573.
- As shown in **Table 4.2**, the majority of the top hot spot networks are located in Unincorporated County, mostly along US 101. Generally, Caltrans facilities have higher traffic volumes, as freeways and highways link the communities in the County. For the top hot spot networks, EPDO ranges from 1254 to 744.

It is anticipated that the top hot spots in the County will be used to identify priority countermeasures, strategies, and projects. Additionally, the top hot spot trends could be used to help identify additional locations with similar geometry, traffic lanes, and terrain.

Table 4.3 and **Table 4.4** highlight the top high-injury locations by jurisdiction. The high-injury locations by jurisdiction also are shown in **Figure 4.1** to **Figure 4.20**.

Table 4.1 *Top 10 Hot Spot Intersections in the County*

Intersection	Jurisdiction	EPDO	Total Collisions
4th St / 5th St / US 101	City of Eureka	891	36
4th St / R St	City of Eureka	879	35
Bayside Cutoff Rd / US 101	Unincorporated	806	16
Broadway / W Washington St	City of Eureka	664	14
H St / Henderson St	City of Eureka	638	13
Indianola Cutoff Rd / US 101	Unincorporated	635	25
Broadway / Highland Ave	City of Eureka	629	9
Alliance Rd / Stromberg Ave	City of Arcata	594	9
Broadway / W Hawthorne St	City of Eureka	592	21
Ocean Ave / W Henderson St	City of Eureka	573	3

Table 4.2 *Top 10 Hot Spot Networks in the County*

Street Name	Boundary	Jurisdiction	EPDO	Total Collisions
SR 299	1.1 miles east of Cedar Creek Road to 200 ft east of Willow Creek	Unincorporated	1254	36
SR 96	0.6 miles south of Bull Creek to Mill Creek Road	Unincorporated	1236	43
US 101	Redwood Trails Circle to Old State Highway	Unincorporated	1195	27
Broadway	W Hawthorne St to Vigo St	City of Eureka	1091	27
US 101	L P Mill Rd to Kane Rd	Unincorporated	1075	75
US 101	Hidden Crest Rd to SR 299	City of Arcata	919	49
SR 299	New 3 Creeks Road to M and W Ranch Road	Unincorporated	900	64
SR 255 Bridge	100 ft east of Vance Avenue to Startare Drive	City of Eureka	897	32
US 101	1.6 mile south of Humboldt/Del Norte County Border to 600 ft south of Humboldt/Del Norte County Border	Unincorporated	759	23
US 101	Newton B Drury Scenic Pkwy to 2 miles north of Cal-Barrel Rd	Unincorporated	744	33

Table 4.3 Top 5 High-Injury Intersections by Jurisdiction

Intersection	EPDO	Total Collisions
Arcata		
Alliance Rd / Stromberg Ave	594	9
11th St / H St	412	7
17th St / Alliance Rd	395	5
15th St / Alliance Rd / M St	382	2
G St / Samoa Blvd	338	30
Blue Lake		
Blue Lake Blvd / Davis St	192	2
H St / Hatchery Rd / Railroad Ave	191	1
1st Ave / H St	12	2
Blue Lake Blvd / Greenwood Rd	6	6
J St / Second Ave	1	1
Eureka		
4th St / 5th St / US 101	891	36
4th St / R St	879	35
Broadway / W Washington St	664	14
H St / Henderson St	638	13
Broadway / Highland Ave	629	9
Ferndale		
Main St / Shaw Ave	3	3
5th St / Fairview Dr	2	2
*All remaining intersections with collisions had 1 PDO collision		
Fortuna		
Rohnerville Rd / Senestraro Way	382	2
Main St / 6th St	205	5
S Riverwalk Dr / Eel River Rd / Private Dr / S Kenmar Rd	204	4
Rohnerville Rd / Kenmar Rd	202	2
Rohnerville Rd / Redwood Way	192	2
Rio Dell		
Davis St / US 101 Off Ramp / US 101 On Ramp	11	1
Ireland St / Painter St	6	1
Elm St / Wildwood Ave	1	1
Scenic Way / US 101 Off Ramp	1	1
Scenic Way / US 101 On Ramp	1	1
Trinidad		
Highway 101 Under Pass / SR 101 Off Ramp / Trinidad Frontage Rd / Westhaven Dr	1	1

Intersection	EPDO	Total Collisions
Main St / Patricks Point Dr / Trinidad Scenic Dr	1	1
Edwards St / Trinity St	1	1
Unincorporated		
Bayside Cutoff Rd / US 101	806	16
Indianola Cutoff Rd / US 101	635	25
Bear River Dr / Brenard Rd / Singley Rd	430	20
SR 299 / Old Dolly Varden Rd	394	4
Allard Ave / Little Fairfield St	384	4

Note: Yellow highlighted are included in Table 4.1.

Table 4.4 Top 5 High-Injury Networks by Jurisdiction

Street Name	Boundary	EPDO	Total Collisions
Arcata			
US 101	Hidden Crest Rd to SR 299	919	49
US 101	Bayside Cutoff Rd to 700 ft south of S G St	588	41
SR 299	Giuntoli Ln Interchange to N Bank Rd Interchange	515	13
US 101	Samoa Blvd Interchange to S G St Ramps	360	12
US 101	Samoa Blvd Interchange to 700 ft north of 7th St	358	10
Blue Lake			
Hatchery Rd	800 ft south of Taylor Wy to West End Rd	166	2
Railroad Ave	Shamrock Ln to Redwood Ave	165	1
Blue Lake Blvd	400 ft west of Davis St to Davis St	2	2
*All remaining segments with collisions had 1 PDO collision			
Eureka			
Broadway	W Hawthorne St to Vigo St	1091	27
SR 255 Bridge	100 ft east of Vance Avenue to Startare Drive	897	32
US 101	S Broadway St Interchange to Pound Rd Interchange	546	29
Broadway	570 ft north of Sunset Rd to Sunset Rd	402	14
Broadway	Hilfiker Ln to 400 ft south of Hilfiker Ln	355	7
Ferndale			
Washington St	Main St to Blackburn Ct	166	2
Bluff St	Berding St to Craig St	165	1
Main St	Washington St to Shaw Ave	11	1
5th St	Shaw Ave to A St	2	2
Bluff St	Main St to Berding St	2	2
Fortuna			

Street Name	Boundary	EPDO	Total Collisions
US 101	S 3rd St Off-Ramp to 300 ft south of Main St/US 101 merge	352	14
Newburg Rd	Spring St to S Fortuna Blvd	331	3
US 101	0.25 miles north of Kenmar Rd to 0.7 miles north of Kenmar Rd	216	12
US 101	Kenmar Rd Off-Ramp to Kenmar Rd On-Ramp	202	13
US 101	S 3rd St Off-Ramp to S 12th St On-Ramp	177	3
Rio Dell			
US 101 Southbound	Metropolitan Rd to 0.75 miles north of Wildwood Ave	388	20
US 101	Metropolitan Rd to 550 ft south of Metropolitan Rd	186	7
US 101 Northbound	Metropolitan Rd to 0.4 miles north of Wildwood Ave	45	20
US 101	0.2 miles south of Wildwood Ave to 0.25 miles north of Davis St	30	5
US 101	0.35 miles south of Davis St to 0.2 miles north of Redwood Highway Connector	14	4
Trinidad			
US 101	Parker Creek to Luffeholtz Creek	211	17
US 101	650 ft south of Main St/Westhaven Dr to Parker Creek	165	1
US 101	Mill Creek to 650 ft south of Main St/Westhaven Dr	11	1
US 101 On Ramp	Main St/Westhaven Dr to US 101	11	1
US 101 Off Ramp	Lanford Dr to 0.7 miles north of Baker Ranch Rd	6	1
Unincorporated			
SR 299	1.1 miles east of Cedar Creek Road to 200 ft east of Willow Creek	1254	36
SR 96	0.6 miles south of Bull Creek to Mill Creek Road	1236	43
US 101	Redwood Trails Circle to Old State Highway	1195	27
US 101	L P Mill Rd to Kane Rd	1075	75
SR 299	New 3 Creeks Road to M and W Ranch Road	900	64

Note: Yellow highlighted are included in Table 4.2.

