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BOARD MEMO

DATE: May 17, 2022 **AGENDA DATE:** May 24, 2022
TO: Del Norte County Board of Supervisors
FROM: Rosanna Bower, Assistant County Engineer *RB*
SUBJECT: Adopt Local Roadway Safety Plan
PROJECT: Local Roadway Safety Plan (LRSP-5901(062))

Recommendation:

Adopt the Local Roadway Safety Plan prepared by GHD, Inc.

Discussion/Summary:

On October 12, 2021 the Board of Supervisors approved a professional services agreement with GHD, Inc. to develop a Local Roadway Safety Plan (LRSP) for Del Norte County. Development of the LRSP included establishing a working group; reviewing crash, traffic, and roadway data; public engagement; and establishing goals, priorities, and countermeasures. Countermeasures identified included spot, systemic, and comprehensive solutions to identified needs. The Highway Safety Improvement Program is the primary funding source identified for future implementation of the LRSP.

A presentation by GHD, Inc. of the data and findings included in the Local Roadway Safety Plan is planned to accompany this agenda item.

Alternatives: Take no action and provide staff with direction.

Financing: Highway Safety Improvement Program (90% or \$72,000), Regional Planning Assistance (10% or \$8,000), and Road Fund (non-participating costs).

Other Agency Involvement: Caltrans, Del Norte Local Transportation Commission

Attachments: Local Roadway Safety Plan

Signatures Required: none

Administrative Sign-Offs:

Account Numbers:

- | | |
|--|--|
| <input type="checkbox"/> Auditor: _____ | <input type="checkbox"/> CDD: 101-260-20221 |
| <input type="checkbox"/> County Counsel: _____ | <input type="checkbox"/> CSA: 307-077-20221 |
| <input type="checkbox"/> CAO: _____ | <input type="checkbox"/> Engineering: 101-183-20221 |
| <input type="checkbox"/> Personnel: _____ | <input type="checkbox"/> Flood Control: 303-061-20221 |
| <input type="checkbox"/> Other: _____ | <input checked="" type="checkbox"/> Roads: 102-311-20221 |

Children's Impact Statement

This section meets the following outcome measure(s) for children in Del Norte County.

- ☐ Children ready for and succeeding in school.
- ☐ Children and youth are healthy and preparing for adulthood.
- ☐ Families are economically self-sufficient.
- ☐ Families are safe, stable and nurturing.
- ☒ Communities are safe and provide a high quality of life.
- ☐ No impact to Children as a result of this action.

Reviewed By:



