Local Roadway Safety Plan

Final Document

City of Trinidad

Adopted January 11, 2022

REPORT SIGNATURE SHEET

This Local Roadway Safety Plan for the City of Trinidad has been prepared under the direction of the following Professional Engineer. The Registered Civil Engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

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January 11, 2022

Date

Executive Summary

In 2020, the City of Trinidad was awarded a state grant from Caltrans to perform a Local Roadway Safety Plan (LRSP) for a citywide safety assessment of local roads. A LRSP will be a requirement for the next Highway Safety Improvement Program (Cycle 11) that will open a call for projects around April 2022. Furthermore, the City of Trinidad strives to identify safety countermeasures to increase the safety on Trinidad roadways and continue to keep the number of collisions low.

The LRSP is a collaborative process that is similar to a Systemic Safety Analysis Report (SSAR) except a LRSP has a local leadership group that represents the 5 E's (not just engineering) and public outreach. **The 5 E's of traffic safety include Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies.**

This holistic approach allows certain areas of concern not showing a crash pattern to be analyzed. Also, it fosters local, state, and agency partnerships to advance local road safety.

In following the overall LRSP process, a Stakeholder Working Group (Working Group) was formed with the City as the lead and local organizations from the 5 E's and anyone with an interest in improving the City's roadway safety. This group gathered for meetings to discuss the overall collision analysis, goals, priorities, safety recommendations, and overall development of the safety plan.

Based on the City's Stakeholder Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including but not limited to:

1. Pedestrians
2. Aggressive Driving/Speeding
3. Distracted Driving
4. Intersections
5. Bicyclists

In addition, the vision, mission statement, and goals were established in guiding the development of the LRSP. It was also decided that the LRSP for the City of Trinidad would be a living document with official updates every five (5) years.

Based on the LRSP working group, the following strategies are recommended for the focused study locations and citywide systemic applications for the 5 E's of Traffic Safety.

1. Engineering: Apply low-cost safety countermeasures systemically at locations with potential risks (comprehensive approach).
2. Enforcement: Enforce actions that reduce high-risk behaviors to include speeding, distracted roadway usage, and Driving Under the Influence (DUI).
3. Education: Educate all road users on safe behaviors.

4. Emergency Response: Improve emergency response times and actions.
5. Emerging Technologies: Apply emerging technologies to the roadway, vehicle, and user.

Through collision data analysis, public input, and City feedback, priority locations were identified in the City. These locations, along with their proposed engineering countermeasures, are shown in the tables below. However, with any improvement a context sensitive approach should be taken in balancing the rural environment and traffic safety needs. The City of Trinidad prefers to have minimal signage and pavement markings. Therefore, the recommended countermeasures below are open for consideration before installation.

Location	Recommended Countermeasure
Patricks Point Drive/Scenic Drive/US 101 Southbound Ramps and Main Street	Evaluate installing a roundabout
Underwood Drive/Parker Drive and Hector Street	Evaluate installing thermoplastic centerline striping
	Evaluate installing intersection markings
	Consider reducing the size of center median at the northwest end to accommodate turning vehicles
Edwards Street from Trinity Street to Ocean Avenue	Evaluate installing thermoplastic centerline and edgeline striping
	Evaluate installing Class III bikeway pavement markings and signage
	Evaluate installation of horizontal curve chevron signs near Ocean Avenue intersection
	Evaluate installing sidewalk on north side of the roadway
Main Street	Evaluate installing bicycle lane or Class III bikeway markings
	Evaluate installing and upgrading curve warning signs
	Evaluate installing a dynamic speed feedback signs to regulate speed at entrance to the city and before the horizontal curve at Trinity Street
Trinity Street	Evaluate installing thermoplastic centerline and edgeline striping
	Consider limiting parking and installing bicycle lanes or an alternate bicycle route to travel to the harbor area
	Evaluate installing a dynamic speed feedback signs to regulate speeds around the school zone
View Avenue and Ocean Avenue	Delineate or remove objects from the Clear Recovery Zone
	Evaluate installing thermoplastic centerline and edgeline striping
	Evaluate installing bicycle lane or Class III bikeway markings
East Street, West Street, and Hector Street	Delineate or remove objects from the Clear Recovery Zone
	Evaluate installing thermoplastic centerline and edgeline striping
Scenic Drive	Delineate or remove objects from the Clear Recovery Zone
	Consider installing High-Friction Surface Treatment (HFST) at curves to increase friction between vehicles and pavement
	Evaluate installing curve warning signs as needed
	Evaluate installing centerline rumble strips to reduce the potential for head-on collisions

It is important to understand the upcoming funding opportunities in the successful implementation of these safety projects. Most of the proposed engineering countermeasures above can be HSIP fundable if Benefit to Cost Ratios (BCRs) are meet or through available countermeasures with set-aside funding (no BCRs required).

With the limited collisions in Trinidad, the minimum BCR criteria would not be met. Therefore, it would be advisable that Trinidad pursue HSIP set aside funding.

HSIP Cycle 11 funding will include set-aside funding for the following safety countermeasures:

- Pedestrian Crossing Enhancements
- Edgelines
- Guardrail
- Tribes

Since Trinidad was successful in securing HSIP Cycle 10 funding for pedestrian crossing enhancements, edgelines, and guardrails it is unlikely the City would secure more funding in Cycle 11 for these same improvements. However, there are opportunities for set aside funding for improvements for tribes. These improvements could include roadway improvements along Scenic Drive. Scenic Drive came up as a concern for both the City of Trinidad and Trinidad Rancheria

In addition, to HSIP funding there are other funding sources that could be pursued for improvements. These include:

– Active Transportation Program (ATP)
  - Next call for funding projects is scheduled to start in March 2022
– Congestion Mitigation and Air Quality (CMAQ) program
– Sustainable Transportation Planning Grant (Sustainable Communities)
– Stimulus funding sources
– Capital Improvement Program or with on-going maintenance work
– Office of Traffic Safety grants
– Safe Routes to School
– Senate Bill 1 (SB1) funding for Local Programs

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List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
APS	Accessible Pedestrian Signal
ATP	Active Transportation Program or Plan
AWSC	All Way Stop Control
BCR	Benefit to Cost Ratio
BUI	Biking Under the Influence
CA MUTCD	California Manual on Uniform Traffic Control Devices
CMAQ	Congestion Mitigation and Air Quality
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FSI	Fatal or Severe Injury
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
LRSM	Local Roadway Safety Manual
LRSP	Local Roadway (Road) Safety Plan
RRFB	Rectangular Rapid Flashing Beacon
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System
TWLTL	Two-Way Left Turn Lane
TWSC	Two Way Stop Control

1. Introduction

The project involves the development of a Local Roadway Safety Plan (LRSP), which provides local agencies an opportunity to address unique roadway safety needs in their jurisdictions. The process of preparing an LRSP creates a framework to systematically identify and analyze local safety problems and recommend engineering safety improvements for future Highway Safety Improvement Program (HSIP) funding.

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California's Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge areas with a focus on the Five "E's" of Traffic Safety (see **Figure 1.1**).

Figure 1.1 California SHSP (2020-2024)

The City and GHD will follow the Federal Highways Administration's (FHWA) Local Road Safety process in the following six (6) steps as shown in **Figure 1.2**:

Figure 1.2 FHWA's LRSP Development Process

In working with the first step of establishing leadership, Eli Naffah, the City Manager for Trinidad, reached out to the various stakeholder representative for the LRSP working group in capturing the "5E's" and local community members that can contribute to the overall safety plan for the City of Trinidad. This working group was key in creating a comprehensive safety plan that is tailored to address the local needs and issues.

2. Background

2.1 Purpose and Need

Trinidad is a city located in Humboldt County with a population of approximately 324. The small city is situated on the California coastline, around 15 miles north of Arcata. The scenic coastline attracts a high number of tourists to the City during summer months. The majority of the roads in Trinidad are local roadways connecting to residences. According to the Circulation Element of the *City of Trinidad General Plan*, residents desire that the roads in Trinidad are improved by increasing quality of paving and drainage, while maintaining their character. The LRSP can complement this plan by providing avenues to achieve these improvements, while also improving the safety of Trinidad roadways.

2.2 Standards and Guidelines

In developing the City of Trinidad LRSP, the following standards and guidelines were followed:

- "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.5, April 2020.
- 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.
- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012.
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.
- "Systemic Safety Project Selection Tool", Federal Highway Administration, July 2013.
- "Guide to Quantitative Approaches to Systemic Safety Analysis", National Cooperative Highway Research Program, NCHRP Research Report 955, 2020.

2.2.1 California Strategic Highway Safety Plan

The LRSP will complement California's SHSP 2020-2024. Per this plan, the recommended challenge areas are shown in **Figure 2.1**. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input.

Figure 2.1 SHSP Challenge Areas

2.3 Methodology

The LRSP methodology followed the FHWA's LRSP development process as shown in **Figure 2.2**.

Below is a roadmap created by the Federal Highway Administration to show the process of creating the Local Road Safety Plan. Here are the primary steps used to create this plan:

1. **Identify Stakeholders**
   - i) *Working Group was formed of the 5 E's and other interested representatives.*
2. **Use Safety Data**
   - i) *Past 5 years of collisions were analyzed with discussion of other high-risk locations.*
3. **Chose Proven Solutions**
   - i) *FHWA Proven Countermeasures and Caltrans safety countermeasures were used in mitigation collision trends and risk characteristics.*
4. **Implement Solutions**
   - i) *Projects were identified for specific location and systemically.*

Figure 2.2 FHWA's LRSP Development Map (Source: Federal Highway Administration)

3. Safety Partners/Stakeholders

3.1 Stakeholder Working Group Members

Based on community connections, the City of Trinidad led the formation of the LRSP Working Member Group. This leadership group was crucial in the development of the LRSP and helped in capturing the safety needs, goals, and priorities including safety countermeasures for the City of Trinidad.

The LRSP Working Group included the following representatives:

- City of Trinidad
- Caltrans, District 1
- Humboldt County Public Works
- Humboldt County Sheriff's Department
- Trinidad Rancheria
- Trinidad Union School District
- Trinidad Volunteer Fire Department

3.1.1 LRSP Working Group Meetings

Two meetings were held with the stakeholder working group. The virtual meetings were as follows:

1. May 25, 2021 – 1 p.m. to 3 p.m.
   (a) Discussed the LRSP overall process, working group member's safety priorities, past 5 years of collisions (City and Caltrans roadways), vision, goals, and priorities, recent/upcoming projects, safety projects for consideration
2. September 29, 2021 – 2 p.m. to 4 p.m.
   (a) Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, safety countermeasures and projects, refined LRSP's guiding principles, and coordinated next steps.

The meeting summaries for the stakeholder working group meetings are in **Appendix A: Stakeholder and Public Input**. The stakeholder working group was also given an opportunity to provide their feedback and comments on the Draft Local Roadway Safety Plan document before the plan was finalized. With many of the safety countermeasures to include engineering, enforcement, and emergency response, it is important to have buy in from the stakeholders in understanding how the plan will be implemented.

3.2 SHSP Challenge Areas

Based on the LRSP Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including:

1. Pedestrians
2. Aggressive Driving / Speeding
3. Distracted Driving
   a. Visitors stopping for sightseeing and unfamiliar drivers

4. Intersections
5. Bicyclists

3.3 Guiding Principles

The members of the working group coordinated to establish the vision, mission statement, and goals that guided the development of the document. Ideally, this document will help the City move toward Vision Zero. The aim of Vision Zero is to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traditionally traffic deaths and severe injuries have been considered as inevitable side effects of modern life. The reality is that these tragedies can be addressed overtime by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

3.3.1 Vision Zero

Vision Zero is a significant departure from the status quo in two major ways:

- Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to minimize those inevitable mistakes and reduce their likeliness to result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes. Roadway users are however still responsible for their mistakes and should follow all applicable laws and use reasonable judgement when conducting themselves within the public right of way.
- Vision Zero is a multidisciplinary approach h, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

As shown in **Figure 3.1**, is the comparison of the traditional approach versus the Vision Zero approach.

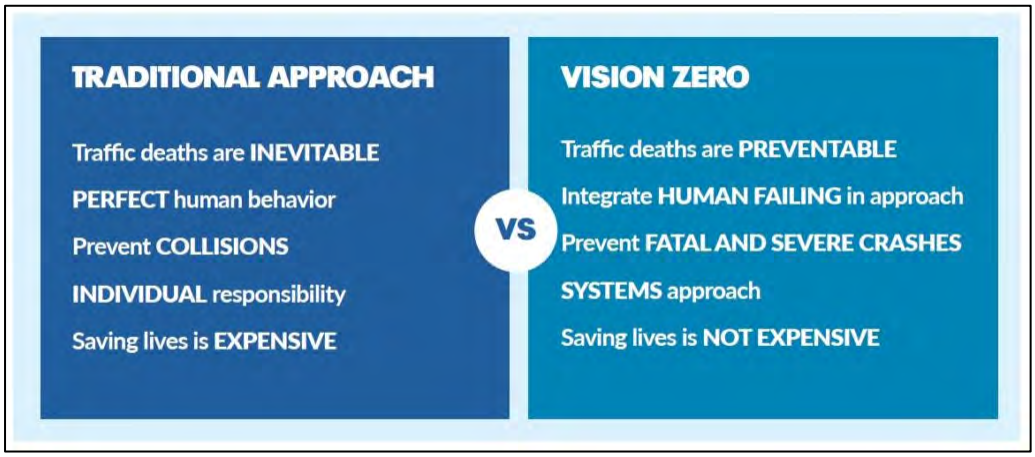

Figure 3.1 Traditional Approach vs. Vision Zero

3.3.2 Vision

A vision statement describes what the Local Roadway Safety Plan is trying to achieve.

Trinidad will develop a comprehensive safety plan with engagement of stakeholders and citizens that encourages improved safety for all users, whether it is walking, biking, and driving – because every person in our community matters.

3.3.3 Mission Statement

The mission statement defines the purpose of the plan, what it does, and what it is about. The mission statement was developed in collaboration with the working group.

The City of Trinidad will provide a safe, sustainable, and equitable multimodal transportation system for all users of the public roadways in Trinidad.

3.3.4 Goals

Safety goals were development for the Local Roadway Safety Plan. It is important to capture realistic goals that can be measurable or evolve over time.

1. Reduce the potential for fatal and severe injury collisions citywide
2. Improve the health and vitality of our community with a roadway safety plan targeted to Trinidad's needs
3. Encourage safety for pedestrians and bicyclists
4. Improve safety around schools
5. Increase safety with multimodal roadway improvements
6. Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school
7. Reduce speeding and improper turning related collisions through engineering, enforcement, and education strategies.

4. Analyze Safety Data

4.1 Current Safety Projects

The City of Trinidad and Caltrans have conducted some previous safety analysis that has developed the following planned safety projects.