Figure 4.1 High-Injury Networks: Arcata



Figure 4.2 High-Injury Intersections: Arcata

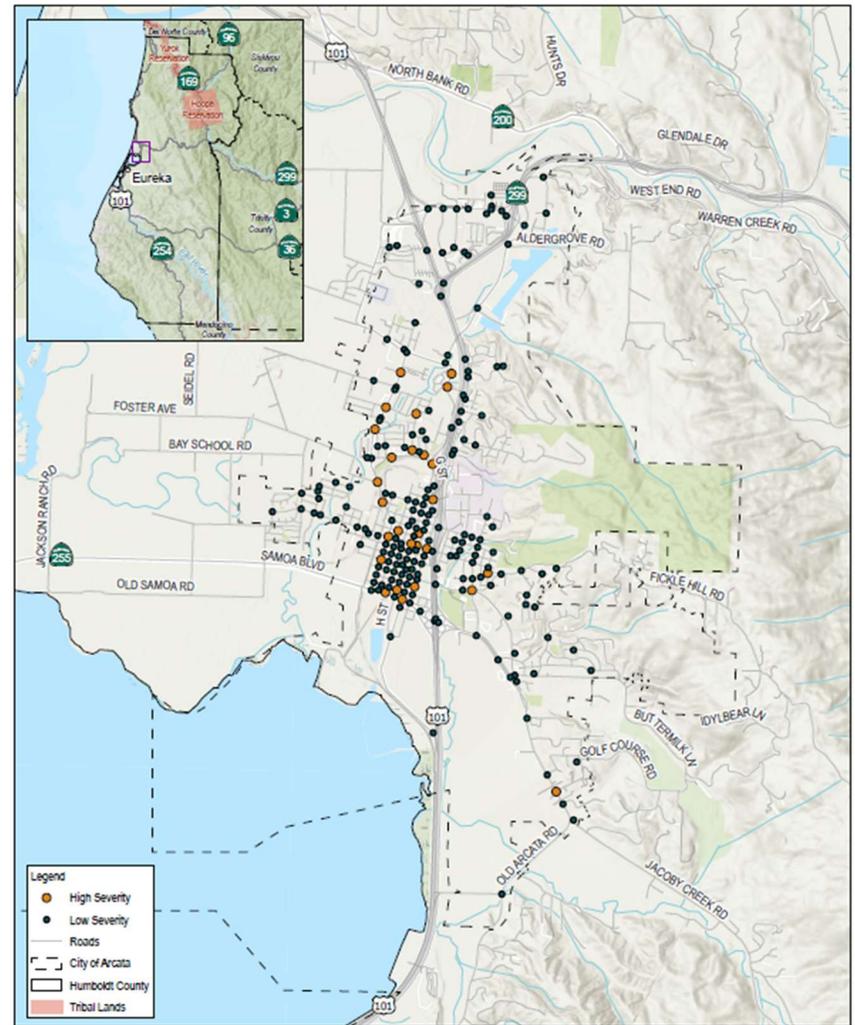


Figure 4.3 High-Injury Networks: Blue Lake

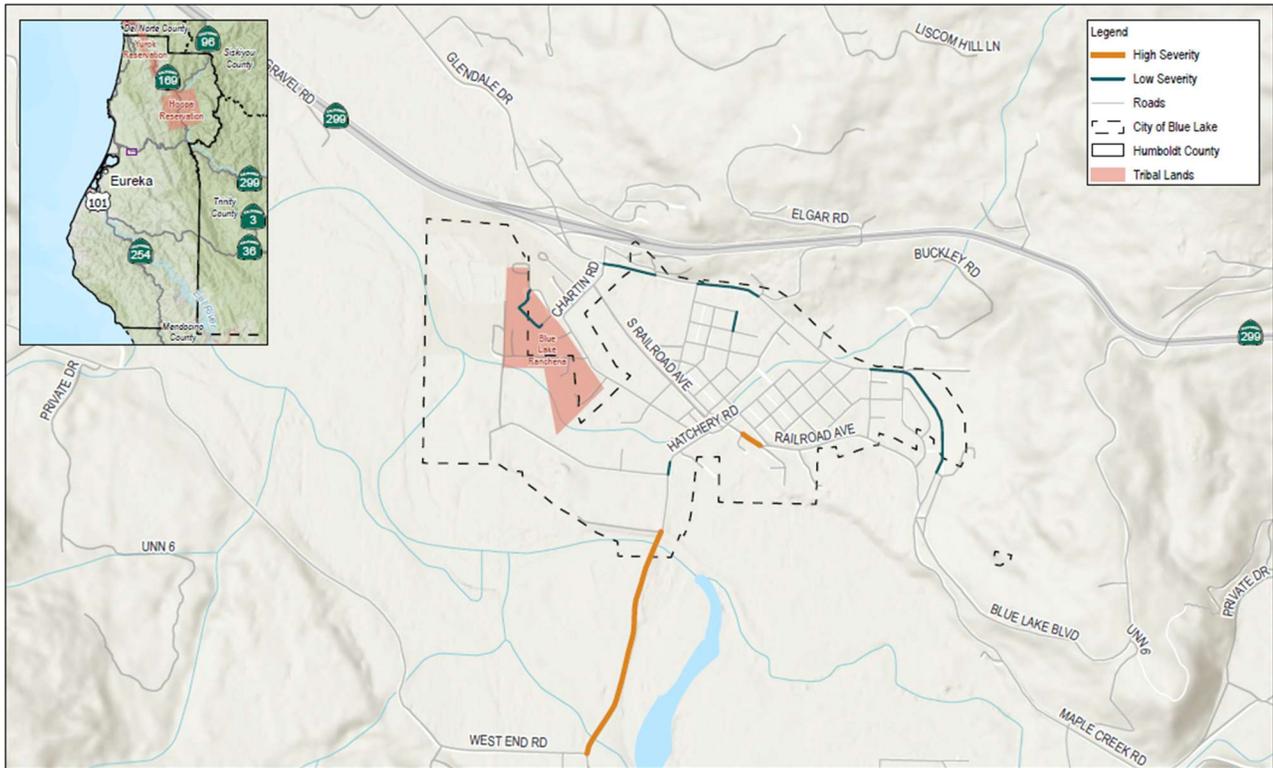