Heidi Kunstal, Director

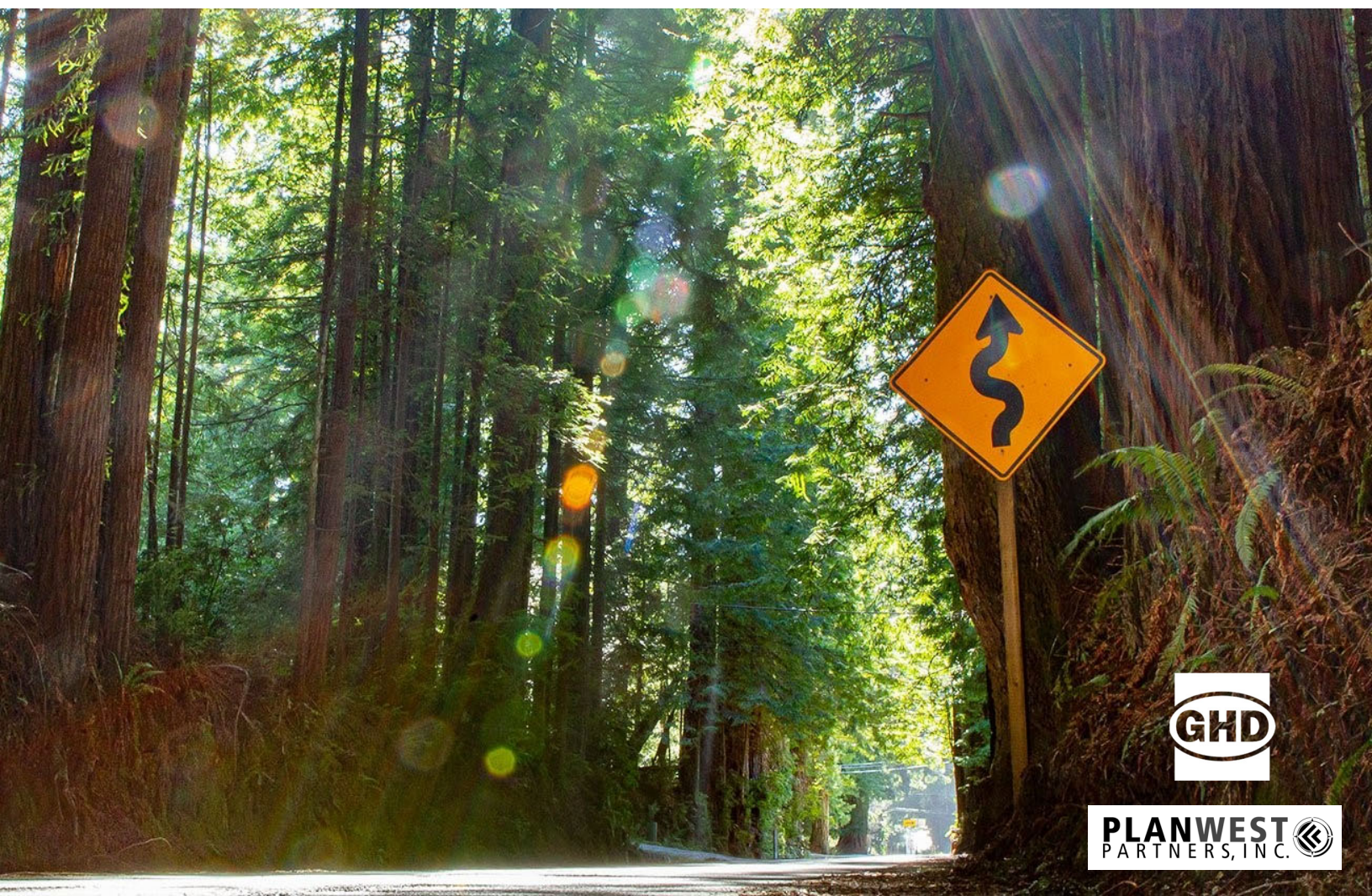


Local Roadway Safety Plan

Final Draft Document

County of Del Norte

May 16, 2022



Acknowledgements

A special thanks to all the Safety Partners that contributed to this plan.

The Stakeholder Working Group included the following representatives:

- County of Del Norte
- City of Crescent City
- Del Norte Local Transportation Commission
- Caltrans, District 1
- Del Norte County Department of Health and Human Services
- Elk Valley Rancheria
- Tolowa Dee-ni' Nation
- Yurok Tribe
- Resighini Rancheria
- Downtown Divas
- College of the Redwoods
- Crescent City Harbor District
- Redwood Coast Transit
- Del Norte Trail Alliance

School Districts and Education representatives including:

- Del Norte Unified School District
- Bess Maxwell Elementary School
- Joe Hamilton Elementary School
- Margaret Keating Elementary School
- Mountain Elementary School
- Pine Grove Elementary School
- Redwood Elementary School
- Smith River Elementary School
- Crescent Elk Elementary School
- Del Norte High School
- Sunset High School
- Adult Education School
- Del Norte Community School
- Castle Rock Charter School
- Uncharted Shores Academy

Law enforcement and emergency responders including:

- Crescent City Police Department
- California Highway Patrol
- Crescent City Fire and Rescue
- Fort Dick Fire Protection District (FPD)
- Gasquet FPD
- Klamath FPD
- Smith River FPD
- Del Norte Ambulance
- Del Norte County Sheriff's Office

Executive Summary

In 2020, the County of Del Norte was awarded a state grant from Caltrans to perform a Local Roadway Safety Plan (LRSP). The LRSP is a requirement for Cycle 11 of the Highway Safety Improvement Program (HSIP). The LRSP grant application included a countywide analysis of the roadway system in Del Norte County comprising of the current collisions patterns and high-risk roadway characteristics (systemic analysis). Furthermore, Del Norte's goal is to identify safety countermeasures to help mitigate the County's primary crash type trends and reduce the overall collision severity.