4.1.1 HSIP Cycle 10

The City of Trinidad recently received funding through the Highway Safety Improvement Program for three (3) different systemic safety projects. These projects are being implemented at eight (8) different locations throughout the city. A map of these projects can be seen in **Figure 4.1** below. The funded projects are

- Install edgelines and improve striping
- Upgrade/replace existing guardrail systems and end treatments
- Install Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, ADA curb ramps, yield lines, traffic signs, striping and pavement markings

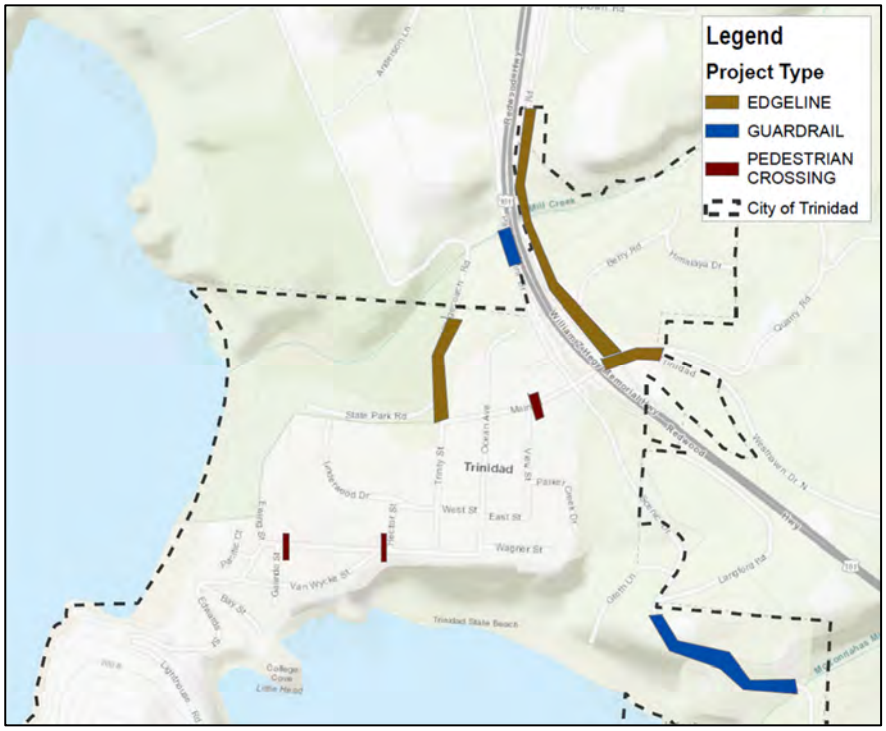

Figure 4.1 Locations of HSIP Cycle 10 Projects in the City

4.1.2 Downtown Trinidad Pedestrian and Connectivity Project

The Downtown Trinidad Pedestrian and Connectivity Project completed accessibility along Trinity Street and Patricks Point Drive. This project removed accessibility barriers on the sidewalks, curb ramps, and crosswalks with extended routes that are updated to follow ADA requirements. The project is expected to be completed in 2021.

4.1.3 Parking Study

The City is in the process of conducting a parking study to understand the impact of parking on different users. This study is part of the Local Coastal Program that guides the development of the City. Three different surveys were circulated to visitors, residents, and businesses/employees to gain insight on any parking issues these various groups face while in Trinidad. The parking study is a parallel effort to the LRSP.

4.1.4 Trinity Street and Edwards Street Intersection Updates

The current configuration of the Trinity Street and Edwards Street intersection is a one-way stop with two marked crosswalks. The proposed updates to this intersection will convert the control to an all-way stop and add an additional crosswalk to the north leg. As this intersection is also adjacent to the bluff and multiple parking areas, “No Overnight Sleeping in Vehicles” signs will be posted as part of the improvements.

4.2 Collision Data

The City of Trinidad collision data was gathered using the Statewide Integrated Traffic Records System (SWITRS) and City collision records. Each data set was analyzed, crosschecked, and compiled into one complete comprehensive data set. This process was done to ensure that all reported collisions occurring within the City are accounted for and to provide additional information that one system may not have captured. The data set contains five years’ worth of collisions spanning from January 1, 2016 to December 31, 2020.

During this period, there were 2 collisions reported in the City of Trinidad. Both collisions were property damage only (PDO), occurred at night and at the same intersection – Main St at Patricks Point Dr/ Scenic Dr (also known as Trinidad Scenic Dr). These two collisions had the following unique characteristics:

1. Occurred in 2018 – A sideswipe collision as a result of a driver failing to stop at the stop sign. Determined that the driver had a medical emergency
2. Occurred in 2020 – A single vehicle, hit object collision with an unknown violation category. Vehicle was turning right onto Patricks Point Dr from westbound Main St

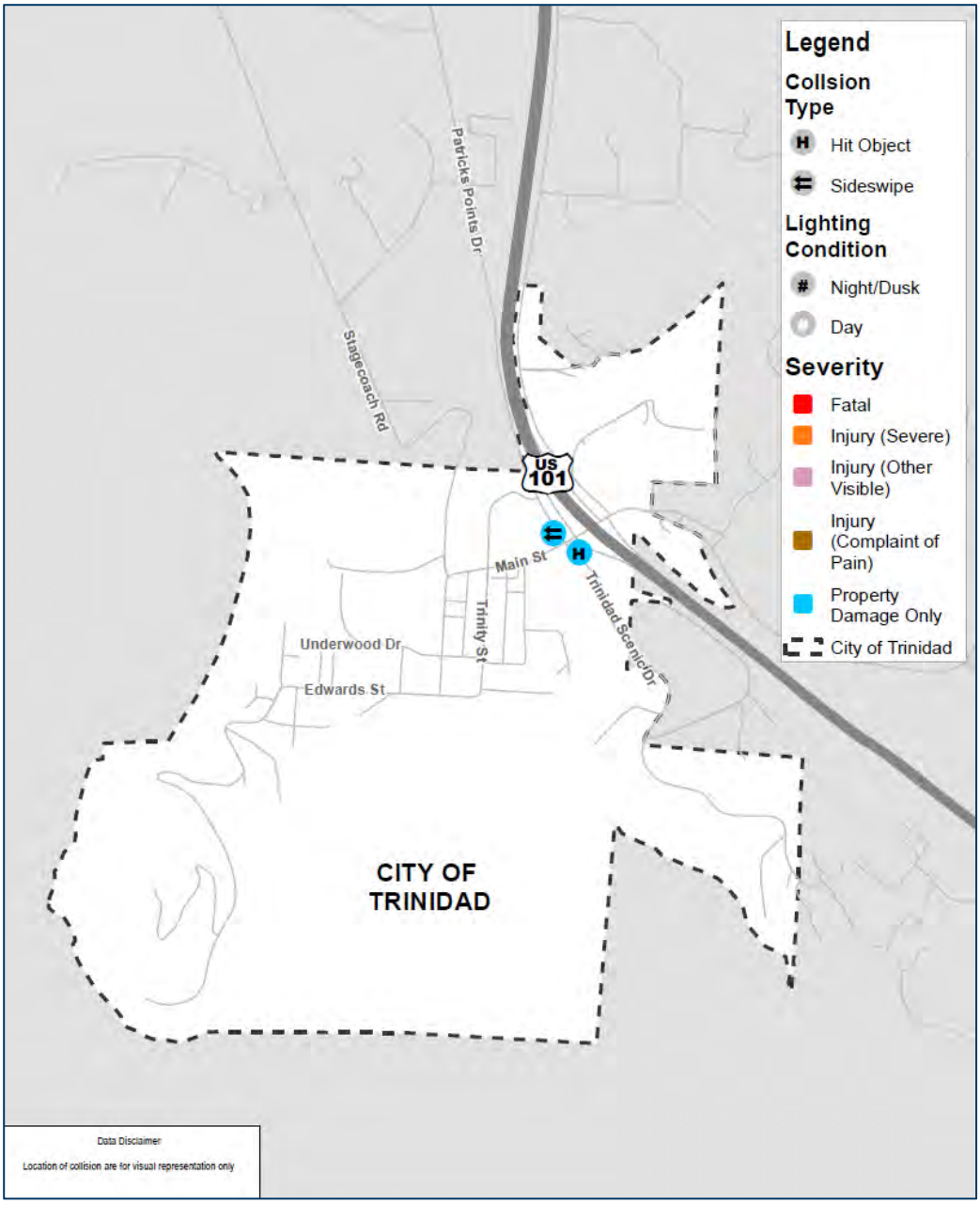

Figure 4.2 Collisions on City Roadways

Per the *Caltrans Local Roadway Safety Manual*, it is recommended to rank locations with higher severity as higher focus. The Highway Safety Manual (HSM) methodology of Equivalent Property Damage Only (EPDO) rating assigns a weight to collisions in capturing the relative severity in equivalent property damage only (PDO =1).

Table 4.1 provides the comprehensive collision costs and EPDO weights that were used in ranking the collisions. Collision costs include both direct and indirect costs. Direct crash costs include ambulance service, police and fire services, property damage, insurance, and other costs directly related to the crashes. Indirect collision costs account for the value society would place on pain and suffering or loss of life associated with the crash.

Table 4.1 Comprehensive Collision Costs and EPDO Weights (2018 dollars)

Severity	Comprehensive Costs	EPDO Weight
Fatal (K)	$6,418,400	544
Severe Injury (A)	$345,800	30
Minor Injury (B)	$126,500	11
Non-Visible Injury (C)	$71,900	6
PDO (O)	$11,800	1
Based on Table 7-1, Highway Safety Manual, 2010, Adjusted to 2018 dollars.		

As there were only two recorded collisions within the city and both were PDOs at the same intersection, the EPDO weights and intersection rankings were not considered in the development of countermeasures. They were instead determined through a proactive systemic approach and through feedback from the Stakeholder Working Group.

4.3 Systemic Analysis

Due to the low number of collisions on Trinidad roadways, a systemic analysis was performed to determine locations of safety concerns. A systemic analysis approach is beneficial in proactively identifying problematic locations with no recent collision history. In a systemic analysis, locations are rated based on risk factors. Risk factors are determined based on existing collision characteristics (when available), roadway design features, traffic volumes, approach geometry (for intersection locations) and absence of proven safety feature. This methodology is consistent with FHWA's *Systemic Safety Project Selection Tool, July 2013*. Information for each of the categories was gathered through various sources including data from the City and observations on Google Maps.

4.3.1 Intersections

The City currently does not have any signalized intersections. For the systemic intersection analysis, twenty-eight (28) unsignalized intersections were evaluated and scored based on risk factor that could pose a higher risk for collisions. Systemic countermeasures were developed based on deficiencies at the highest scoring intersections. Intersection-specific countermeasures and systemic countermeasures that can be applied to other intersections Citywide are discussed in **Section 6** of this document.

4.3.2 Segments

Roadway segments throughout the city were evaluated based on roadway and land use characteristics. Each roadway was rated (high, medium or low) for how likely a countermeasure presented in the LRSM can be applied to it based on engineering judgment and known risk factors (e.g. Speed, roadway width, presence of proven safety countermeasure, etc.). Results of this analysis is presented in **Appendix B: Systemic Analysis**. Countermeasures and locations of high potential are discussed in **Chapter 6** of this report. Safety countermeasures are recommended to be installed after an evaluation of the current conditions is conducted (some of these may already be addressed)

4.4 Field Reconnaissance

A field visit was performed on Saturday July 3, 2021 to analyze the roadways throughout the City of Trinidad and observe the functionality of several locations. During the field visit, the weather was foggy and overcast.

4.4.1 Patricks Point Drive/Scenic Drive and Main Street

The intersection of Patricks Point Drive/Scenic Drive and Main Street is a three-way-stop intersection with free movement for westbound movements. There are three striped pedestrian crossings on the north, south and west legs. This intersection is in close proximity to the intersections with the US 101 southbound ramps. Striping and pavement markings are faded and need replacement. There is a City light post on the southwest corner of the intersection.

Figure 4.3 Intersection of Patricks Point Drive/ Scenic Drive and Main Street

4.4.2 US 101 Southbound Ramps

The southbound off-ramp is a single-lane, stop-controlled approach into Main Street. Sight distance should be evaluated at the intersection. Westbound traffic does not stop at the intersection and eastbound movements stop at the intersection of Patricks Point Drive, Scenic Drive and Main Street. Striping and pavement markings are faded and need replacement.

Figure 4.4 Intersection of Main Street and US 101 Southbound Ramps

4.4.3 Hector Street and Underwood Drive/Parker Street

This intersection has a low-impact development with a raised, landscaped drainage island at the center of the intersection which can create confusion with navigating through the intersection. Vehicles turning left onto Underwood Drive from northbound Hector Street have to travel left of the center island to make the turn (see **Figure 4.5**). There is potential for driver confusion for westbound East Street vehicles turning left onto Hector Street about which route to take. There are traversable valley gutters on the south side of East Street and across the northbound approach to Underwood Drive/East Street. During field visit, there were cars parked along the south side of East Street (parking is allowed).

Figure 4.5 Intersection of Hector Street/East Street/Underwood Drive

5. Public Outreach

5.1 Public Website

A project website was created on the Social Pinpoint platform to inform the public about the LRSP and provide a platform for input. **Figure 5.1** displays the homepage for the website found at lrsp.mysocialpinpoint.com/trinidad. Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey. Comments from the interactive map and detailed results from the survey are included in **Appendix A: Stakeholder and Public Input**.

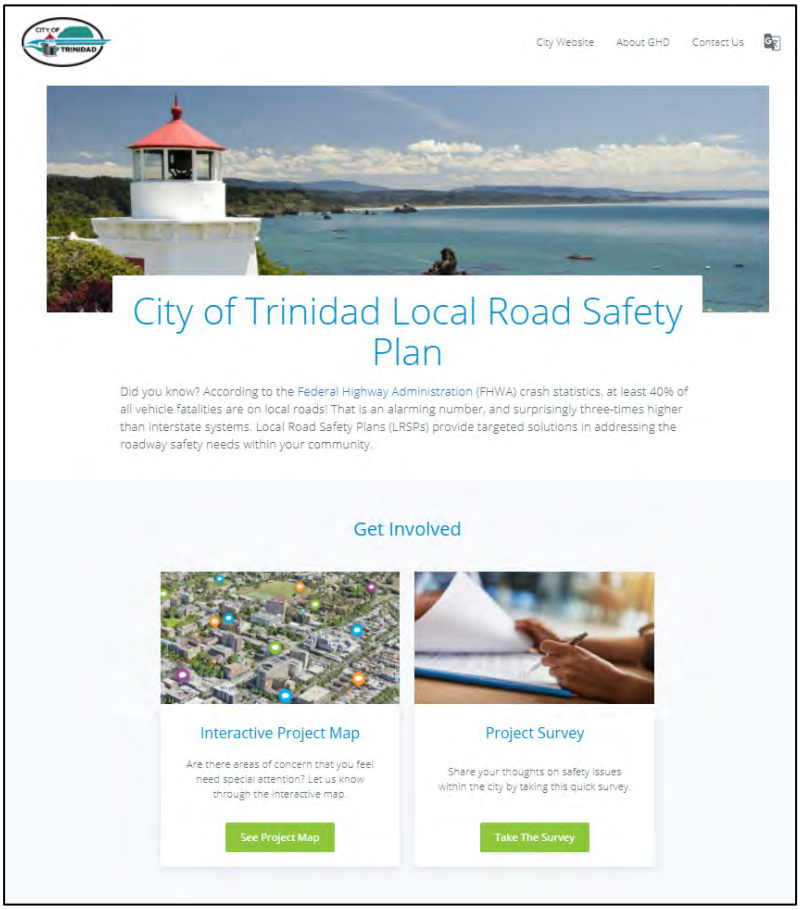

Figure 5.1 Public Website Home Page

The public website was promoted in a variety of ways including the City website, Humboldt County website, and school newsletters.