Figure 4.4 High-Injury Intersections: Blue Lake

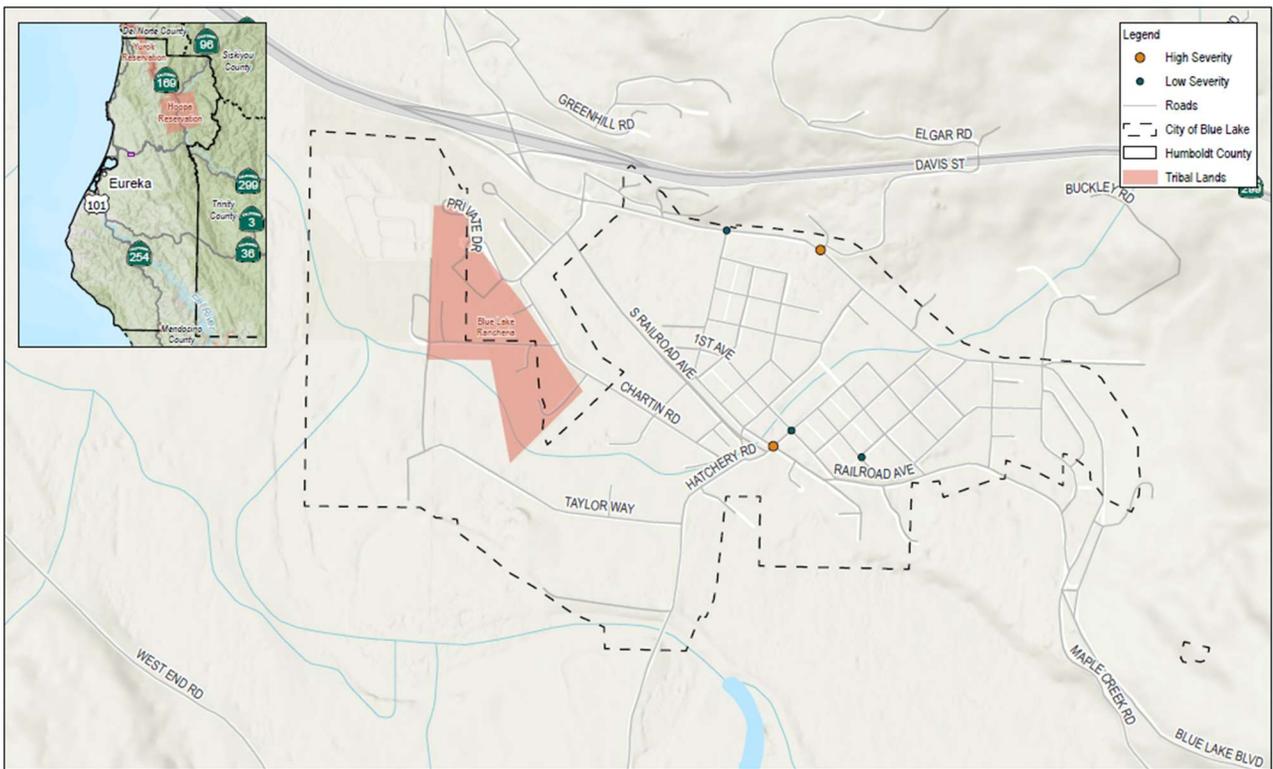


Figure 4.5 High-Injury Networks: Eureka

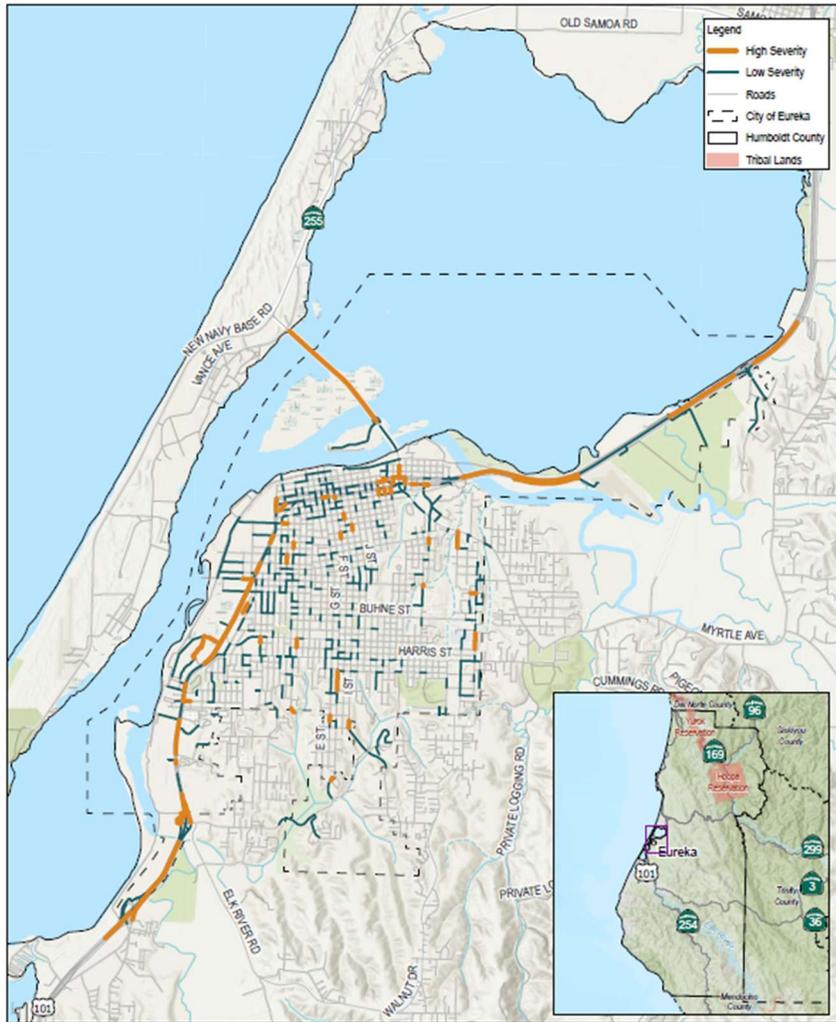


Figure 4.6 High-Injury Intersections: Eureka

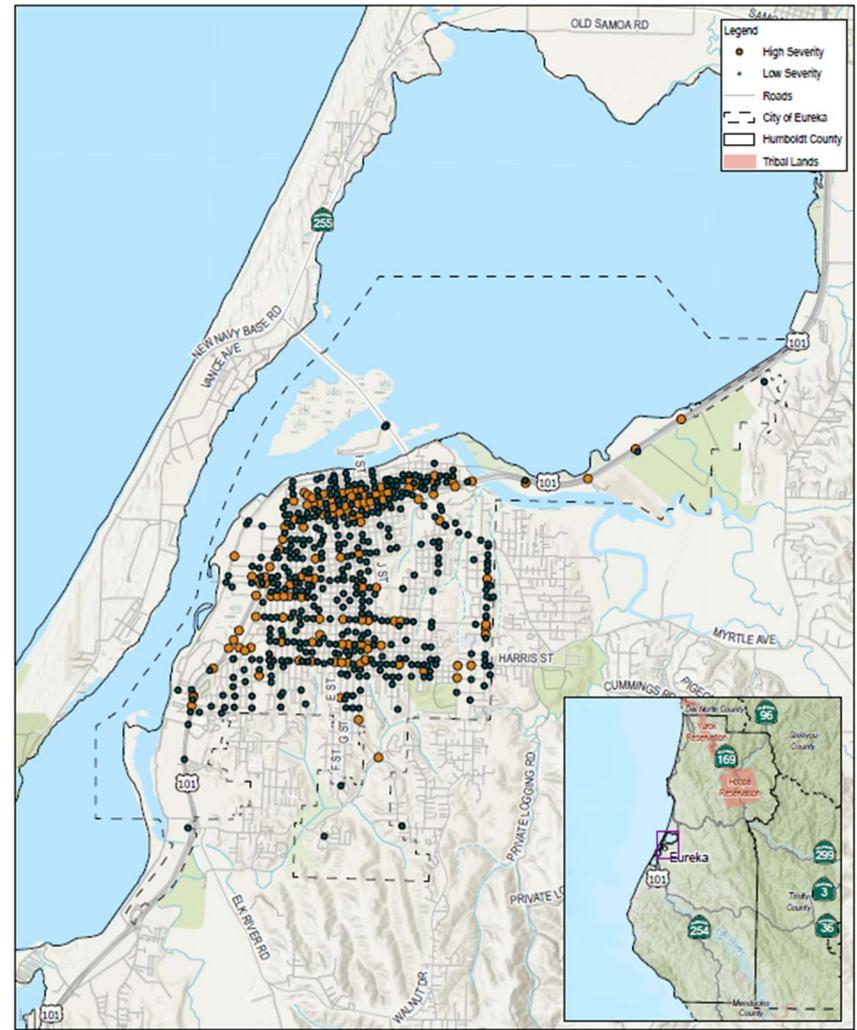