This LRSP is a collaborative process with a local leadership group that represents the 5 E's 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 County as the lead and local organizations from the 5 E's and anyone with an interest in improving the County'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 past 5 years' collision analysis and the County's Stakeholder Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge/Emphasis Areas including but not limited to:

1. Aggressive Driving / Speed Management
2. Distracted Driving
3. Intersections
4. Lane Departures
5. Pedestrians
6. 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 County of Del Norte would be a living document with desired updates every five (5) years.

Data analysis, public input, and County feedback helped to determine the priority locations in the County. Many of the intersection locations are along state highways and fall within Caltrans jurisdiction. These locations have been separated from the County jurisdiction intersections. All the locations, along with their proposed countermeasures, are shown in the figs below.

Priority Intersections and Recommended Countermeasures

Location	Recommended Countermeasures	
County Jurisdiction		
Lake Earl Dr / Bay Meadows Rd	Monitor for further collision analysis	
Lake Earl Dr / Red Hawk Ln	Monitor for further collision analysis	
E Washington Blvd / Parkway Dr	Convert intersection to roundabout -or-	
	Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs and	
	Upgrade intersection pavement markings	
Northcrest Dr / E Washington Blvd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	
	Install vehicle/bicycle detection per County approval, along with bicycle detection pavement markings -or-	
	Convert intersection to roundabout	
	Monitor for further collision analysis	
Wonder Stump Rd / Orchard Lane	Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs	
Butte St / E Macken Ave	Install/ upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	
	Add intersection lighting and	
Elk Valley Rd / Howland Hill Rd / Union St	Improve sight distance to intersection (Clear sight triangles) -or-	
	Convert intersection to roundabout	
	Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs	
Howland Hill Rd / Humboldt Rd	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	
	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	
E Washington Blvd / Summer Ln	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	
Caltrans Jurisdiction		Install warning
US 101 / Elk Valley Cross Rd	Upgrade intersection pavement markings -or-	
	Reduced Left-Turn Conflict Intersections -or-	
	Convert intersection to roundabout (from stop or yield control on minor road)	
	Install left-turn lane (where no left-turn lane exists)	
US 101 / Timbers Blvd	Install right-turn lane	
	Partner with Lucky 7 Casino to brainstorm ways to reduce driving under the influence	
US 101/ N Indian Rd	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	
US 101 / Ehlers Way	Create directional median openings to allow (and restrict) left-turns and U-turns	
	Install acceleration/deceleration lanes	

Location	Recommended Countermeasures
	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs
US 199 / Elk Valley Cross Road	Upgrade intersection pavement markings -or-
	Evaluate installing signals -or-
	Convert intersection to roundabout (from stop or yield control on minor road)
	Install acceleration/ deceleration lanes
US 101 / S Fred D Haight Dr	Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs
	Install/upgrade larger or additional stop signs or other intersection warning/ regulatory signs
US 101 / Hunter Creek Road	Install left-turn lane (where no left-turn lane exists)