5.1.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the city and leave a comment regarding driving, transit, school, pedestrian, or bicycle suggestions at that location. **Figure 5.2** shows the interactive map feature from the website. The majority of the comments were related to driving and pedestrians. Some of the public concerns collected from the interactive map were located at the following areas:

- Hector Street and Underwood Drive/Parker Street
- East Street/West Street
- Edwards Street
- Scenic Drive

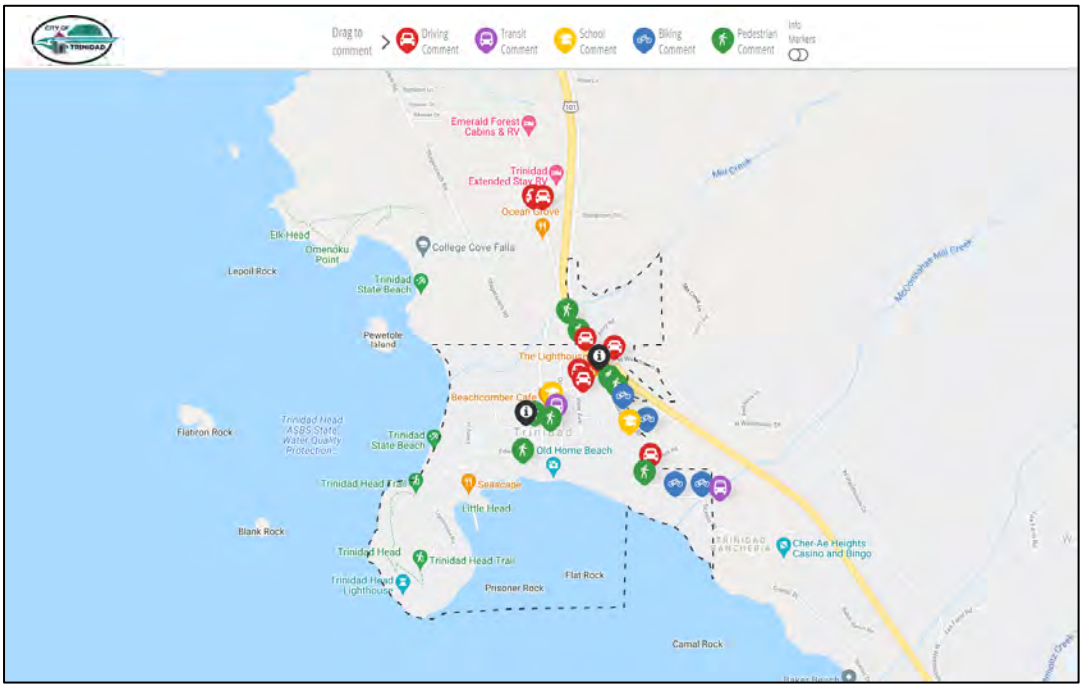

Figure 5.2 Public Website Interactive Map

5.1.2 Public Survey

The City of Trinidad Public Survey asked ten questions relating to the LRSP. When the survey closed on August 31, 2021, it received eight responses. According to the survey, the primary safety issues for Trinidad are distracted driving, speed related collisions, and intersections (see **Figure 5.3** for a chart with the responses).

Figure 5.3 Public-Identified Roadway Issues

The survey asked the public to rank parking locations in the City from the most difficult to least difficult to find parking. The locations, in order from most difficult at top to least difficult at the bottom are shown below.

8. Trinidad Elementary School
9. Town Hall
10. Main Street
11. Trinidad Memorial Park
12. Trinidad State Beach
13. Edwards Street
14. Harbor/Seascape
15. Ocean/View Avenue
16. Trinity Street
17. Saunder's Plaza (Murphy's Market area)

Through HSIP Cycle 10, RRFBs will be installed in the City. The majority of the responses (87.5%) indicated a familiarity with RRFBs and all responders were not interested in learning more about how to use them.

Public responses (per their wording) for improvements in Trinidad listed below.

- "Better signage and all way stops at the Patricks Point Dr/ Scenic Dr & Main St intersection (we've almost been hit there several times when people did not realize that incoming traffic does not stop). Longer on-ramps to avoid problems with merging."
- "More and better signage. And as with anywhere, the condition of the lesser roads can be very bad. (i.e.: Stagecoach, Anderson Rd.)"
- "Work with the State park to provide drop off and pick up on the park side for the school. This will keep families safe and have more activity to keep vagrants away. Need sidewalks all the way to Trinidad state beach!"

The survey also asked how often the residents use alternate modes of travel in a typical week and whether or not they would be willing to use alternate modes of travel more often. The responses to these questions are shown in **Figures 5.4** and **5.5**.

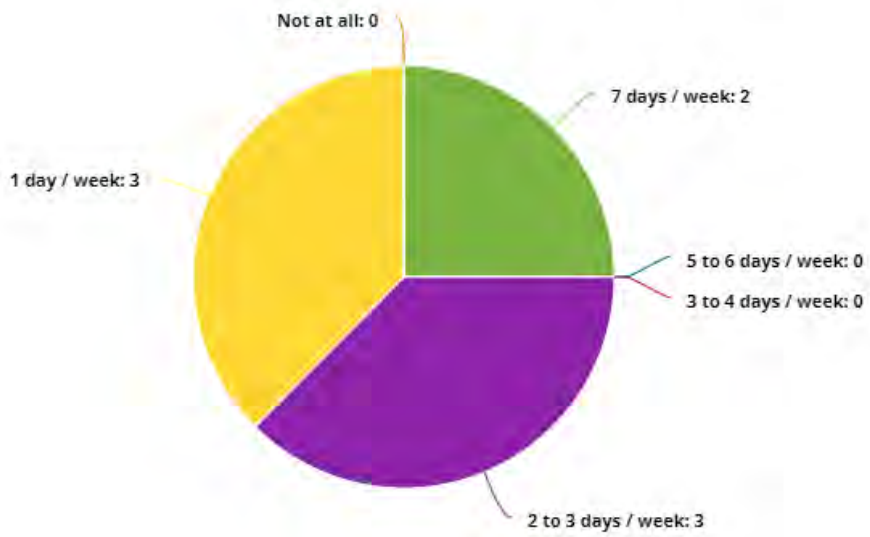

Figure 5.4 Use of Alternate Modes of Travel in a Typical Week

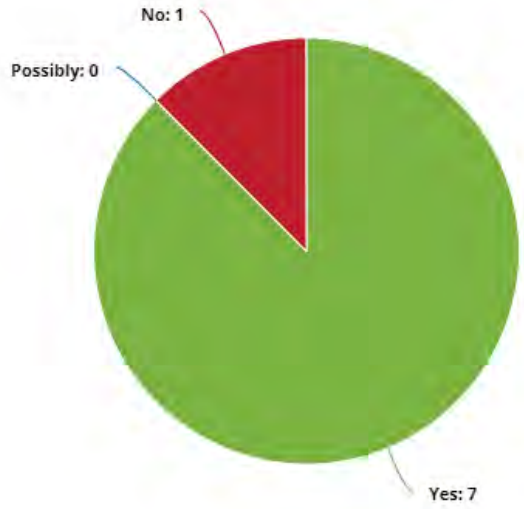

Figure 5.5 Willingness to Use Alternate Modes of Travel More Often

Improvements that would encourage residents to use alternate modes of travel more often are listed below.

- “better roads”
- “Bike or walking paths away from cars.“
- “I work in Eureka and need a vehicle to get around while in town. I walk/hike within town on weekends.”
- “safer bike lanes, sidewalks along PP drive”

Additionally, questions were asked about a potential roundabout at Main St and the US 101 southbound ramps. Some of the safety issues and concerns that residents identified at this intersection are listed below.

- Size of signs
- Quantity of signs
- Driver confusion

6. Identify Strategies

Through coordination and feedback from the City of Trinidad, LRSP working group, and public outreach, safety projects and strategies were identified for the Local Roadway Safety Plan.

The LRSP will reference specific location engineering projects and systemic safety applications. In addition, safety strategies and projects that address the other E's to include Enforcement, Education, Emergency Response, and Emerging Technologies will be discussed below.

6.1 Engineering Strategies

6.1.1 Systemic Projects

In addition to analyzing intersections by collision characteristics, a systemic analysis was performed for all intersections and segments in the City. Methodology for systemic evaluation is discussed in Section 4.3 of this report. The following systemic countermeasures were identified based on highest scoring categories of the top high-risk locations identified through the systemic analysis.

6.1.1.1 Citywide Sign Audit

Signage is a key part of roadway safety and navigation for all roadway users. Overtime, signage degrades with sunlight, weather, and environmental factors and become less effective. The California MUTCD requires local agencies to maintain sign retroreflectivity per Section 2A.08. A sign audit determines signage that needs replacing due to fading or damage as well as any foliage that needs clearing or removal to avoid sign blockage. The City of Trinidad could benefit from a systemic citywide sign audit.

6.1.1.2 Roadway Lighting

Roadway lighting has proven safety benefits, especially in preventing collisions in low-light conditions. Trinidad currently has intersection lighting in some locations but would benefit from lighting in all locations as a proactive approach to limiting these low-light intersection related collisions. The existing citywide lighting should be evaluated for sufficiency and illumination. The proposed street lighting will be low in elevation and shaded or directed as to not cause light pollution.

6.1.1.3 Speed Survey

Speed surveys are conducted to determine the travel speeds along roadway segments and subsequently set speed limits based on roadway design and the 85th-percentile speed. There are multiple segments throughout the City with speed limits of 15 and 20 miles per hour. Per the current California Vehicle Code (CVC), a speed survey must be completed to set a prima facie speed limit of 15 or 20 mph. The proposed locations for recommended speed surveys are shown in the map below (**Figure 6.1**). However, this recommendation is an interim measure to the implementation of Assembly Bill 43 (AB 43).

AB 43 was signed into law by Governor Newsom on October 8, 2021. This bill will change several aspects of speed setting and enforcement in California with a goal to make roadways safer for all road users. The new law is set to go into effect by June 30, 2024 and allows agencies more flexibility with keeping the previous speed limit, allows business and residential districts to have 15 and 20 mph speed limits, and allows the agency to round down the proposed speed limit based on an engineering study due to a high presence of bicycles or pedestrians.

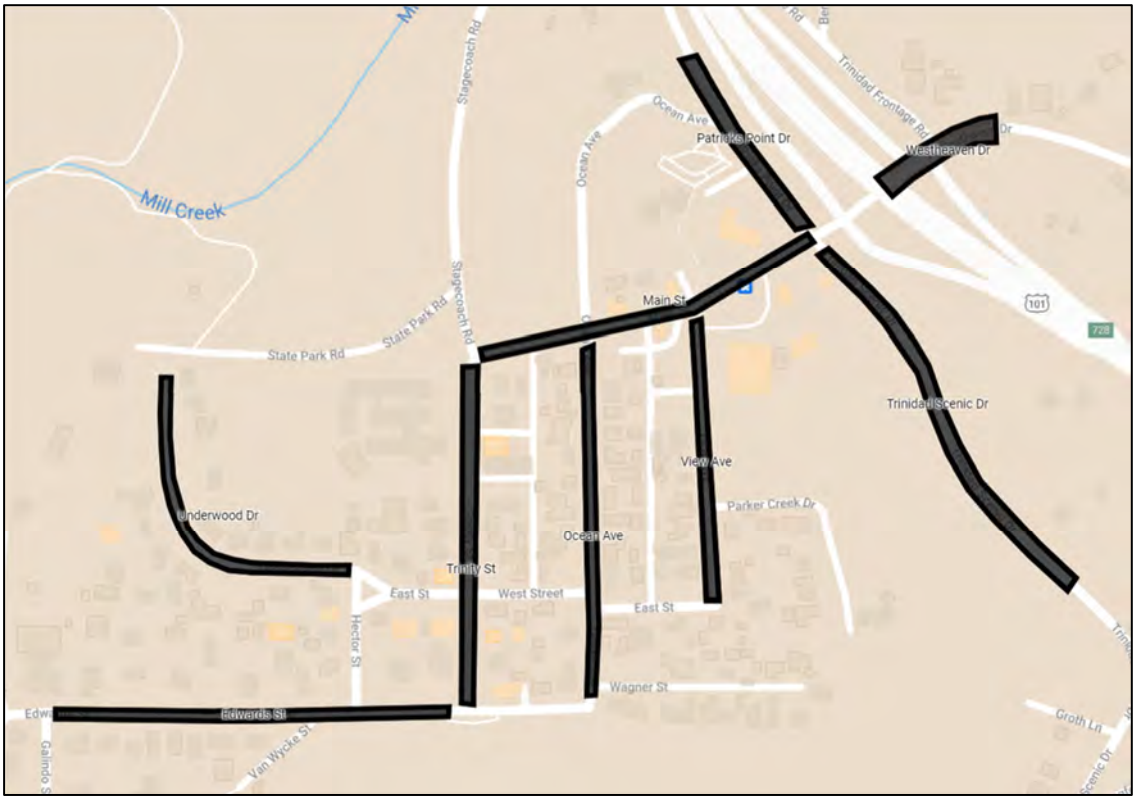

Figure 6.1 Proposed Locations for a Speed Survey

6.1.2 Location-Specific Projects

Due to the minimal number of collisions within the City, a proactive approach was taken in the development of safety projects. These projects were developed in accordance with feedback from the City and the noted needs. There are eight location-specific projects proposed with various proposed countermeasures. Location specific countermeasures also considers high scoring categories of top scoring risk locations identified through the systemic analysis process.

6.1.2.1 Patricks Point Drive/Scenic Drive/US 101 Southbound Ramps and Main Street

As previously mentioned, there were 2 known collisions within the City of Trinidad during the five-year study period. Both collisions occurred at the intersection of Main Street and Patricks Point Drive/Scenic Drive making this the sole priority intersection for the hot spot approach.

The intersections of Main St at US 101 Southbound Ramps and Main Street at Patricks Point Drive/ Scenic Drive are two of the main access points into the city. The current configuration of these intersections allows for turning movement conflicts and auto right of way issues due to their close proximity. This intersection was determined to be an area of concern by the City and Stakeholders and improvement options were evaluated.

A roundabout is a recommended option that will limit the conflict points from 43 to 10 (see **Figure 6.2**) and allow for better flow of traffic. Roundabouts increase the flow of traffic while also reducing the severity of collisions at intersections.

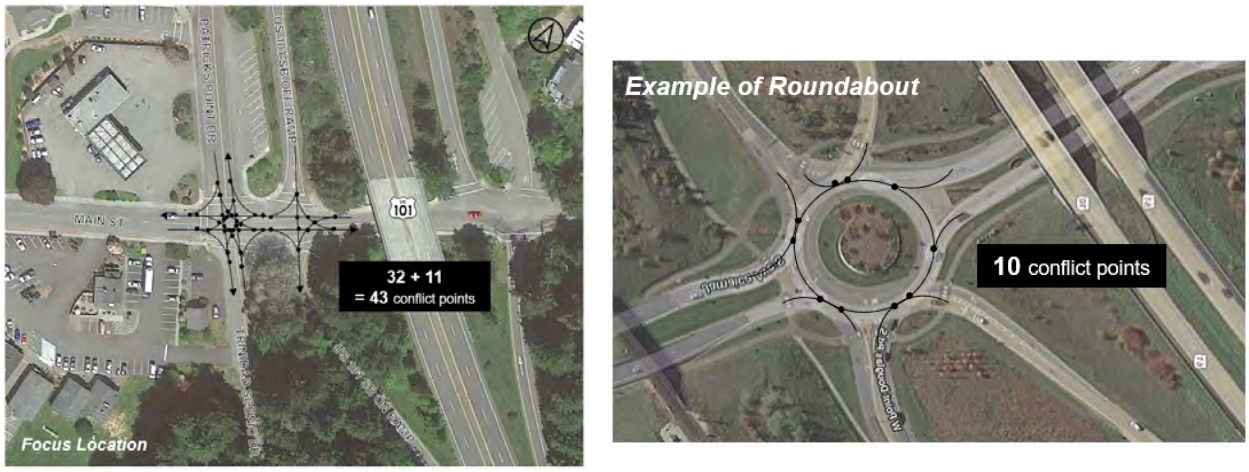

Figure 6.2 Reduction in Conflict Points with Roundabout Installation

A roundabout at this location was studied in *US 101/Trinidad Area Access Improvements PSR-PDS* (prepared by Omni-Means for Trinidad Rancheria, December 2017) as Alternative 1B. Designs were based on the full buildout of the Trinidad Rancheria. The overall design from this report is shown in **Figure 6.3**. This conceptual design should be re-evaluated if the City moves forward with the project.