Figure 4.7 High-Injury Networks: Ferndale

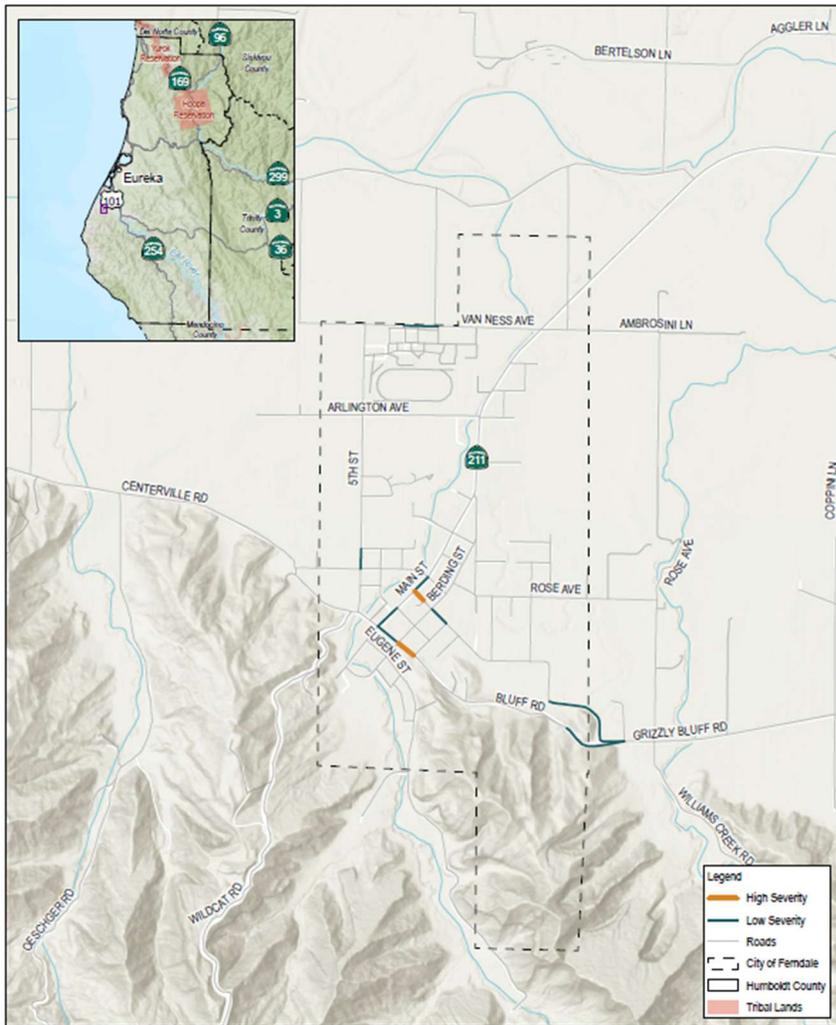


Figure 4.8 High-Injury Intersections: Ferndale

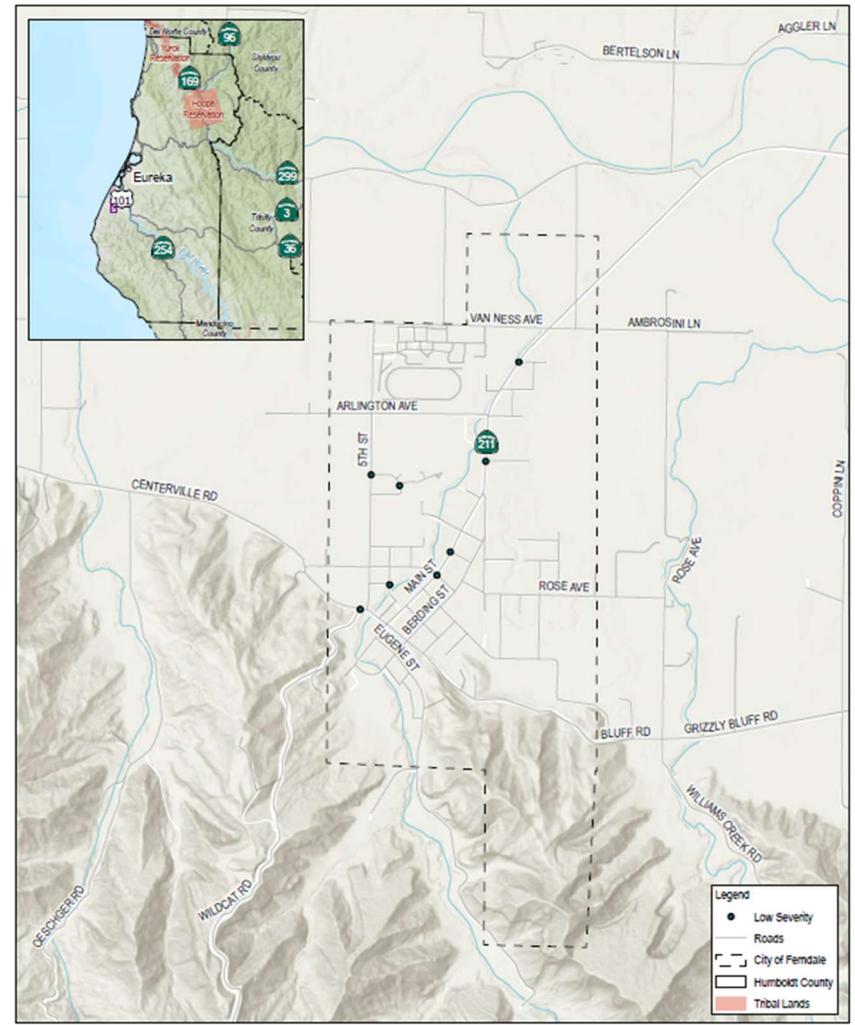


Figure 4.9 High-Injury Networks: Fortuna