Priority Segments and Recommended Countermeasures

Segment	Recommended Countermeasures
County Jurisdiction	
Elk Valley Rd (Howland Hill Rd to US 101)	Install dynamic/variable speed warning signs
	DUI enforcement
Parkway Dr (US 199 to US 101)	An HSIP Cycle 6 project was implemented at this location. This project included installation of center line rumble strips, delineators, signs, and striping. This location should be monitored to determine if further analysis is required.
Kings Valley Rd (US 199 to US 101)	Install/upgrade signs with new fluorescent sheeting (regulatory or warning)
	Install dynamic/variable speed warning signs
	Widen Shoulder
	Install delineators, reflectors and/or object markers
	Install edge-lines and centerlines
Summer Ln (Winding Creek Cir to E Washington Blvd)	Install edge-lines and centerlines
	Install/upgrade pedestrian crossing (with enhanced safety features)
	Evaluate limiting parking near driveways
Ocean View Dr (0.28 miles S of Spyglass Rd to Mouth of Smith River Rd)	Widen shoulder
	Install chevron signs on horizontal curves
	DUI enforcement
	Partner with Lucky 7 Casino to brainstorm ways to reduce DUI/ BUIs
Elk Valley Rd (Parkway Dr to Howland Hill Rd)	Install/upgrade signs with new fluorescent sheeting (regulatory or warning)
	Widen shoulder or curve shoulder widening (outside only)
	Install delineators, reflectors and/or object markers
	Install edge-lines and centerlines

Segment	Recommended Countermeasures
Washington Blvd (Riverside St to Pebble Beach Dr)	Install/upgrade signs with new fluorescent sheeting (regulatory or warning)
	Install delineators, reflectors and/or object markers
	Install edge-lines and centerlines
Fred D Haight Dr (Rainbow Ln to US 101)	Install delineators, reflectors and/or object markers
	Install edge-lines and centerlines
	DUI enforcement

It is important to understand the upcoming funding opportunities in the successful implementation of these safety projects. Most of the proposed countermeasures are HSIP fundable (next cycle 11 is scheduled to open in May 2022). However, countermeasures can be implemented through other funding sources including:

- Rural Surface Transportation Grant
- Sustainable Transportation Planning Grant (Sustainable Communities)
- Stimulus funding sources
- Capital Improvement Program or with on-going maintenance work

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Appendices

Appendix A	Stakeholder and Public Input
Appendix B	Collision Data
Appendix C	Field Reconnaissance

List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
APS	Accessible Pedestrian Signal
ATP	Active Transportation Program or Plan
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 Road Safety Plan
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System

1. Introduction

The Local Road Safety Plan (LRSP) is a traffic safety planning document for local agencies to address unique roadway safety needs in their jurisdictions. This comprehensive document will both help to guide the County's implementation of safety countermeasures and allow eligibility for funding in future HSIP grant applications.

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/emphasis areas with a focus on the Five "E's" of Traffic Safety (see **Figure 1.1**).

This plan follows the Federal Highway Administration's (FHWA) six (6) step process as shown in **Figure 1.2**:



Figure 1.1 California SHSP (2020-2024)



Figure 1.2 FHWA's LRSP Development Process

For the first step, Establishing Leadership, GHD and the County of Del Norte reached out to various representatives to create the LRSP stakeholder working group. Stakeholders include representatives from the "5E's" as well as local community members that contributed to the overall safety plan. 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

Del Norte County is at the far northwest corner of the State of California (CA). Its population is 27,743 as of the 2020 census which is reduced from 28,610 in the 2010 census. The county seat and only incorporated city is Crescent City. Major highways of interest include US Highway 101 (US 101), running through the county from Humboldt County in the south to the Oregon border in the north; US Highway 199 (US 199), which cuts east from the City of Crescent City; CA State Route 169 (SR 169); and State Route 197 (SR 197). Roadways of interest include Lake Earl Drive, Elk Valley Road, Wonder Stump Road, Howland Hill Road, Northcrest Drive, and Washington Boulevard.

The rural county is notable for forests containing giant Coast Redwoods, with some attaining heights over 350 feet. Many roadways in the County have these redwoods lining the edge of pavement. It also has scores of unique plants and flowers, dozens of species of coastal birds and fish, rocky primitive beaches and sea stacks, pristine rivers, and historic lighthouses. Recreational and tourist traffic can become heavy passing through Redwood National Park to the south of Crescent City. In addition, the County of Del Norte Roadways serve a variety of users including pedestrians, bicyclists, transit riders, passenger cars, and heavy trucks for freight, with a mix of local, recreational, and regional trips.