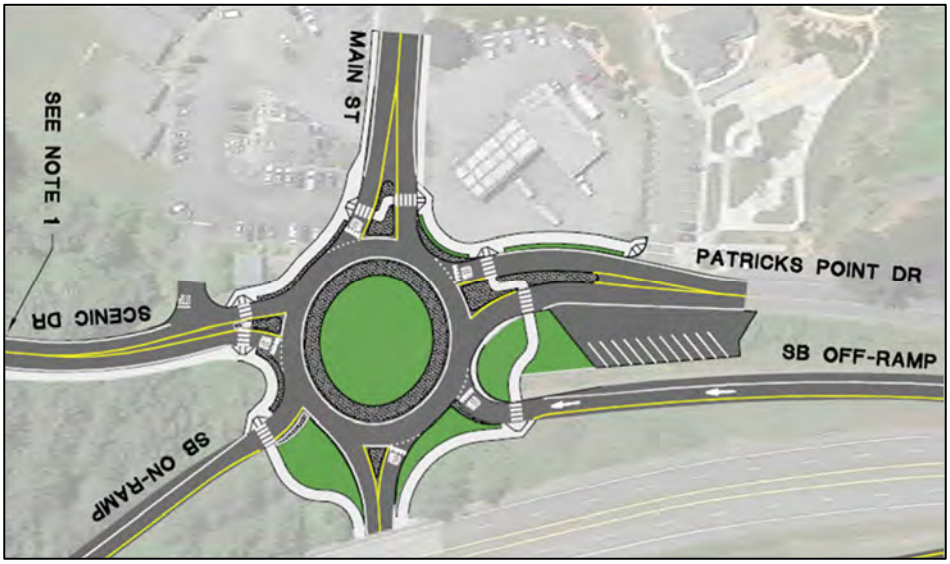

Figure 6.3 Preliminary Roundabout Concept - Alternative 1B from the US 101/Trinidad Area Access Improvements PSR-PDS

6.1.2.2 Underwood Drive/Parker Drive and Hector Street

The intersection of Underwood Dr/Parker St and Hector St has an existing center island with drainage features that functions as a rain garden. To allow for better operations, it is recommended that centerlines be added to Hector St and along Underwood Dr/Parker St through the intersection as well as installing stop-control on the approach to Parker St from Hector St. The northbound approach from Hector Street should be realigned to increase visibility. Pavement along west edge of Hector Street can be widened to facilitate westbound left-turning vehicles.

Figure 6.4 Proposed Improvements at Underwood Drive/Parker Drive and Hector Street

6.1.2.3 Edwards Street – Trinity Street to Ocean Avenue

Edwards Street is a frequently used roadway in Trinidad as it runs parallel to the coast and provides access to and parking for Old Home Beach. It also connects the rest of the town to the Seascape Pier/Trinidad State Beach area and Trinidad Memorial Lighthouse that was relocated to the harbor area. The Seascape Pier and harbor area is owned and operated by the Trinidad Rancheria. Although Edwards Street from Trinity Street to Ocean Avenue is a shorter segment, it would benefit greatly from minor safety upgrades. This segment is approximately 35 feet wide with unmarked pavement and parking along the southern edge. The following improvements are recommended for consideration on this segment:

- Thermoplastic centerline and edgeline striping
- Class III bikeway pavement markings and signage
- Horizontal curve chevron signs (at approach to Ocean Ave) be installed to provide safety enhancements

6.1.2.4 Main Street

Main Street is the primary road that provides access in and out of the city. To create an environment that is safe for all roadway users, there are multiple recommended countermeasures. These countermeasures are stated below are recommended for consideration.

- Install bicycle lane or Class III bikeway markings (Sharrows)
- Evaluate installing and upgrading curve warning signs
- Install dynamic speed feedback signs to regulate speed at entrance to the city and before the horizontal curve at Trinity Street

A planned crosswalk will be installed at View Street through HSIP Cycle 10 funding.

6.1.2.5 Trinity Street

Trinity Street is another main thoroughfare in Trinidad. **Figure 6.5** below shows the typical existing segment. While this roadway has adequate existing facilities, it is recommended that low-cost countermeasures be implemented to increase multimodal accessibility and improve safety.

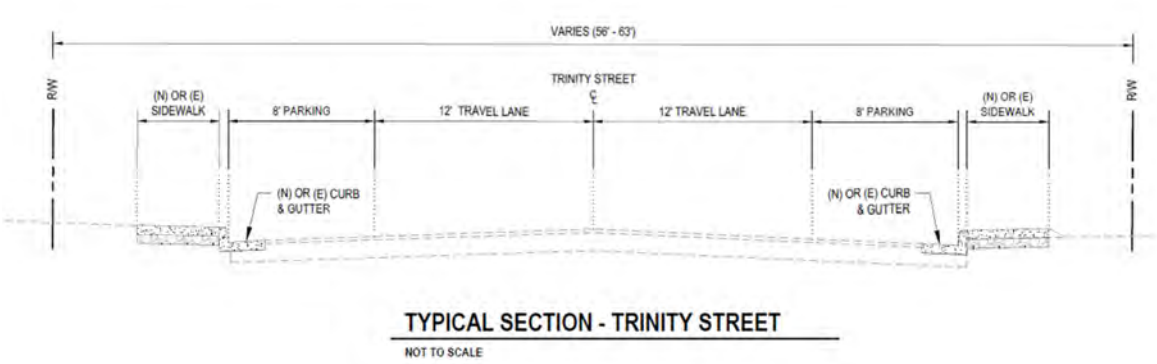

Figure 6.5 Trinity Street Typical Section

These countermeasures for consideration are as follows.

- Install thermoplastic edgelines and centerlines
- Consider limiting parking and installing bicycle lanes or an alternate bicycle route to travel to the harbor area
- Dynamic speed feedback signs to regulate speeds around the school zone

6.1.2.6 View Avenue and Ocean Avenue

To improve the safety and accessibility of the Ocean Avenue and View Avenue segments, multiple countermeasures are recommended. These countermeasures for consideration are listed below.

- Delineate or remove objects from the Clear Recovery Zone (the unobstructed, traversable area beyond the edge of the traveled way for the recovery of an errant vehicle)
- Install thermoplastic edgelines and centerlines
- Install Class III bikeway markings (Sharrow) and signage

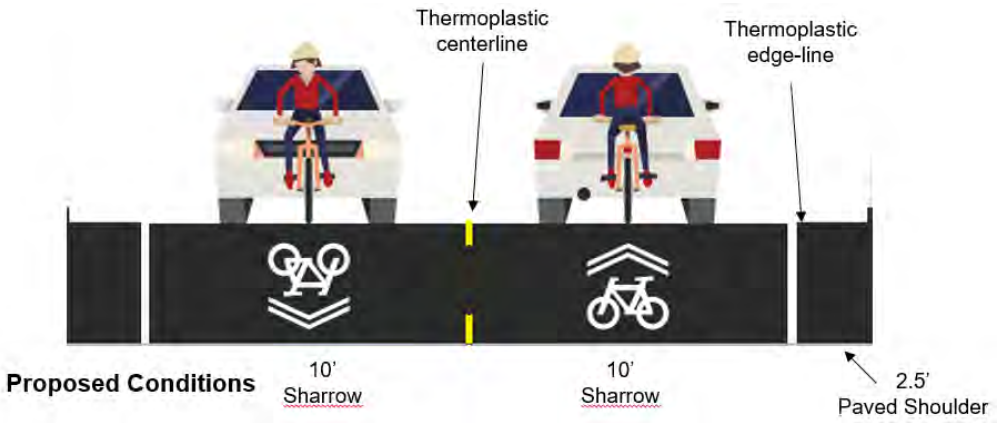

Figure 6.6 Proposed Cross Section at View Avenue and Ocean Avenue

6.1.2.7 East Street, West Street, and Hector Street

The roadway segments of East Street, West Street, and Hector Street have similar existing conditions. There is currently 20 to 24 feet of unmarked pavement at these locations. The following countermeasures are recommended for this consideration on this segment:

- Removal or delineation of objects in the Clear Recovery Zone
- Installation of thermoplastic edgelines and centerlines reduce the potential for conflicts

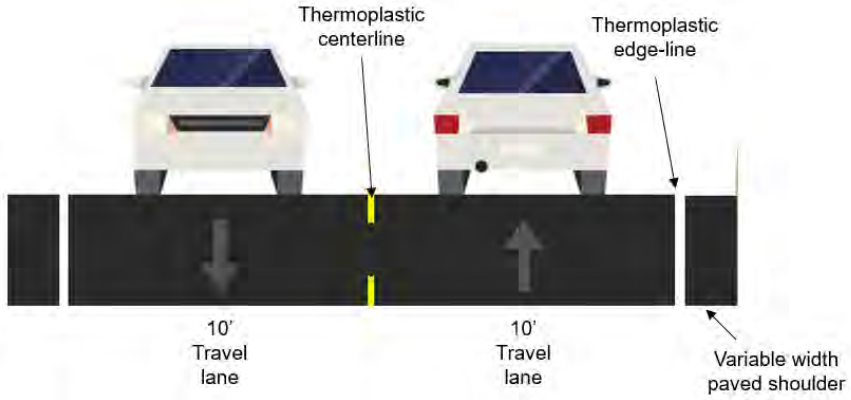

Figure 6.7 Proposed Cross Section at East Street, West Street, and Hector Street

6.1.2.8 Scenic Drive

Scenic Drive is a narrow, winding roadway that provides access to Trinidad Rancheria. To increase the safety of this road, the following countermeasures are recommended for consideration.

- Delineate or remove objects from the Clear Recovery Zone
- Install High-Friction Surface Treatment (HFST) at curves to increase friction between vehicles and pavement
- Install curve warning signs as needed
- Install centerline rumble strips to reduce the potential for run-off collisions

6.2 Non-Engineering Strategies

6.2.1 Education

Education strategies are listed below.

- Partner with Humboldt County for education campaigns
  - Driver education – speeding and distracted driving
  - Pedestrian education campaign – street crossing do's and don'ts, bright clothing
  - Bicyclist education and resources
- Safe route to school maps and outreach at schools
- Social media blasts with quick education tool for all users

6.2.2 Emerging Technologies

Possible emerging technologies strategies are listed below.

- ITS infrastructure, web/mobile application (apps) and smart cities practices
- Crash warning system
- Changeable message signs

6.2.3 Enforcement

Enforcement strategies are listed below.

- Targeted speed and distracted driving enforcement
  - Focus on areas of concern for residents based on public feedback
- Focused DUI check points or routine stops

6.2.4 Emergency Response

Emergency response strategies are suggested below.

- Disaster preparedness plan
- Maintain and improve roadway access for emergency responders

6.3 Public-Identified Strategies

The interactive map tool on the public website for the plan gathered many suggestions from residents of the City for areas of improvement. These suggestions were summarized and are shown in **Table 6.1** below.

Table 6.1 Public Suggestions Identified through Interactive Map

Suggestion	Location
Repave	Scenic Drive
Install bike lanes	Scenic Drive
	Citywide
Install multiuse path	West side of Scenic Drive
Add bus stop	Scenic Drive near Cher-Ae Heights Casino and Bingo*
	In front of town hall
Install sidewalk or walking path	Patricks Point Drive from city boundary to N Westhaven Drive
	Edwards Street
Install guardrail	Along US 101 SB off-ramp*
Evaluate sight distance	Patricks Point Drive at Anderson Lane/Midway Drive*
	Scenic Drive at Langford Road
	East Street/West Street and Trinity Street

Improve drop off and pick up procedures	Near Trinidad Union Elementary School
Install additional parking	Near Trinidad Union Elementary School
Evaluate installation of roundabout	Westhaven Drive at US 101 NB ramps
	View Avenue at Main Street
Install alternate route for pedestrians	Near closed Van Wyke Trail
Ensure pedestrians are not in road	East Street between Hector Street and Trinity Street
Evaluate removing parking	West Street between Trinity Street and Ocean Avenue
	On Trinity Street near Trinidad Bay Eatery and Gallery
Evaluate overnight camping	Edwards Street between Hector Street and Ocean Avenue
Evaluate conversion to one-way street	West end of Van Wycke Street
Evaluate widening sidewalks	South side of Main Street between Stagecoach Road and Ocean Avenue
Consider widening bridge	Stagecoach Road bridge over Mill Creek
School zone enforcement	Trinity Street near Trinidad Union Elementary School
Install bike parking/racks	Citywide
	Near Trinidad City Hall
Reinforce, pave, and widen roadway	West side of Hector Street, intersecting Underwood Drive
Evaluate implementing speed management measures	Edwards Street
**Location is not under City jurisdiction*	

7. Prioritize and Incorporate Strategies

7.1 Funding Sources

The City of Trinidad can look for opportunities to incorporate safety enhancements with the Capital Improvement Program. However, it is noted that funding is very limited and typically used from roadway paving. Additional funding opportunities can come through grant funding to include HSIP, ATP, and CMAQ.

One source of funding for many of these countermeasures can be HSIP. Each cycle has available project funding for Benefit to Cost Ratio (BCR) and funding set-aside projects. BCR projects use expected benefit and estimated cost to determine eligibility and likelihood for receiving funding. The expected benefit is determined using the crash history and the predicted collision reduction from the recommended countermeasures. Since there were only two collisions in Trinidad in the past five years, the City would not qualify for HSIP BCR funding due to the minimum BCR would not be met.

However, HSIP also provides funding set-aside projects that do not require a collision history. Per Stakeholder confirmation this next call (HSIP Cycle 11), will have the same set aside funding as last call. Set aside funding will consist of guardrail upgrades, pedestrian crossing enhancements, installing edgelines, and tribes. With Scenic Drive as a focus for road safety improvements for the City of Trinidad and Trinidad Rancheria, this would be a great project for set aside tribal funding.

7.2 Prioritized Projects

Table 7.1 contains a prioritized list of the proposed projects on City roadways. Low-cost systemic countermeasures are preferred by Caltrans.