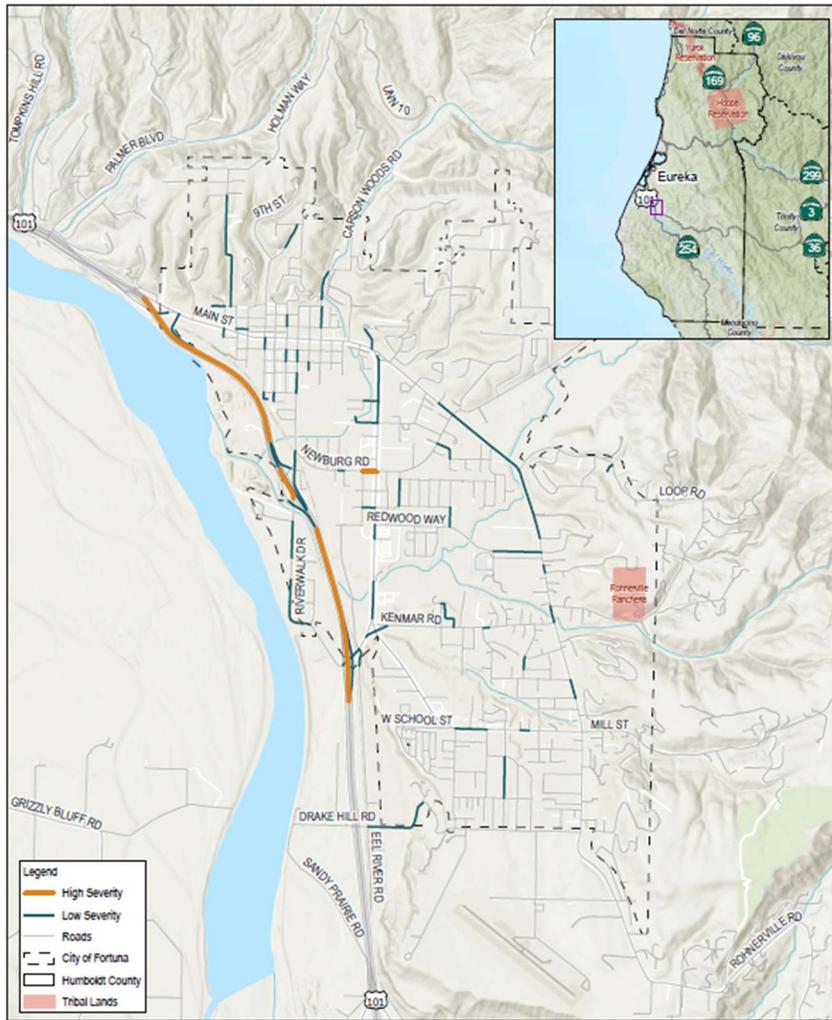


Figure 4.10 High-Injury Intersections: Fortuna

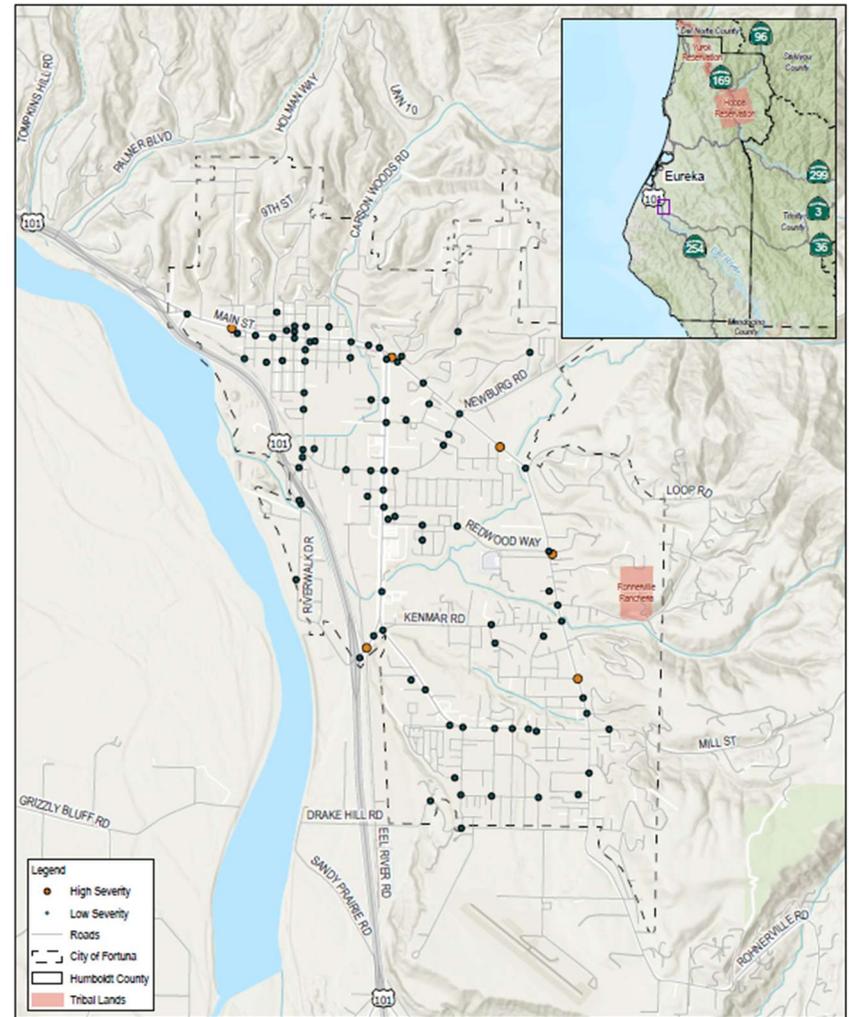


Figure 4.11 High-Injury Networks: Rio Dell



Figure 4.12 High-Injury Intersections: Rio Dell