The Transportation and Circulation Element of the *Del Norte County General Plan* describes the County's goals for the roadway network and outlines how future development should occur. The LRSP compliments the goals of the Transportation and Circulation Element listed below.

Goal 8.A To Plan for the long-range planning and development of Del Norte County's State Highway system to ensure the safe and efficient movement of people and goods.

Goal 8.B To ensure safe and efficient movement of people and goods on Del Norte County's local roadway system.

Goal 8.C To develop and maintain a safe and efficient public transportation system that reduces congestion and provide viable alternative transportation in and through Del Norte County.

Goal 8.D To maximize the efficient use of transportation facilities so as to: 1) reduce travel demand on the county's roadway system; 2) reduce the amount of investment required in new or expanded facilities; 3) reduce the quantity of emissions of pollutants from automobiles.

Goal 8.E To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation.

In focusing in on the roadway safety needs, the past ten years of collisions (2011-2020) were evaluated for County roadways and the high severity collisions are discussed below.

2.1.1 County Roadways

During the ten-year period between 2011 and 2020, there were 15 fatal and 53 severe injury collisions recorded for the roadways under the County of Del Norte's jurisdiction. There were 3 fatal and 14 severe injury collisions at the Caltrans intersections with County roads.

See **Figure 2.1** for a map of the fatal and severe injury collisions on County roadways between 2011 and 2020. In improving roadway safety for the County of Del Norte, it is important to focus on mitigating these high injury and loss of life collisions.