Table 7.1 Priority of Recommended Projects

Location	Recommended Countermeasure
Patricks Point Drive/Scenic Drive/US 101 Southbound Ramps and Main Street	Evaluate installing a roundabout
Underwood Drive/Parker Drive and Hector Street	Evaluate installing thermoplastic centerline striping
	Evaluate installing intersection markings
	Consider reducing the size of center median at the northwest end to accommodate turning vehicles
Edwards Street from Trinity Street to Ocean Avenue	Evaluate installing thermoplastic centerline and edgeline striping
	Evaluate installing Class III bikeway pavement markings and signage
	Evaluate installation of horizontal curve chevron signs near Ocean Avenue intersection
	Evaluate installing sidewalk on north side of the roadway
Main Street	Evaluate installing bicycle lane or Class III bikeway markings
	Evaluate installing and upgrading curve warning signs
	Evaluate installing a dynamic speed feedback signs to regulate speed at entrance to the city and before the horizontal curve at Trinity Street
Trinity Street	Evaluate installing thermoplastic centerline and edgeline striping

	Consider limiting parking and installing bicycle lanes or an alternate bicycle route to travel to the harbor area
	Evaluate installing a dynamic speed feedback signs to regulate speeds around the school zone
View Avenue and Ocean Avenue	Delineate or remove objects from the Clear Recovery Zone
	Evaluate installing thermoplastic centerline and edgeline striping
	Evaluate installing bicycle lane or Class III bikeway markings
East Street, West Street, and Hector Street	Delineate or remove objects from the Clear Recovery Zone
	Evaluate installing thermoplastic centerline and edgeline striping
Scenic Drive	Delineate or remove objects from the Clear Recovery Zone
	Consider installing High-Friction Surface Treatment (HFST) at curves to increase friction between vehicles and pavement
	Evaluate installing curve warning signs as needed
	Evaluate installing centerline rumble strips to reduce the potential for head-on collisions

8. Evaluation Process

To evaluate the success of this plan, yearly collision analysis, along with requests for public feedback, can take place and be compared to the established goals.

1. **Reduce the potential for fatal and severe injury collisions citywide**
   - **Measure of Success:** Continue to maintain no fatal or severe injury collisions each year.

2. **Improve the health and vitality of our community with a roadway safety plan targeted to Trinidad's needs**
   - **Measure of Success:** Community stakeholders will have increased participation in conversations about safety issues in the City.

3. **Encourage pedestrian and bicyclist safety**
   - **Measure of Success:** Education strategies from this plan are implemented.

4. **Improve safety around schools**
   - **Measure of Success:** Parents and students feel increased security while traveling to and from school after safety improvements near schools are implemented

5. **Increase safety with multimodal roadway improvements**
   - **Measure of Success:** Multimodal strategies at specific locations outlined in this plan are implemented.

6. **Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school**
   - **Measure of Success:** Observe an increase in users utilizing alternate modes of travel.

7. **Reduce speeding and improper turning related collisions through engineering, enforcement, and education strategies.**
   - **Measure of Success:** Maintain no collisions related to speeding and improper turning each year.

9. Next Steps

The City of Trinidad's sent the Local Roadway Safety Plan to City Council for review in December 2021 and adoption in January 2022. It was unanimously adopted by City Council on January 11, 2022. This safety plan will be a living document and will guide the City's roadway safety needs for the next five years. It will be updated as needed and the goals will be monitored.

10. References

Traffic Data

- SWITRS Collision Data, City of Trinidad, 2015-2019.

Manuals/Articles

- "Developing Safety Plans, A Manual for Local Rural Road Owners", Federal Highway Administration, March 2012, http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/.
- 2020-2024 California's Strategic Highway Safety Plan (SHSP), "California Safe Roads: 2020-2024 Strategic Highway Safety Plan", Caltrans.
- "Local Roadway Safety, A Manual for California's Local Road Owners", Caltrans, Version 1.5, April 2020
- "Highway Safety Manual", American Association of State Highway Officials (AASHTO), 1st Edition, 2014 supplement.
- "California Manual of Uniform Traffic Control Devices (CA MUTCD)", Revision 5, 2014.
- Environmental Research Consultants, Inc., "City of Trinidad General Plan", City of Trinidad, 2021 Revision.
- "Systemic Safety Project Selection Tool", Federal Highway Administration, July 2013.
- "Guide to Quantitative Approaches to Systemic Safety Analysis", National Cooperative Highway Research Program, NCHRP Research Report 955, 2020.

Websites

- California Department of Transportation, "Strategic Highway Safety Plan (SHSP)", https://dot.ca.gov/programs/safety-programs/shsp.
- California Department of Transportation, "Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)", https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans.
- California Department of Transportation, "HSIP Cycle 10", https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now.
- City of Trinidad Local Road Safety Plan, https://lrsp.mysocialpinpoint.com/trinidad.

Surveys

- Local Road Safety Plan Project Survey, https://lrsp.mysocialpinpoint.com/trinidad.

ghd.com

The Power of Commitment

Appendix A

Stakeholder and Public Input

Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
1	6/21/2021 10:30	Biking Comment	Scenic Dr is so beautiful for cycling. its current road conditions are very dangerous for cyclists. please repave.	8	0	41.056201	-124.135315	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222021	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
2	6/21/2021 10:38	Biking Comment	No room for bicycling or jogging along this scenic route. Bike lanes needed.	7	0	41.060117	-124.138384	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222022	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
3	6/21/2021 10:40	School Comment	When I worked in Trinidad - I would see children walking to school on Scenic Drive - need more paths for children along this area.	2	0	41.059	-124.137998	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222023	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
4	6/21/2021 10:41	Transit Comment	Public Transit need the casino would be very helpful for employees that must use public transportation.	2	0	41.056023	-124.132633	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222024	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
5	6/21/2021 10:56	Driving Comment	This is a challenging intersection with the 101 on and off ramps as well as the regular four way crossing. if you are waiting for someone coming down Westhaven Drive - it can be hard to tell if they are turning onto the S-bound 101 onramp, or onto Scenic Drive.	8	0	41.061775	-124.139864	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222029	The intersections of Main Street at the US 101 southbound ramps and at Patricks Point Drive/Trinidad Scenic Drive have been identified as prioirity locations in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.
6	6/21/2021 11:21	Biking Comment	Automobile traffic and speeds between Main St and Cher-Ae Ln are not safe. Having a class one trail or protected lane sure would reduce the anxiety when riding bikes on this stretch.	6	0	41.056217	-124.133706	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222033	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
7	6/21/2021 11:56	Pedestrian Comment	walking in and out of town is dangerous to pedestrians, there is no sidewalk, and little bike lane/shoulder that is maintained. Lots of vacation/RV places where citizens would like to walk safely to and from town.	2	0	41.063077	-124.141002	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222055	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
8	6/21/2021 11:57	Driving Comment	A retaining fence or construct should be placed at the bend in the road between PP drive and the 101,cars have glided off the off ramp and onto PP drive in recent past.	2	0	41.062723	-124.140629	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222057	The US 101 ramps are under Caltrans jurisdiction and improvements will need to be coordinated through them. However, this suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
9	6/22/2021 8:37	Driving Comment	Blind very tight corner. (Vegetation just needs to be cut back regularly to avoid this). Much of the shoulder on Anderson is crumbling or gone, with a couple areas VERY damaging and deep.	1	0	41.069063	-124.143703	https://kymkemp.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222270	The intersection of Patricks Point Drive and Anderson Lane/Midway Drive is under County of Humboldt jurisdiction and improvements will need to be coordinated through them. However, this suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
10	6/22/2021 12:27	School Comment	Need better drop off and pick up procedures. More parking as well. People are consistently parking illegally in the handicapped spot.	2	0	41.06023	-124.1426	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222318	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan. In addition, this location is being evaluated in Trinidad's parking survey.
11	6/22/2021 12:28	Driving Comment	This intersection gets so hectic. Especially during tourist season when folks don't know how it works.	3	0	41.061273	-124.141018	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222319	The City of Trinidad recently received funding to upgrade the pedestrian facilities at the intersection of Main Street and View Avenue. These upgrades include installing RRFBs, curb extensions, and edgelines.
12	6/22/2021 19:02	Driving Comment	roundabout here too. Poor visibility when making left turn from NB off ramp onto surface street. Will help traffic flow with offset street intersections.	1	0	41.062323	-124.138912	https://kymkemp.com/2021/06/22/public-input-needed-for-trinidad-local-road-safety-plan/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222432	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
13	6/23/2021 14:53	Proposed Projects	Add bike lanes in city streets and surrounding roads to promote inner-city bikeriding; add bike racks in likely areas, e.g., city hall, harbor, shopping area	0	0					This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
14	6/23/2021 17:53	Pedestrian Comment	This is a dangerous walking area but a lot of people walk here. People drive faster than is necessary and shoulders are narrow.	2	0	41.063972	-124.141667	https://kymkemp.com/2021/06/22/public-input-needed-for-trinidad-local-road-safety-plan/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222585	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
15	6/25/2021 9:05	Pedestrian Comment	Walking on Scenic Drive is sometimes very scary and dangerous, plus one gets splashed by cars if it is wet. There needs to be a safe off-road walking area along the west side; the east side is completely unwalkable. A 3 foot wide gravelled strip would work for pedestrians.	3	0	41.060606	-124.13877	https://trinidad.ca.gov/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222941	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
16	6/25/2021 9:08	Transit Comment	An additional bus stop in front of the town hall would be particularly valuable during the rainy season.	0	1	41.059683	-124.142332	https://trinidad.ca.gov/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222944	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
17	6/25/2021 11:08	Biking Comment	I love to bike on scenic drive in Trinidad, however, I don't always feel safe on the road because there is such a small shoulder and no bike lane. Having designated bike lanes or even a wider shoulder would help.	4	0	41.059104	-124.136984		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222961	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
18	6/25/2021 11:33	Driving Comment	Turning from Langford Road onto Scenic Drive is hazardous either direction due to blind corners and fast-moving traffic both ways.	0	0	41.057484	-124.136732		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222966	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
19	6/25/2021 13:19	Driving Comment	this is where a roundabout makes most sense	2	0	41.060893	-124.140723		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222990	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
20	6/25/2021 13:22	Pedestrian Comment	Either a striped lane to indicate a walkway/ bikeway (i.e., widen the road) or a dedicated trail/ sidewalk off the side of the road is needed from Main Street to the Casino - that section has the heaviest traffic on Scenic Drive and is really difficult for bikers and walkers	1	0	41.06099	-124.139178		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222992	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
21	6/25/2021 13:23	Pedestrian Comment	Edwards Street needs an alternate route for pedestrians - repair and re-open the Van Wycke trail	2	0	41.057706	-124.144306		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222993	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
22	6/25/2021 13:26	Proposed Projects	make Main Street/ Scenic/ Patricks Pt Drive intersection a roundabout. There is often confusion or delays because people heading west on Main Street don't always signal when they are turning left onto Scenic Drive	1	0					The intersections of Main Street at the US 101 southbound ramps and at Patricks Point Drive/Trinidad Scenic Drive have been identified as prioirity locations in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.
23	6/28/2021 14:09	Pedestrian Comment	Walking anywhere on Scenic Drive is at risk. In addition, the road suffers from dumping, speeding, and campers (who dump and defecate along the roadside). A safety plan should include all of Scenic Drive...	1	0	41.056751	-124.137116		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/223489	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
24	6/28/2021 14:13	Proposed Projects	A roundabout is a terrific solution at this location! Highly agree...!	0	0					Thank you for your input. The intersections of Main Street at the US 101 southbound ramps and at Patricks Point Drive/Trinidad Scenic Drive have been identified as prioirity locations in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.
25	6/28/2021 14:56	Driving Comment	Negotiating around this corner, entering or leaving Anderson Road, is dangerous. Anderson is really only a one lane road here, and has steep inclines on either side. I realize this isn't in the City limits, but locals and visitors alike take this route at their own risk. Walking this stretch of road is equally risky. Poor sight lines, too.	0	0	41.069018	-124.143152		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/223492	The intersection of Patricks Point Drive and Anderson Lane/Midway Drive is under County of Humboldt jurisdiction and improvements will need to be coordinated through them. However, this suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
26	6/28/2021 15:01	Pedestrian Comment	"Trinidad Treasures" place their tables right against the roadway, forcing customers to stand in the street to peruse their wares. They should be required to post signs that remind folks to stay out of the road. People also treat this end of the road like it is an extension of the Eatery parking lot. On sunny weekends, I avoid it by using Hector.	0	0	41.05934	-124.143615		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/223494	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
27	6/28/2021 15:05	Pedestrian Comment	Parked vehicles often take up most of the driving lane next to the cherry trees at this end of West. Perhaps a red zone would correct this.	0	0	41.059133	-124.142658		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/223495	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
28	6/30/2021 8:43	Proposed Projects	This is a ridiculous method of marking out the areas of concern! I'm a computer literate individual, and see no benefit in over complicating the process! The marker was not adjustable as described. Anyway, EDWARDS St has a CONSISTENT flow of speeders which almost DOUBLE the 20mph as they freely coast to the coast! There's PLENTY of room for a sidewalk on the Northern side of EDWARDS St.	1	0					This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
29	7/3/2021 19:50	Driving Comment	I have a concern about overnight camping on Edwards street. As there are no restrooms, it is evident that there may be a sanitation hazard. Occupants of car/vans/campers are relieving themselves in the surrounding areas. Also, numerous times we have observed cars/vans/campers parking then staying for several nights at a time.	0	0	41.058284	-124.143512		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224675	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
30	7/5/2021 14:49	Biking Comment	Riding Scenic Drive on my bicycle is wonderful and terrible. The terrible part would be the washboard sections and the damaging potholes.	1	0	41.052094	-124.129629		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224813	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
31	7/5/2021 16:41	Pedestrian Comment	Parked cars block sidewalk at Eatery.	0	0	41.059045	-124.143166	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224829	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
32	7/5/2021 16:42	Pedestrian Comment	Need an alternative route to the close Van Wycke Trail.	0	0	41.057746	-124.145696	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224830	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
33	7/5/2021 16:43	Driving Comment	This lower section of Van Wycke Street should be one-way (need one-way signs).	0	0	41.057625	-124.147493	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224831	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
34	7/5/2021 16:43	Driving Comment	The new stop signs seem to be working.	0	0	41.058434	-124.143099	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224832	Thank you for your input.
35	7/5/2021 16:44	Pedestrian Comment	The sidewalks on the south side of Main Street are very narrow.	1	0	41.060994	-124.142268	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224833	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
36	7/5/2021 16:45	Pedestrian Comment	Need a crosswalk on Edwards Street at Galindo.	0	0	41.058393	-124.147053	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224834	The City of Trinidad recently received funding to install a crosswalk with RRFBs at the intersection of Main Street and View Avenue.
37	7/5/2021 16:46	Driving Comment	Need to trim and maintain the vegetation at this corner as it's hard to see coming up the hill.	0	0	41.058353	-124.147407	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224835	The City of Trinidad recently received funding to install a crosswalk with RRFBs at the intersection of Main Street and View Avenue. This funding will also cover trimming the bushes on Edwards Street, west of Galindo Street to improve the line of sight to the planned crosswalk.
38	7/5/2021 16:46	Pedestrian Comment	Need a crosswalk on Edwards at Hector.	0	0	41.058405	-124.144226	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224836	The City of Trinidad recently received funding to install a crosswalk at the intersection of Edwards Street and Hector Street, with additional crossing enhancements.
39	7/5/2021 16:47	Pedestrian Comment	A sidewalk on Edwards would be nice. Currently you have to walk in the road.	0	0	41.058373	-124.14554	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224837	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
40	7/5/2021 16:47	Driving Comment	The temporary one lane bridge is very narrow.	0	0	41.064149	-124.142751	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224838	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
41	7/5/2021 16:48	School Comment	Need speeding enforcement during school hours.	0	0	41.060646	-124.143099	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224839	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
42	7/5/2021 16:49	Biking Comment	Need bike parking/racks at Town Hall.	0	0	41.0601	-124.143027	https://www.google.com/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224840	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
43	7/6/2021 8:03	Biking Comment	When crossing on bike, it is very hard to check if cars are coming	0	0	41.05923	-124.143262		https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224888	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
44	7/6/2021 16:37	Driving Comment	The west side of Hector St, intersecting Underwood Dr, is severely degraded as a result of a new (2019) "water-garden"/storm drain that enlarged a small triangular grassy island. Now, traffic negotiating from west-bound Parker St (which becomes Underwood at that intersection) to south-bound Hector St, does not make a tight turn, and swings onto non-paved/grassy city right-of-way. That side of Hector needs to be reinforced/paved for the wide-swinging traffic.	0	0	41.059195	-124.144308	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224959	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan. In addition, the intersection of East Street/Underwood Drive and Hector Street has been identified as a prioirity location in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.
45	7/6/2021 17:03	Driving Comment	My previous comment about paving damage on Hector St, intersecting near Underwood, shows the wrong location for a red map marker. It should not be in front of the Whale Song rental, but north near Underwood. Also, the map shows East St becoming Underwood Dr, rather than Parker St (at times ... other times the map correctly shows Parker). The attached photo shows paving damage to the west side of Hector, just south of Underwood.	0	0	41.059411	-124.144226	https://humboldtgov.org/	https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224961	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan. In addition, the intersection of East Street/Underwood Drive and Hector Street has been identified as a prioirity location in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.