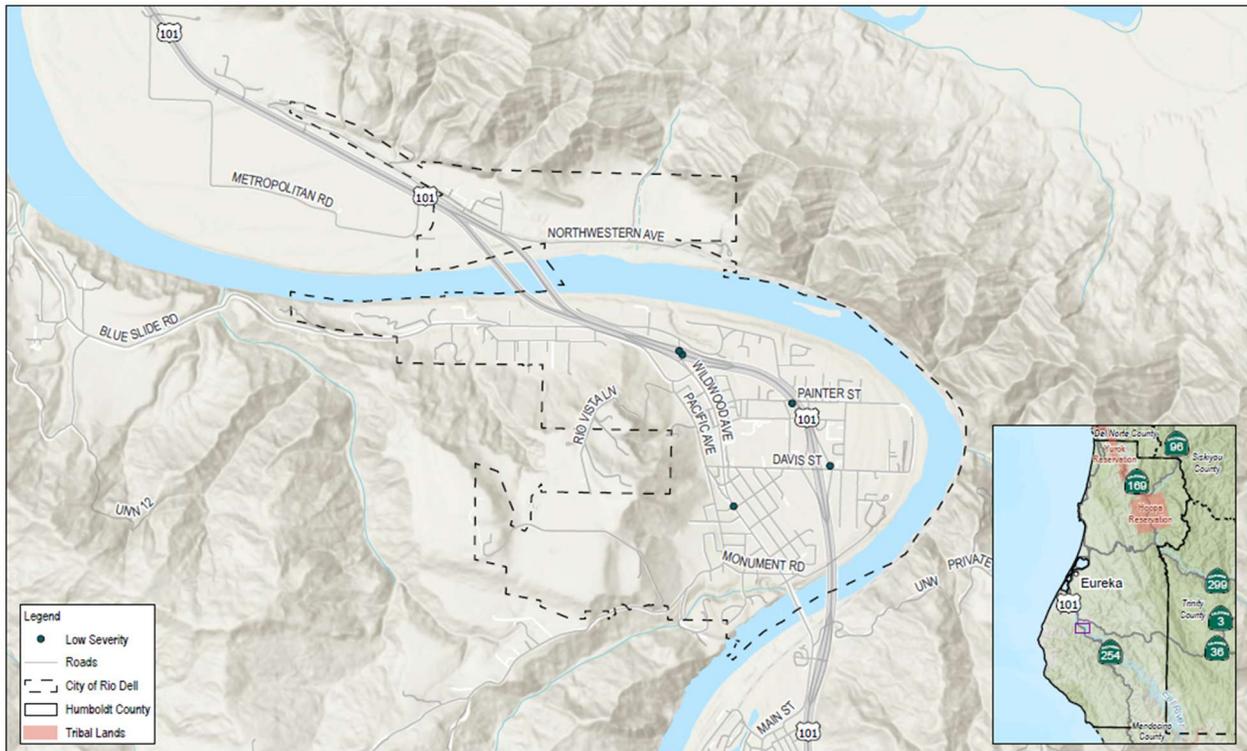


Figure 4.13 High-Injury Networks: Trinidad

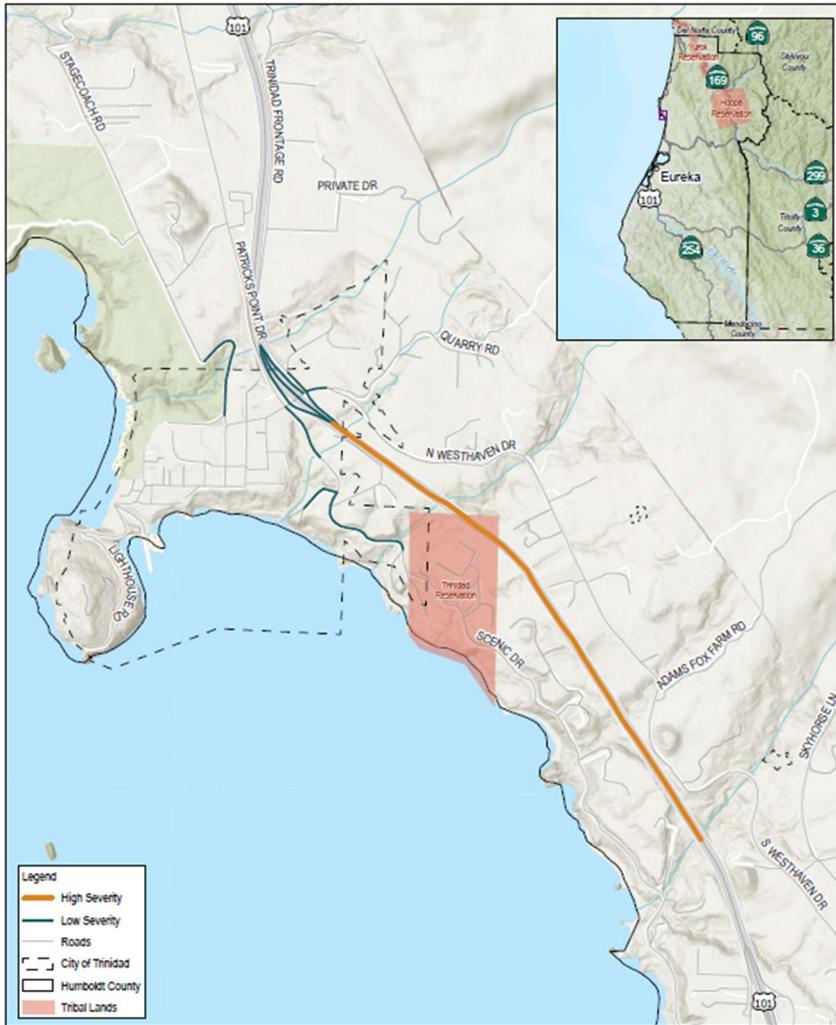


Figure 4.14 High-Injury Networks: Trinidad

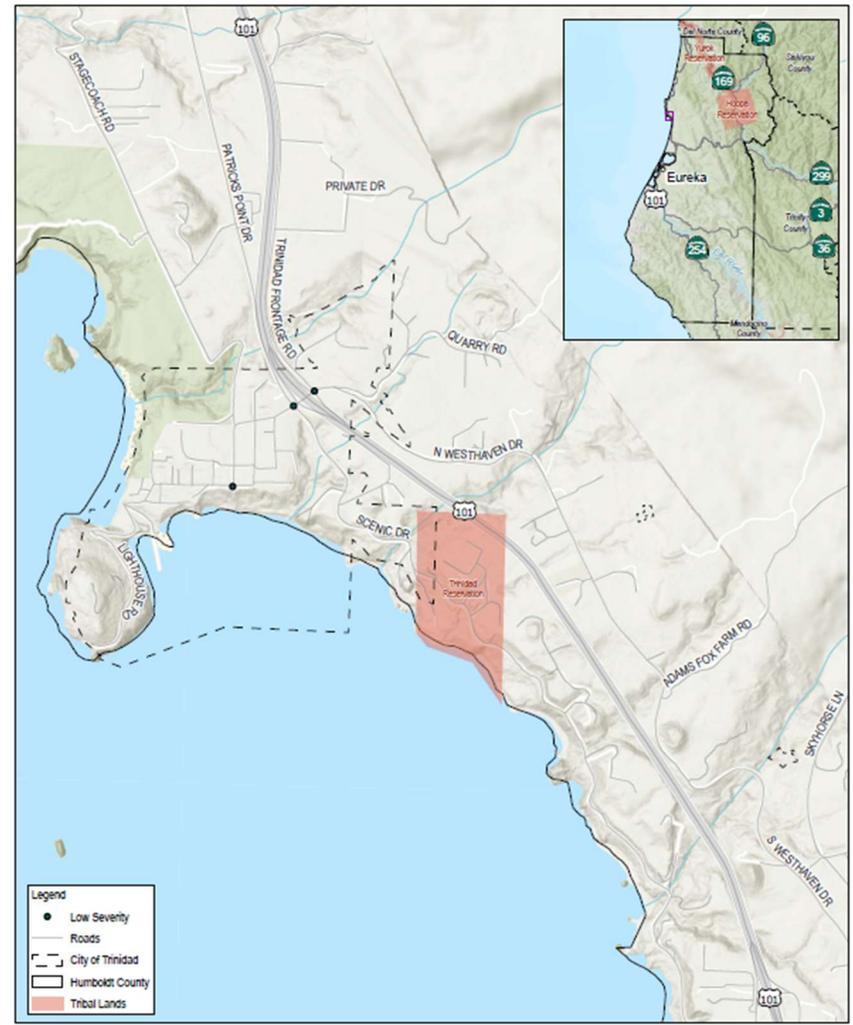