Meeting Summary

June 1, 2021

Project name	Trinidad Local Road Safety Plan	**From**	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting #1 Summary	**Email**	Kathryn.Kleinschmidt@ghd.com
Date / Time	May 25, 2021 1:00 p.m. to 3:00 p.m.	**Project no.**	11224831
Attendees	Trinidad Stakeholder Working Group		

The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on May 25th, 2021 via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

1. **Introduction**
    a. Attendees of LRSP meeting
        i. Self-introductions of meeting attendees.
            1. Attendees are listed at the back of the document

2. **Meeting Summary**

    a. Background
        i. Local Road Safety Plan (LRSP)
            1. Similar process to a Systemic Safety Analysis Report (SSAR), but replacing the SSAR process by Caltrans and FHWA
            2. Focus on City jurisdiction
            3. Consistent with the State's Strategic Highway Safety Plan (SHSP) and focuses on the 5 E's of traffic safety – Engineering, Education, Enforcement, Emergency Response and Emerging Technologies (new addition)
            4. Circular process and a living document – updated every 5 years
        ii. Challenge areas will be identified through interactive poll with the LRSP group participants were taken during the meeting. Top 5 challenge areas identified in the poll are shown below:
            1. Pedestrians
            2. Aggressive Driving / Speeding
            3. Distracted Driving
                a. Visitors stopping for sightseeing – can include unfamiliar drivers
            4. Intersections
            5. Bicyclists

b. Vision, Goals and Priorities
    i. Preliminary Vision, Mission and Goals – will be developed with stakeholder group (poll will be send out to stakeholders) for Meeting 2
    ii. Vision Zero

c. Collision Analysis
    i. Downloaded collision data from Statewide Integrated Traffic Records System (SWIRTS) and coordinated with Humboldt County Sheriff's Office
    ii. Collisions along Trinidad Scenic Drive is not being recorded by involved parties
    iii. May not include collision from other agency records
        1. Trinidad Rancheria collision records – will be included in coordination with the Rancheria.
        2. Trinidad Fire Department and Cal Fire might have records of collisions they responded to.
    iv. Collision frequency of the City will be compared to other cities of similar size.
    v. Systemic Approach will be taken in identifying priority location due to few collisions in recent years.

d. Recent/Planned Safety Projects
    i. City recently obtained funding from HSIP Cycle 10 for edge-line, guardrails and pedestrian crossing upgrade.
        1. The tribal set aside funding does not include funding for new infrastructure, which is limiting potential HSIP funding for Trinidad Rancheria and other tribes.
    ii. Downtown Trinidad Pedestrian & Connectivity Project
        1. Includes the three-way stop at Trinity St/ Edwards St
        2. Currently in Construction - will be completed by June 2021.
    iii. Parking Study – Currently in Progress.

e. Projects for Consideration
    i. Citywide Sign Audit
        1. Retroreflectivity of Signage
        2. Consider preventing sign clutter to limit visual impact – public outreach
    ii. City Lighting
        1. Strive to achieve a balance between roadway safety and preserving existing conditions
    iii. Citywide Engineering and Speed Survey Study
    iv. Possible Roundabout at US 101 SB Ramps
        1. Will reduce vehicle conflicts at intersection
        2. Feasibility study needed
    v. Underwood Dr/Parker St at Hector St
        1. Striping and operational improvements

vi. Main St
    1. Evaluate bikeway accommodations on roadway
    2. Dynamic speed sign to lower speed in approach to downtown

vii. Trinity St
    1. Evaluate bikeway accommodations on roadway
    2. Dynamic speed sign at school

viii. Other residential streets
    1. Edge line striping – similar to existing Ocean Ave
        a. 20 feet width for emergency vehicle access should be maintained.
    2. Potential bikeway -Sharrow markings

ix. Trinidad Scenic Dr
    1. Corridor of high priority
        a. Multi-jurisdictional connection
    2. Narrow lanes creating hazard for bikes
        a. Lowering speed limit to make the corridor safer for bikes
    3. Current projects (Trinidad Capital Preventative Maintenance (CAPM) and Little River Bike Path PA/ED – planning only) will potentially install bike path on the south side of scenic drive (not in City jurisdiction) – have potential to connect to City bike infrastructure
    4. Edge line and centerline rumble stripe
    5. Potential high friction surface treatment

x. Bike/ped Improvements
    1. Lack of shoulder is preventing students and other residents from walking/biking.
    2. Bike facilities like bike lockers and racks can be provided at point of interest to encourage bike riding.
    3. Survey could identify bike usage and needs
    4. County will install US Bike Route 395 signage along Patricks Point Dr

3. Next Steps

a. Social Pinpoint Website for LRSP
    i. Includes interactive map, survey, working group members and relevant documents
    ii. Will be made available to public for sharing
b. Finalize Vision, goals, and mission.
c. Next LRSP Meeting
    1. Virtual meeting with the working group in July/August 2021.

List of Attendees

1. Eli Naffah – City Manager
2. Becky Price-Hall – Grants and Project Director
3. Thomas Mattson – Public Works Director
4. Russell Hansen – Senior Transportation Engineer & District Local Assistance Engineer
5. Alyse Nichols – Superintendent/Principal
6. Leslie Sanders – Director, Roads/Land Use
7. Josh Wolf – GHD
8. Kathy Kleinschmidt – GHD
9. Farid Rahman - GHD

Meeting Summary

September 29, 2021

Project name	Trinidad Local Road Safety Plan	**From**	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting #2 Summary	**Email**	Kathryn.Kleinschmidt@ghd.com
Date / Time	September 29, 2021 2:00 p.m. to 3:00 p.m.	**Project no.**	11224831
Attendees	Trinidad Stakeholder Working Group		

The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on September 29th, 2021 via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

1. **Introduction**
    a. Attendees of LRSP meeting
        a. Self-introductions of meeting attendees.
            1. Attendees are listed at the back of the document
            2. Representative from Humboldt County Sheriff's Department is retiring and a new representative will be contacted for coordination of the LRSP. Need to reach out to Kevin Miller.

2. **1st Meeting Summary**
    a. Emphasis Areas
        a. Pedestrians
        b. Aggressive Driving (includes speeding)
        c. Distracted Driving
            1. Visitors stopping for sightseeing
            2. Unfamiliar drivers
        d. Intersections
        e. Bicyclists
    b. Vision, Goals & Mission Statement
        a. Vision: Trinidad will develop a comprehensive safety plan with engagement of stakeholders and citizens that encourages improved safety for all users, whether it is walking, biking, and driving – because every person in our community matters.
        b. Mission: The City of Trinidad will provide a safe, sustainable, and equitable multimodal transportation system for all users of the public roadways in Trinidad.
        c. Goals:

1. Reduce the potential for fatal and severe injury collisions citywide
2. Improve the health and vitality of our community with a roadway safety plan targeted to Trinidad's needs
3. Improve the health and vitality of our community with a safety plan that encourages safety for pedestrians and bicyclists that is targeted to Trinidad's local roadway needs
4. Improve safety around schools
5. Increase safety with multimodal roadway improvements
6. Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school
7. Reduce speeding and improper turning related collisions through engineering, enforcement, and education strategies.

3. Recent developments
    a. Public Website Engagement
        a. Website closed for comments on August 31, 2021 – but all comments are still viewable on website
        b. 29 stakeholders, 45 comments, 8 Survey Responders
        c. Specific Locations identified through comments
            1. Patricks Point Drive/Trinidad Scenic Drive & Main Street intersection
            2. School Zone during drop-off and pick-up period
            3. Edwards Street
            4. Scenic Drive
                a. Pavement is in good condition within City jurisdiction
                b. Expanding roadway width is not an option due to physical limitations.
        d. Other comments
            1. No bike parking at City Hall
            2. Camping in vehicle is prohibited Withing City Limit, but signage is needed.
            3. Parking is identified as an issue
                a. Parking study is still ongoing
4. Safety Countermeasures
        a. Citywide Sign Audit – Reflectivity Study
        b. Roadway Lighting
        c. Speed Survey
            1. In order to enforce speed limits of 25 or 15 mph, the California Vehicle Code (CVC) requires a speed survey to be conducted. Speed surveys are conducted every 5 years.
            2. Speed along Trinidad Scenic Drive is identified as an issue
        d. Patricks Point Drive/Trinidad Scenic Drive & Main Street intersection
            1. Issues observed during site visit
                a. Overlapping left turns

b. Not sure of right of way at intersection with multiple approaches and the free-flowing traffic for the WB approach

c. Possible sight distance issues at off-ramp

2. Proposed countermeasure

a. Roundabout – Less conflict points, addresses safety concerns

b. Initial concept was studied in *US 101/Trinidad Area Access Improvements PSR-PDS in 2017.*

i. This study was conducted by the Trinidad Rancheria is based on a full-buildout of the Rancheria.

ii. This footprint might be too large for the traffic needs. This overall design/concept needs to be coordinate with the City of Trinidad.

e. Hector St at Underwood Dr/East St.

1. Narrow approach

2. Confusion on traffic operations

3. Suggested Countermeasure

a. Modifying curb

b. Restriping approach to allow for single direction operation

f. Installing Thermoplastic edgelines and centerlines

g. Installing Dynamic speed feedback signs

h. Installing Class III Bike markings (sharrows)

i. Removing, relocating or delineating fixed objects in Clear Recovery Zone

j. Installing advance warning signs at curves where needed

k. Installing chevron signs on horizontal curve

l. Installing High Friction Surface Treatment

m. Installing centerline rumble stripes

1. On Scenic Drive

a. Paved shoulders or Class II bike lanes would also be a great improvement on Scenic Drive.

n. Evaluate parking and look for opportunities to add bike lanes

o. Non-engineering Countermeasures

1. Education

a. Humboldt County is running a county-wide education campaign in coordination with other cities to provide consistent messaging in regard to roadway safety. Tag line for the campaign “eyes on the road, drive slow” with a secondary tag line picked by the communities.

b. Emerging Technologies

c. Enforcement

d. Emergency Responses

5. Next Steps

a. Next HISP Cycle - Set aside categories for next cycle will be the same as last cycle, but there will be half as much funding available for set asides.
b. Draft LRSP is underway and will be sent to Stakeholders for review.
c. LRSP will be presented to City Council

List of Attendees

1. Eli Naffah – City Manager
2. Becky Price-Hall – Grants and Project Director
3. Thomas Mattson – Public Works Director
4. Russell Hansen – Senior Transportation Engineer & District Local Assistance Engineer
5. Kyle Finger – Caltrans representative
6. Ryan DeSmet – Public Works, City of Trinidad
7. Leslie Sanders – Director, Roads/Land Use
8. Josh Wolf – GHD
9. Kathy Kleinschmidt – GHD
10. Farid Rahman - GHD

Appendix B

Systemic Analysis

Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	Major Road	Legs	Control	ADT	Skew/Approach Curve	SB Approach Lane Width
1	**Trinidad Frontage Rd**	**Berry Rd**	NS	3	Two-Way Stop	0	Y	11
2	**Himalaya Dr**	**Berry Rd**	EW	3	Yield	0	N	-
3	**Westhaven Dr N / Quarry Rd**	**Westhaven Dr N**	EW	3	Yield	0	N	13
4	**Trinidad Frontage Rd / US 101 NB Ramps**	**Westhaven Dr N / Main St**	NS	5	Two-Way Stop	0	N	19
5	**US 101 SB Ramps**	**Main St**	NS	4	Two-Way Stop	0	N	24
6	**Patricks Point Dr / Scenic Dr**	**Main St**	EW	4	Three-Way Stop	0	N	18
7	**View St**	**Main St**	EW	3	Two-Way Stop	0	N	-
8	**Ocean Ave**	**Main St**	EW	4	Two-Way Stop	0	N	16
9	**Stage Coach Rd / Trinity St**	**Main St**	EW	3	Two-Way Stop	0	Y	11
10	**Patricks Point Dr**	**Janis Ct**	NS	3	Two-Way Stop	0	N	14
11	**Scenic Dr**	**Groth Ln**	NS	3	Yield	0	N	0
12	**Scenic Dr**	**Langford Rd**	NS	3	Two-Way Stop	0	Y	0
13	**Stage Coach Rd**	**State Park Rd**	NS	3	Two-Way Stop	0	Y	8
14	**Hector St**	**Underwood Dr**	EW	3	Yield	0	N	-
15	**Trinity St**	**Parker St / West St**	NS	4	Two-Way Stop	0	N	19
16	**Ocean Ave**	**West St / East St**	NS	4	Two-Way Stop	0	N	10
17	**View St**	**Parker Creek Dr**	NS	3	Two-Way Stop	0	N	11
18	**Edwards St**	**Bay St**	NS	3	Yield	0	Y	14
19	**Edwards St**	**Van Wycke St**	NS	3	Two-Way Stop	0	Y	15
20	**Edwards St**	**Azalea Way**	NS	3	Two-Way Stop	0	N	15
21	**Ewing St**	**Edwards St**	EW	3	Two-Way Stop	0	Y	13
22	**Galindo St**	**Edwards St**	EW	3	Two-Way Stop	0	Y	-
23	**Van Wycke St**	**Edwards St**	EW	3	Yield	0	Y	-
24	**Trinity St**	**Edwards St**	EW	3	Two-Way Stop	0	N	21
25	**Ocean Ave**	**Wagner St**	NS	3	Two-Way Stop	0	N	9
26	**Galindo St**	**Van Wycke St**	EW	4	Yield	0	N	14
27	**Pacific Ct**	**Azalea Way**	EW	3	Yield	0	N	11
28	**Hector St**	**Edwards St**	EW	3	Two-Way Stop	0	N	12

Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	SB Parking Nearby	N Leg Striping	N Leg Crosswalk	NB Approach Lane Width (ft)	NB Parking Nearby	S Leg Striping
1	**Trinidad Frontage Rd**	**Berry Rd**	N	CP	None	10	N	CP
2	**Himalaya Dr**	**Berry Rd**	-	-	-	7	N	None
3	**Westhaven Dr N / Quarry Rd**	**Westhaven Dr N**	N	None	None	-	-	-
4	**Trinidad Frontage Rd / US 101 NB Ramps**	**Westhaven Dr N / Main St**	N	CP	Y-White	12	N	CP,E
5	**US 101 SB Ramps**	**Main St**	N	CP,E	Y-White	26	N	CP,E
6	**Patricks Point Dr / Scenic Dr**	**Main St**	Y	CP,E	Y-White	18	N	CP
7	**View St**	**Main St**	-	-	-	19	Y	None
8	**Ocean Ave**	**Main St**	N	None	Y-Yellow	12	Y	E
9	**Stage Coach Rd / Trinity St**	**Main St**	N	None	Y-Yellow	18	Y	CP
10	**Patricks Point Dr**	**Janis Ct**	Y	CP,E	None	12	Y	CP,E
11	**Scenic Dr**	**Groth Ln**	N	CP,E	None	0	N	CP,E
12	**Scenic Dr**	**Langford Rd**	N	CP,E	None	9	N	CP,E
13	**Stage Coach Rd**	**State Park Rd**	N	None	None	0	N	None
14	**Hector St**	**Underwood Dr**	-	-	-	10	N	None
15	**Trinity St**	**Parker St / West St**	Y	CP	None	19	Y	CP
16	**Ocean Ave**	**West St / East St**	Y	E	None	10	Y	E
17	**View St**	**Parker Creek Dr**	Y	None	None	11	N	None
18	**Edwards St**	**Bay St**	N	CB	None	34	N	None
19	**Edwards St**	**Van Wycke St**	N	CB	None	16	N	CB
20	**Edwards St**	**Azalea Way**	N	CB	None	18	N	CB
21	**Ewing St**	**Edwards St**	Y	None	None	13	N	CB
22	**Galindo St**	**Edwards St**	-	-	-	17	Y	CB
23	**Van Wycke St**	**Edwards St**	-	-	-	11	N	None
24	**Trinity St**	**Edwards St**	Y	CP	Y-White	-	-	-
25	**Ocean Ave**	**Wagner St**	Y	E	None	13	Y	None
26	**Galindo St**	**Van Wycke St**	Y	None	None	-	-	-
27	**Pacific Ct**	**Azalea Way**	Y	None	None	10	N	None
28	**Hector St**	**Edwards St**	N	None	None	-	-	-

Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	S Leg Crosswalk	WB Approach Lane Width (ft)	WB Parking Nearby	E Leg Striping	E Leg Crosswalk	EB Approach Lane Width (ft)
1	**Trinidad Frontage Rd**	**Berry Rd**	None	24	N	None	None	-
2	**Himalaya Dr**	**Berry Rd**	None	8	N	None	None	8
3	**Westhaven Dr N / Quarry Rd**	**Westhaven Dr N**	-	11	N	CP	None	12
4	**Trinidad Frontage Rd / US 101 NB Ramps**	**Westhaven Dr N / Main St**	Y-White	12	N	CP	None	14
5	**US 101 SB Ramps**	**Main St**	Y-White	15	N	CP	None	18
6	**Patricks Point Dr / Scenic Dr**	**Main St**	Y-White	34	N	CP	None	19
7	**View St**	**Main St**	Y-White	18	Y	CP	Y-White	19
8	**Ocean Ave**	**Main St**	Y-White	19	Y	CP	None	18
9	**Stage Coach Rd / Trinity St**	**Main St**	None	17	Y	CP	None	-
10	**Patricks Point Dr**	**Janis Ct**	None	11	N	CP	Y-White	-
11	**Scenic Dr**	**Groth Ln**	None	0	N	None	None	-
12	**Scenic Dr**	**Langford Rd**	None	11	N	CP	None	-
13	**Stage Coach Rd**	**State Park Rd**	None	-	-	-	-	0
14	**Hector St**	**Underwood Dr**	None	10	Y	None	None	14
15	**Trinity St**	**Parker St / West St**	None	13	Y	CB	None	14
16	**Ocean Ave**	**West St / East St**	None	10	Y	None	None	12
17	**View St**	**Parker Creek Dr**	None	7	N	None	None	-
18	**Edwards St**	**Bay St**	None	14	Y	P	None	-
19	**Edwards St**	**Van Wycke St**	None	12	N	None	None	-
20	**Edwards St**	**Azalea Way**	None	-	-	-	-	8
21	**Ewing St**	**Edwards St**	None	16	N	CB	None	-
22	**Galindo St**	**Edwards St**	None	11	Y	CB,E	None	15
23	**Van Wycke St**	**Edwards St**	None	15	N	CB	None	11
24	**Trinity St**	**Edwards St**	-	12	Y	CB,E	None	17
25	**Ocean Ave**	**Wagner St**	None	9	Y	None	None	-
26	**Galindo St**	**Van Wycke St**	-	11	N	None	None	8
27	**Pacific Ct**	**Azalea Way**	None	8	N	None	None	-
28	**Hector St**	**Edwards St**	-	17	Y	CB	None	12

Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	EB Parking Nearby	W Leg Striping	W Leg Crosswalk	School Zone	Overhead Intersection Lights	Post Intersection Lights
1	**Trinidad Frontage Rd**	**Berry Rd**	-	-	-	N	0	0
2	**Himalaya Dr**	**Berry Rd**	N	None	None	N	0	0
3	**Westhaven Dr N / Quarry Rd**	**Westhaven Dr N**	Y	CP	None	N	0	0
4	**Trinidad Frontage Rd / US 101 NB Ramps**	**Westhaven Dr N / Main St**	N	CP	None	N	1	0
5	**US 101 SB Ramps**	**Main St**	N	CP	None	N	1	0
6	**Patricks Point Dr / Scenic Dr**	**Main St**	N	CP	Y-White	N	0	1
7	**View St**	**Main St**	Y	CP	None	N	0	1
8	**Ocean Ave**	**Main St**	Y	CP	None	Y	0	1
9	**Stage Coach Rd / Trinity St**	**Main St**	-	-	-	Y	0	1
10	**Patricks Point Dr**	**Janis Ct**	-	-	-	N	0	1
11	**Scenic Dr**	**Groth Ln**	-	-	-	N	0	0
12	**Scenic Dr**	**Langford Rd**	-	-	-	N	0	0
13	**Stage Coach Rd**	**State Park Rd**	N	None	None	N	0	0
14	**Hector St**	**Underwood Dr**	Y	None	None	N	2	0
15	**Trinity St**	**Parker St / West St**	Y	CB	None	N	1	0
16	**Ocean Ave**	**West St / East St**	Y	None	None	N	1	0
17	**View St**	**Parker Creek Dr**	-	-	-	N	1	0
18	**Edwards St**	**Bay St**	-	-	-	N	0	1
19	**Edwards St**	**Van Wycke St**	-	-	-	N	0	1
20	**Edwards St**	**Azalea Way**	N	CP	None	N	0	0
21	**Ewing St**	**Edwards St**	-	-	-	N	0	0
22	**Galindo St**	**Edwards St**	N	CB	None	N	0	1
23	**Van Wycke St**	**Edwards St**	Y	CB,E	None	N	0	1
24	**Trinity St**	**Edwards St**	Y	None	Y-White	N	0	0
25	**Ocean Ave**	**Wagner St**	-	-	-	N	1	0
26	**Galindo St**	**Van Wycke St**	None	None	None	N	1	0
27	**Pacific Ct**	**Azalea Way**	-	-	-	N	0	0
28	**Hector St**	**Edwards St**	N	CB,E	None	N	1	0

Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	Max Major Speed Limit	Max Minor Speed Limit	Major Road Functional Classification
1	**Trinidad Frontage Rd**	**Berry Rd**	0	0	Local
2	**Himalaya Dr**	**Berry Rd**	0	0	Local
3	**Westhaven Dr N / Quarry Rd**	**Westhaven Dr N**	25	0	Minor Collector
4	**Trinidad Frontage Rd / US 101 NB Ramps**	**Westhaven Dr N / Main St**	0	20	Other Principal Arterial
5	**US 101 SB Ramps**	**Main St**	0	20	Other Principal Arterial
6	**Patricks Point Dr / Scenic Dr**	**Main St**	20	0	Major Collector
7	**View St**	**Main St**	20	0	Major Collector
8	**Ocean Ave**	**Main St**	15	0	Major Collector
9	**Stage Coach Rd / Trinity St**	**Main St**	15	0	Major Collector
10	**Patricks Point Dr**	**Janis Ct**	45	0	Minor Collector
11	**Scenic Dr**	**Groth Ln**	30	0	Minor Collector
12	**Scenic Dr**	**Langford Rd**	30	0	Minor Collector
13	**Stage Coach Rd**	**State Park Rd**	0	0	Local
14	**Hector St**	**Underwood Dr**	0	0	Local
15	**Trinity St**	**Parker St / West St**	0	0	Major Collector
16	**Ocean Ave**	**West St / East St**	0	0	Local
17	**View St**	**Parker Creek Dr**	0	0	Local
18	**Edwards St**	**Bay St**	0	0	Major Collector
19	**Edwards St**	**Van Wycke St**	0	0	Major Collector
20	**Edwards St**	**Azalea Way**	0	0	Major Collector
21	**Ewing St**	**Edwards St**	0	0	Major Collector
22	**Galindo St**	**Edwards St**	0	0	Major Collector
23	**Van Wycke St**	**Edwards St**	0	0	Major Collector
24	**Trinity St**	**Edwards St**	0	0	Major Collector
25	**Ocean Ave**	**Wagner St**	0	0	Local
26	**Galindo St**	**Van Wycke St**	0	0	Local
27	**Pacific Ct**	**Azalea Way**	0	0	Local
28	**Hector St**	**Edwards St**	0	0	Local

Systemic Segment Analysis

Segment Name	from	to	Add segment lighting	Remove or relocate fixed objects outside of Clear Recovery Zone	Install Median Barrier	Install Guardrail	Install raised median	~~Install median (flush)~~	~~Widen lane (initially less than 10 ft)~~	~~Widen shoulder~~	~~Curve Shoulder widening (Outside Only)~~	Improve pavement friction (High Friction Surface Treatments)	Install/Upgrade signs with new fluorescent sheeting (regulatory or	Install chevron signs on horizontal curves	Install curve advance warning signs	Install curve advance warning signs (flashing beacon)
MAIN ST	PATRICKS POINT DR	OCEAN AVE	High Potential, No lighting along segment	N/A, no fixed object	low potential, low volume not excessive amount of driveway.s	N/A	low potential, low volume not excessive amount of driveway.s	low potential, low volume not excessive amount of driveway.s	N/A lanes are greater than 10 ft	N/A no shoulder	N/A no shoulder	N/A, not high speed	Med, install speed sign, school zone speed sign, intersection ahead warning sign	N/A	N/A	N/A
MAIN ST/TRINITY ST	OCEAN AVE	EAST ST/ WEST ST	Med, lighting exists, needs to be evaluated for illumitaion	N/A, no fixed object	low potential, low volume, no recoreded collisions	N/A	low potential, low volume, no recoreded collisions	low potential, low volume, no recoreded collisions	N/A lanes are greater than 10 ft	N/A no shoulder	N/A no shoulder	N/A, not high speed	Med , evaluate signage for reflectivity.	High, should be cosidered for the horizontal curve near Stagecoach Rd	High, No curve warning sign in Northbound direction	High, No curve warning sign in Northbound direction. Southbound curve warnning sign can have beacon.
MAIN ST/TRINITY ST	EAST ST	EDWARDS ST	High Potential, No lighting along segment	N/A, no fixed object	N/A	N/A	N/A	N/A	N/A lanes are greater than 10 ft	N/A no shoulder	N/A no shoulder	N/A Residential in nature	Med, intersection ahead warning sign at Edwards St apprach.	N/A, No Horizontal Curve	N/A, No Horizontal Curve	N/A, No Horizontal Curve
WESTHEAVEN DR (UNDE	TRINIDAD FRONTAGE R	PATRICKS POINT D	High Potential, No lighting along segment	N/A, no fixed object	N/A	N/A	N/A	N/A	N/A Not feasible under overcrossing	N/A no shoulder	N/A no shoulder	N/A	Med, signage should be eclauted, there is a ped warning sign - seems to be in a weired location	N/A, No Horizontal Curve	N/A, No Horizontal Curve	N/A, No Horizontal Curve
WESTHEAVEN DR	TRINIDAD FRONTAGE R	QUARRY RD/ CITY	High Potential, No lighting along segment	Low, needs to be evaulated, Google streetview shows somewhat clear recovry zone	N/A Not viable due to space contraints	N/A, No vertical drop-offs	N/A Not viable due to space contraints	N/A Not viable due to space contraints	Med, Should be considered.. But expensive. Does not look like there is a high traffic volume	High, no paved shoulder exists, should be added if possible	High, shoulder at curve seems narrow	High, At the curve	High, signage needs to be evaluated through this cooridor	High, should be cosidered for the horizontal curve	High, should be cosidered for the horizontal curve	High, should be cosidered for the horizontal curve
TRINIDAD FRONTAGE RI	WESTHEAVEN DR	CITY LIMIT	Low, no street lighting, but low volume roadway that doesn't connect to other roads	High, there are trees and brushes on the clear recovery zone	N/A not needed, low speed roadway	N/A	N/A	N/A	N/A	High, no paved shoulder exists, should be added if possible	High, shoulder at curve seems narrow	High, At the curve	High, signage needs to be evaluated through this cooridor	High, should be cosidered for the horizontal curve	High, should be cosidered for the horizontal curve	High, should be cosidered for the horizontal curve
PATRICK POINT DR	MAIN ST	N CITY LIMIT	Low, no street lighting.	med, there are overgrown vegitation at some part	N/A	Funded in Cycle 10	N/A	N/A	N/A	High, paved shoulder is very narrow	Not possible, curve is at vertical drop-off	High, At the curve	High, signage needs to be evaluated through this cooridor	High, should be cosidered for the horizontal curve	High, should be cosidered for the horizontal curve	High, should be cosidered for the horizontal curve
TRINIDAD SCENIC DR	MAIN ST	S CITY LIMIT	Low, no street lighting.	LOW, there are vegitation, but it looks the they are Redwood trees	N/A	Funded in Cycle 10	N/A	N/A	N/A	Low, paved shoulder is very narrow, but not viable due to Redwood tree Growth	Not Viable	High, At the curve	High, signage needs to be evaluated through this cooridor	High, should be cosidered for the horizontal curve	High, should be cosidered for the horizontal curve	High, should be cosidered for the horizontal curve
STAGECOACH RD	MAIN ST	N CITY LIMIT	Low, no street lighting.	med, there are fized objects on CRZ, but they will be hard to relocate (mature trees, utility poles)	N/A	High, there are vertical drop off	N/A	N/A	N/A	Med, No paved shoulder avaiable, but no width avaiable	Not Viable	N/A	High, signage needs to be evaluated through this cooridor	N/A, no major horizontal curve in city limit	N/A, no major horizontal curve in city limit	N/A, no major horizontal curve in city limit
OCEAN AVE (BEHIND THE LIBRARY)	MAIN ST	PATRICKS POINT D	Low, no street lighting.	Low, no street lighting.	N/A	N/A	N/A	N/A	N/A	Med, No paved shoulder avaiable, but no width avaiable	Not Viable	N/A	High, signage needs to be evaluated through this cooridor	Med, can be applied at curves, but the road is low speed	High, should be cosidered for the horizontal curve	Low, probably not needed
VIEW AVE	MAIN ST	EAST ST	MED, Lighting doesn't exist, can be added	Med, the CRZ needs to be evaluated to see if there are objects in it. It looks like utility poles might be in CRZ	N/A	N/A	N/A	N/A	Low, Should be considered.. But expensive. Does not look like there is a high traffic volume	High, No paved shoulder avaiable, Shoulder can be paved and widened to 2.5 ft with 10 ft travel lane	N/A	N/A	High, signage needs to be evaluated through this cooridor	N/A	N/A	N/A
OCEAN AVE	MAIN ST	EDWARDS ST	MED, Lighting doesn't exist, can be added	High, Lots of trees adjacent to travel lane, should be removed if possible. Deliniated if not removed.	N/A	N/A	N/A	N/A	Low, Should be considered.. But expensive. Does not look like there is a high traffic volume	Low, 2.5 ft paved shoulder exists. There is no pavement width to widen	N/A	N/A	High, signage needs to be evaluated through this cooridor	N/A	N/A	N/A
EAST ST	OCEAN AVE	VIEW AVE	MED, Lighting doesn't exist, can be added	High, Lots of trees adjacent to travel lane, should be removed if possible. Deliniated if not removed.	N/A	N/A	N/A	N/A	Low, Should be considered.. But expensive. Does not look like there is a high traffic volume	Med, No paved shoulder avaiable, Shoulder can be paved and widened	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
WEST ST	TRINITY ST	OCEAN AVE	MED, Lighting doesn't exist, can be added	Med, the CRZ needs to be evaluated to see if there are objects in it. It looks like utility poles might be in CRZ	N/A	N/A	N/A	N/A	Low, Should be considered.. But expensive. Does not look like there is a high traffic volume	Med, No paved shoulder avaiable, Shoulder can be paved and widened	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
WAGNER ST	OCEAN AVE	TERMINUS	Low, no street lighting but not a through street	Med, the CRZ needs to be evaluated to see if there are objects in it. It looks like utility poles might be in CRZ	N/A	N/A	N/A	N/A	Low, the traveled way is narrow, but this is not a through street	Low, No paved shoulder, but not a through street	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
EAST ST/UNDERWOOD D	TERMINUS	TRINITY ST	Low, no street lighting but not a through street	N/A CRZ looks clear	N/A	N/A	N/A	N/A	N/A, travel way is wide enough	Low, No paved shoulder, but not a through street. Unpaved shoulder is wide	N/A	N/A	Med, Signage should be evaluated	Low, Residential low speed segment curve is not sharp	Med, no curve warning sign exists , can be added	N/A
HECTOR ST	UNDERWOOD DR	EDWARDS ST	Low, there is 1 street light on an utlity pole. Evaluate for trafffic and need	Low, some bushes may need to be cleared	N/A	N/A	N/A	N/A	N/A, travel way is wide enough	Low, No paved shoulder,	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
EWING ST	TERMINUS	EDWARDS ST	Low, no street lighting but not a through street	Low, some bushes may need to be cleared	N/A	N/A	N/A	N/A	Low, the traveled way is narrow, but this is not a through street	Low, No paved shoulder, but not a through street	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
LIGHTHOUSE RD	BAY ST	EDWARDS ST	Low, there is 1 street light on an utlity pole. Evaluate for trafffic and need	Low, some bushes may need to be cleared	N/A	N/A	N/A	N/A	N/A	Low, No paved shoulder,	N/A	Med, possibly at the curve, need to be evaluated if there is an existing problem	Med, Signage should be evaluated	High, The wood fence along the horizontal curve can be upgraded to guardrail?	Med, no curve warning sign exists , can be added	N/A
VAN WYCKE ST	LIGHTHOUSE RD	Terminus (not conne	Low, there is 1 street light on an utlity pole. Evaluate for trafffic and need	Low, some bushes may need to be cleared	N/A	N/A	N/A	N/A	Low, the traveled way is narrow, but this is not a through street	Low, No paved shoulder,	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
GALINDO ST	VAN WYCKE ST	EDWARDS ST	Low, street lights should be evaluated. Residential area, consider light pllution.	N/A	N/A	N/A	N/A	N/A	N/A Lanes are wide for two lane	Low, shoulder exits, need to be paved	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
EDWARDS ST	LIGHTHOUSE RD	TRINITY ST	Med, a few streetlight exists but needs to be evaluated for elimunation	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	High, signage needs to be evaluated through this cooridor	N/A	N/A	N/A
EDWARDS ST	TRINITY ST	OCEAN AVE	Med, existing street light at the intersction of Ocean/Edwards. Evaluate lighting along segment	N/A	N/A	Med, Guardrails should be evaluated for Intersections near Ocean Ave.	N/A	N/A	N/A	N/A	N/A	N/A	High, signage needs to be evaluated through this cooridor	High, Install Chevron Sign at the horizontal curve at the intersection of Ocean Ave/ Edwards St	N/A EXISTS ALR	N/A Sign is in front