Figure 4.15 High-Injury Networks: Unincorporated

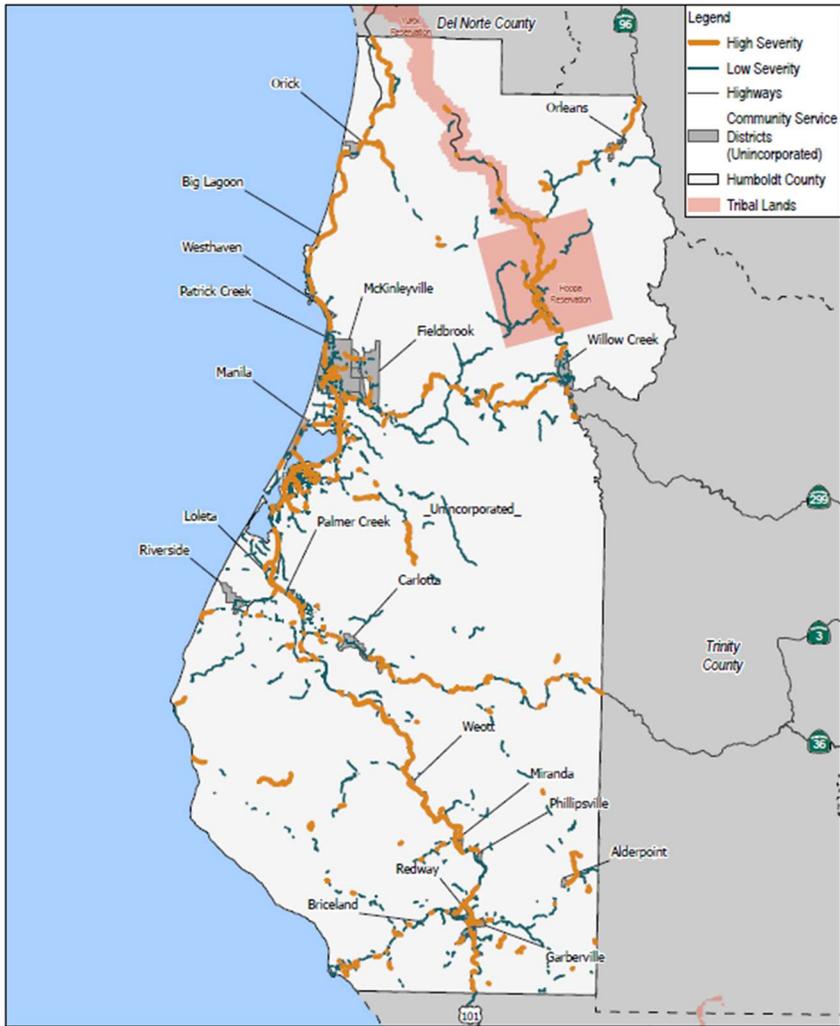


Figure 4.16 High-Injury Intersections: Unincorporated

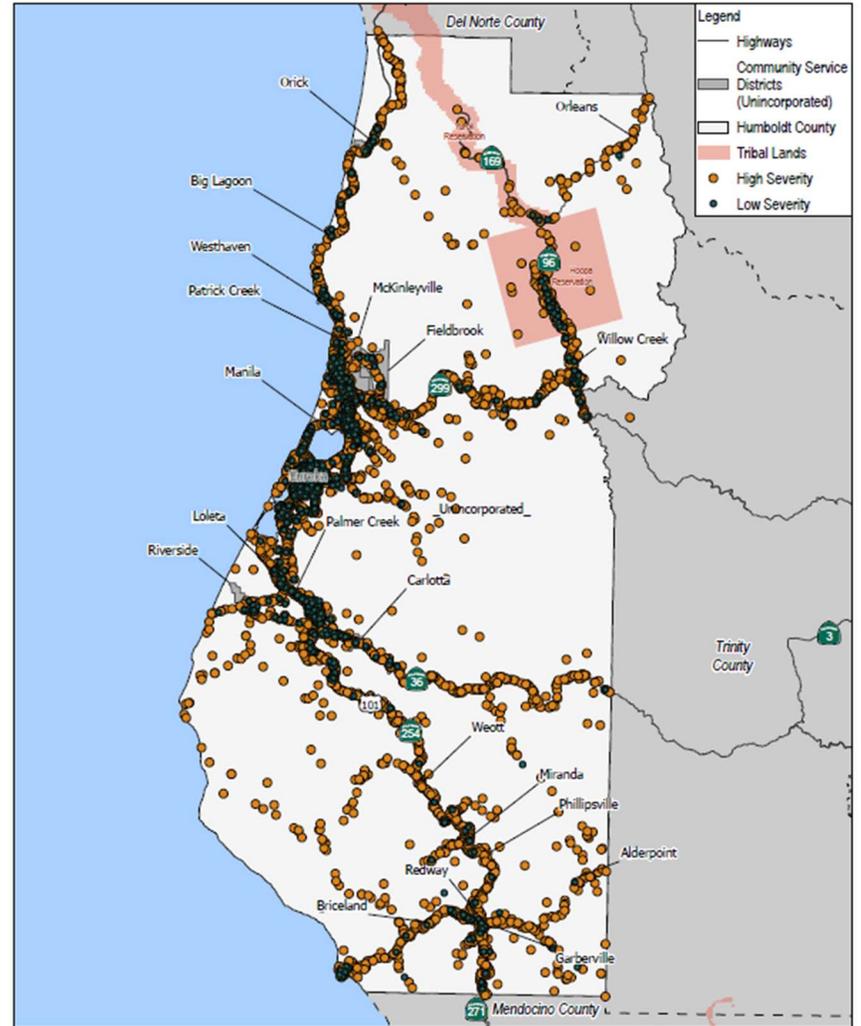


Figure 4.17 High-Injury Networks: Garberville (Unincorporated)