Systemic Segment Analysis

Segment Name	from	to	Install dynamic/variable speed warning signs	Install delinators, reflectors and/or object markers	Install edge-lines and centerlines	Install centerline rumble strips/stripes	Install edgeline rumble strips/stripes	Install bike lanes	~~Install Separated Bike Lanes~~	Install sidewalk/pathway (to avoid walking along roadway)	Install/upgrade pedestrian crossing (with enhanced safety features)	~~Install raised pedestrian crossing~~	Install Rectangular Rapid Flashing Beacon (RRFB)	Other improvements
MAIN ST	PATRICKS POINT DR	OCEAN AVE	Med, in the zone areas	N/A Curb and sidewalks exists	Low, centerline exists, maybe replace with double yellow Edge line partially funded in HSIP cycle 10	Low, no indication of head on collision problem	N/A	High, no bike lane present, as a major throughfare for the city, bike lane is a good candiate.	Med, potentially, would need to evaluate bike volume	N/A, Exists already	Funded in HSIP Cycle 10	N/A	Funded in HSIP Cycle 10	Install 10' multiuse path between Trinidad Scenic Dr to View Avenue. Trim vegitation, speed limit sign is hard to see
MAIN ST/TRINITY ST	OCEAN AVE	EAST ST/ WEST ST	High, Near the school	N/A Curb and Sidewalk exists	Low, centerline exists, maybe replace with double yellow	Low, no indication of head on collision problem, Maybe at the curve	N/A	High, no bike lane present, as a major throughfare for the city, bike lane is a good candiate.	Med, potentially, would need to evaluate bike volume	N/A, Exists already	N/A, crosswalk at the school has enhanced features.	Low, the school crossing can potentially be raised.	High, the school crossing can be upgraded. With future HSIP funding, there are currentlty 3 other RRFBs in the city.	
MAIN ST/TRINITY ST	EAST ST	EDWARDS ST	Low, no record of speed related collisions	N/A no objects	Low, centerline exists, maybe replace with double yellow. Install edgeline	Low, no indication of head on collision problem, Maybe at the curve	N/A	High, no bike lane present, as a major throughfare for the city, bike lane is a good candiate.	Med, potentially, would need to evaluate bike volume	N/A, Exists already	Med, Crosswalk at trinity street should be upgrade to have enhanced feautres.	N/A	N/A	Evaluate curb ramps for ADA compliance
WESTHEAVEN DR (UNDE	TRINIDAD FRONTAGE R	PATRICKS POINT D	Low, no record of speed related collisions	N/A no objects	Low, double-yellow centerline exists, Install edge line	Low, no indication of head on collision problem, Maybe under the overcrossing	N/A	High, no bike lane present, About 27ft wide crossesction under the bridge	N/A Not viable due to space limitation under the overcrossing	N/A, Exists already	High, Crosswalks at ramp terminuses and at the intersections should be evaulated for safety	N/A	N/A	
WESTHEAVEN DR	TRINIDAD FRONTAGE R	QUARRY RD/ CITY	Low, no record of speed related collisions	High, objects near clear recovery zone should be delinated	Cycle 10 Funded	High, the road is narrow, high potential for head-on collision	Med, near the horizontal curve	High, No bike lane present. Finding room in cross section might be challnging.	N/A Not viable due to cross-section width limitation	High, no sidewalk. Finding room in cross section might be challnging.	N/A No ped Crossing	N/A	N/A No ped Crossing	Trim vegitation, overgrown vegitation is blocking sign. Install Sharrow signage. if bike lane is not viable
TRINIDAD FRONTAGE RD	WESTHEAVEN DR	CITY LIMIT	Low, no record of speed related collisions	High, objects near clear recovery zone should be delinated	Cycle 10 Funded	Low, no indication of head on collision problem, Maybe at the curve	low, near the horizontal curve	Low, not a connecting roadway	N/A	Low, no sidewalk, but not a connecting roadway	N/A No ped Crossing	N/A	N/A No ped Crossing	Trim vegitation to clear recovery zone. Install Sharrow signage. if bike lane is not viable
PATRICK POINT DR	MAIN ST	N CITY LIMIT	Low, no record of speed related collisions	Low, objects near clear recovery zone should be delinated	N/A Edge line exists	Low, no indication of head on collision problem, Maybe at the curve	low, near the horizontal curve	Low, Bike volumes needs to be evaluated	N/A	N/A sidewalk exists on portion	N/A No ped Crossing	N/A	N/A No ped Crossing	Trim vegitation to clear recovery zone. Install Sharrow signage. if bike lane is not viable
TRINIDAD SCENIC DR	MAIN ST	S CITY LIMIT	High, should be considered due to multiple horizontal curve	Low, objects near clear recovery zone should be delinated	N/A Edge line exists	High, Due to high number of horizontal curve and narorow lanes, head-on collisions are possible	High, Due to high number of horizontal curve, run off the road collisions are likely	N/A no crossection width avaiable	N/A	N/A no crossection width avaiable	N/A No ped Crossing	N/A	N/A No ped Crossing	Install Sharrow signage. if bike lane is not viable
STAGECOACH RD	MAIN ST	N CITY LIMIT	Low, possibly in approach to main st due to school presence. Speed along the corridor should be evaluated	High, objects near clear recovery zone should be delinated	Cycle 10 Funded	High, Due to narrow lanes, head-on collisions are possible	High, Due to narrow lanes, run-off road collisions are possible	N/A no crossection width avaiable	N/A no crossection width avaiable	N/A no crossection width avaiable	High, Crosswalks at Main St should be evaluated	Low, the school crossing can potentially be raised.	High, Crosswalks at Main St should be evaluated	
OCEAN AVE (BEHIND THE LIBRARY)	MAIN ST	PATRICKS POINT D	N/A	High, objects near clear recovery zone should be delinated	High, Edge lines and centerlines should be pursued	Low, not likely to be needed	Low, not likely to be needed	N/A no crossection width avaiable	N/A	N/A no crossection width avaiable	N/A No ped Crossing	N/A	N/A No ped Crossing	This road may not be City maintained.
VIEW AVE	MAIN ST	EAST ST	Low, this relatively straight segment might have speeding issue, but it probably doesn't need dynamic speed sign	High, objects near clear recovery zone should be delinated	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, Sidewalks should be constructed to provide pedestrian walking area, however pavement width and right of way is an issue	Low, there might be need for a new crosswalk, evaluate based on public outreach.	N/A	N/A No ped Crossing	if this is considered a bike route, shoarrow lane markings can be added
OCEAN AVE	MAIN ST	EDWARDS ST	Low, this relatively straight segment might have speeding issue, but it probably doesn't need dynamic speed sign	High, objects near clear recovery zone should be delinated	High, Edge line exists needs centerline	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, Sidewalks should be constructed to provide pedestrian walking area, however pavement width and right of way is an issue	Low, there might be need for a new crosswalk, evaluate based on public outreach.	N/A	N/A No ped Crossing	Tree blocking warning sign at 505 Ocean Ave
EAST ST	OCEAN AVE	VIEW AVE	Low, this relatively straight segment might have speeding issue, but it probably doesn't need dynamic speed sign	High, objects near clear recovery zone should be delinated	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	High, Sidewalk should be constructed to provide pedestrian walking area	Low, there might be need for a new crosswalk, evaluate based on public outreach.	N/A	N/A No ped Crossing	lots of trees in CRZ, should be deliniated
WEST ST	TRINITY ST	OCEAN AVE	Low, this relatively straight segment might have speeding issue, but it probably doesn't need dynamic speed sign	Low, few objects need to be deliniated	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	High, Sidewalk should be constructed to provide pedestrian walking area	Low, there might be need for a new crosswalk, evaluate based on public outreach.	N/A	N/A No ped Crossing	
WAGNER ST	OCEAN AVE	TERMINUS	N/A	Low, few objects need to be deliniated	High, Edge lines and centerlines should be pursued	N/A	N/A	N/A, not a through street	N/A	Med, Not a through street, but sidewalks can be provided	N/A	N/A	N/A No ped Crossing	
EAST ST/UNDERWOOD D	TERMINUS	TRINITY ST	N/A	N/A, existing objects are delinated	High, Edge lines and centerlines should be pursued	N/A	N/A	N/A, not a through street	N/A	Med, Not a through street, but sidewalks can be provided	N/A	N/A	N/A No ped Crossing	
HECTOR ST	UNDERWOOD DR	EDWARDS ST	N/A	N/A, existing objects are delinated	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, sidewalks can be provided	N/A	N/A	N/A No ped Crossing	
EWING ST	TERMINUS	EDWARDS ST	N/A	Med, few objects need to be deliniated	High, Edge lines and centerlines should be pursued	N/A	N/A	N/A	N/A	Low, no sidewalk, but not a connecting roadway	N/A	N/A	N/A No ped Crossing	Trees need to be trimmed, blocking signs
LIGHTHOUSE RD	BAY ST	EDWARDS ST	N/A	N/A	High, Edge lines and centerlines should be pursued. Centerline is Bott-dots, should be replaced with thermoplastic	N/A	N/A	Med, Bike route to the beach should be evaulated.	Low, if bike lane is installed through this street, a seperated bike lane would be better,	High, Sidewalk should be constructed to provide pedestrian walking area. Pedestrian access to beach	N/A, No ped Crossing	N/A	N/A No ped Crossing	
VAN WYCKE ST	LIGHTHOUSE RD	Terminus (not conne	N/A	N/A	High, Edge lines and centerlines should be pursued. Centerline is Bott-dots, should be replaced with thermoplastic	N/A	N/A	N/A	N/A	High, no sidewalks, Installing sidewalk between Galido St to Lighthouse Rd will create a way to the beach	N/A, No ped Crossing	N/A	N/A No ped Crossing	Van Wycke Street does not connect to Edwards St,
GALINDO ST	VAN WYCKE ST	EDWARDS ST	Low, downhill speed may be an issue, but dynamic speed sign may not be required	N/A	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, sidewalk exists on northbound direction. Can be installed on the southbound direction	Med, Crosswalk should be evaluated based on need	N/A	N/A No ped Crossing	
EDWARDS ST	LIGHTHOUSE RD	TRINITY ST	High, relatively straight section of roadway may have speeding issue. Good candidate for Dynamic speed sign	N/A	High, Edge line between Trinity to Hector is not continues. Bott-dot centerline should be replaced with thermo plastic. Double yellow (no passing) may be considered.	N/A	N/A	High, Bike Lane should bo considered along this corridor including green conflict markings	Med, potentially, would need to evaluate bike volume	High, Sidewalk is avaiable at few locations. There are evidance of pedestrian acitivity along unpaved sections of the road. Sidewalk would create pedestrian connection between business district to the Harbor	Funded in HSIP Cycle 10, 2 locations	N/A	Funded in HSIP Cycle 10, 2 locations	
EDWARDS ST	TRINITY ST	OCEAN AVE	N/A	N/A	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, Sidewalks would provide connection between residential areas to Edward St	N/A	N/A	N/A	

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