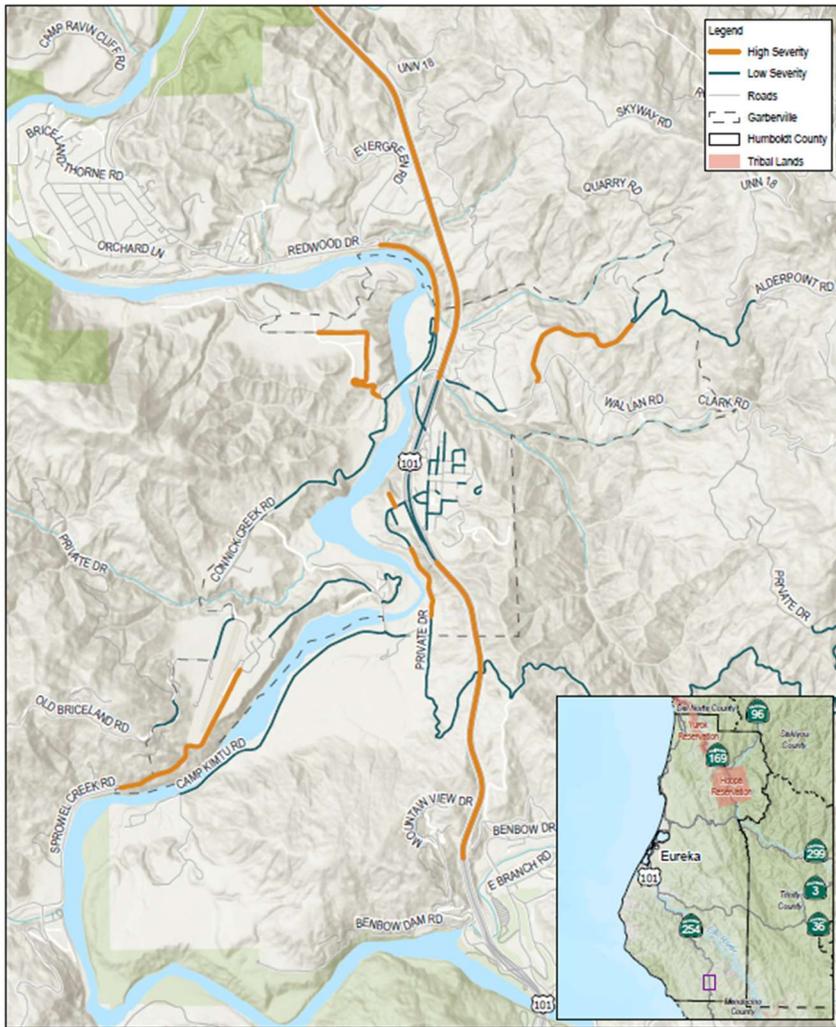


Figure 4.18 High-Injury Intersections: Garberville (Unincorporated)

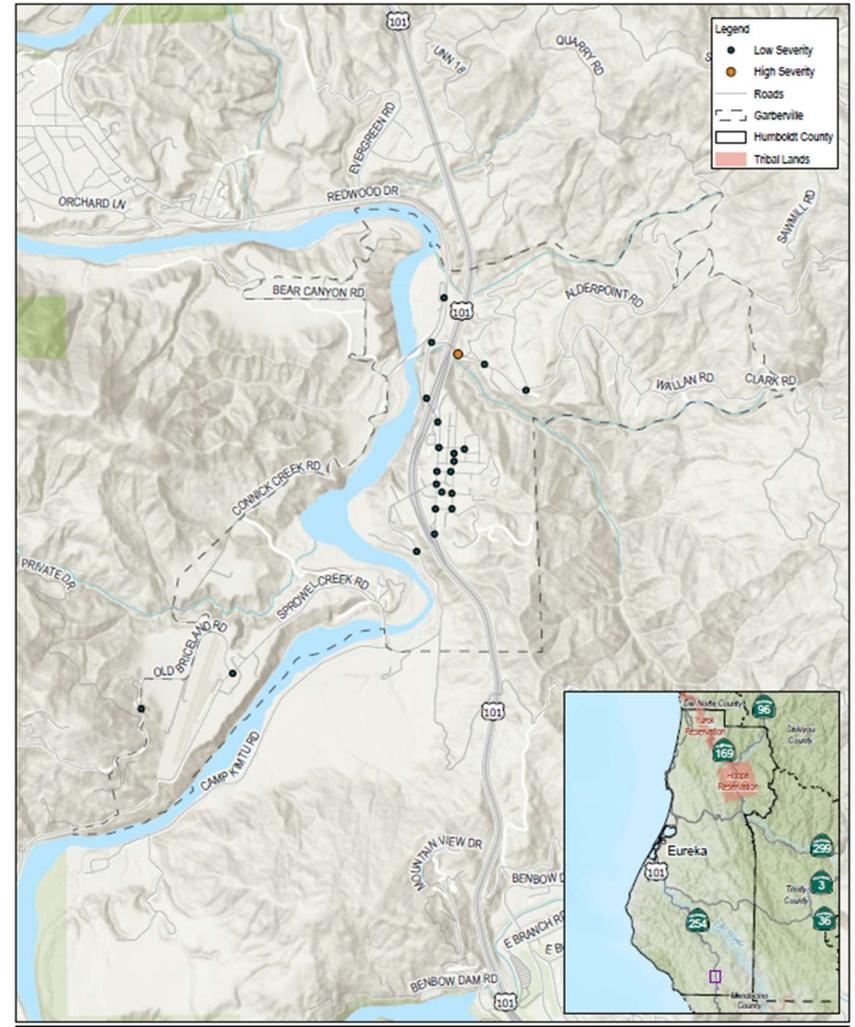


Figure 4.19 High-Injury Networks: McKinleyville (Unincorporated)

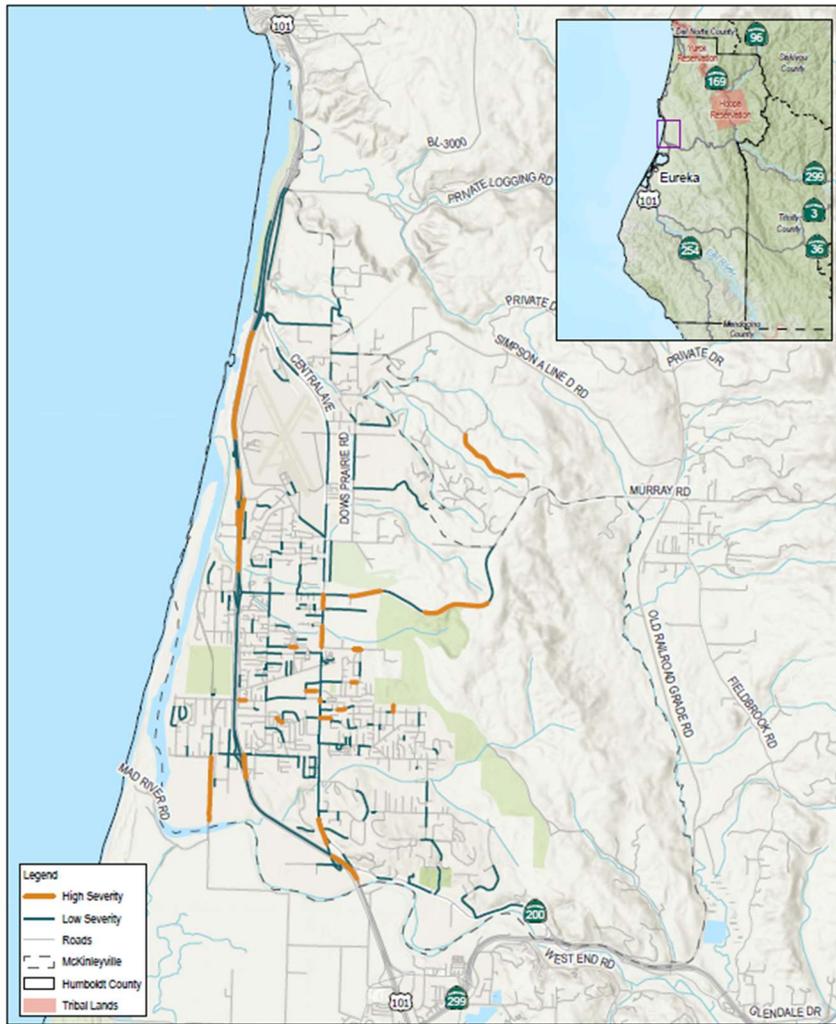


Figure 4.20 High-Injury Intersections: McKinleyville (Unincorporated)