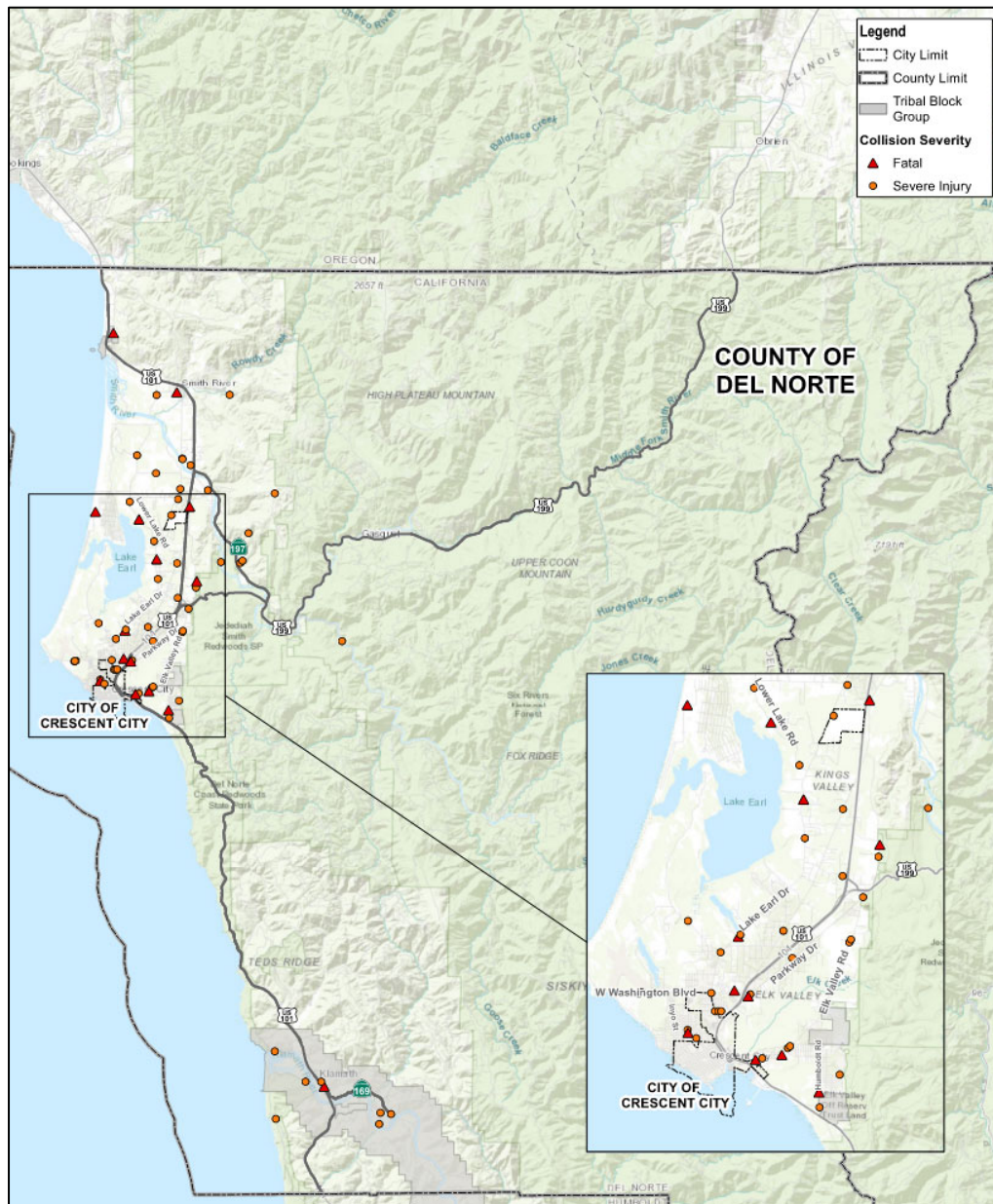


Figure 2.1 Fatal and Severe Injury Collisions in the County of Del Norte (2011-2020)

2.2 Standards and Guidelines

In developing the County of Del Norte 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.

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 2.2**. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input.



Figure 2.2 SHSP Challenge Areas

2.3 Methodology

The LRSP methodology followed the FHWA's LRSP development process as shown in **Figure 2.3**.

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 mitigating collision trends and risk characteristics.
4. **Implement Solutions**
 - i) Projects were identified for specific locations and systemically.



Figure 2.3 FHWA's LRSP Development Map (Source: Federal Highway Administration)

3. Safety Partners/Stakeholders

3.1 Stakeholder Working Group Members

Based on community connections, the County of Del Norte led the formation of the LRSP Stakeholder 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 County of Del Norte.

The Stakeholder Working Group included the following representatives:

- County of Del Norte
- City of Crescent City
- Del Norte Local Transportation Commission
- Caltrans, District 1
- Del Norte County Department of Health and Human Services
- Elk Valley Rancheria
- Tolowa Dee-ni' Nation
- Yurok Tribe
- Resighini Rancheria
- Downtown Divas
- College of the Redwoods
- Crescent City Harbor District
- Redwood Coast Transit
- Del Norte Trail Alliance

School districts and education representatives including:

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Law enforcement and emergency responders including:

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- Crescent City Fire and Rescue
- Fort Dick Fire Protection District
- Gasquet Fire Protection District
- Klamath Fire Protection District
- Smith River Fire Protection District
- Del Norte Ambulance
- Del Norte County Sheriff's Office

3.1.1 Stakeholder Working Group Meetings

Three meetings were held with the stakeholder working group and facilitated by GHD. The virtual meetings were as follows:

- Monday, December 6, 2021 from 1 p.m. to 3 p.m. / Wednesday, December 8, 2021 from 2 p.m. to 4 p.m.
 - Discussed the LRSP overall process, working group members' safety priorities, past 10 years of collisions (County and Caltrans roadways), vision, goals, and priorities.
- Monday, February 7, 2022 from 2 p.m. to 4 p.m.
 - Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, safety countermeasures and projects, refined of LRSP's guiding principles, and coordinated next steps.

The meeting agendas for the stakeholder working group meetings are in **Appendix A: Stakeholder and Public Input**. The stakeholder working group also provided 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 off 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. Aggressive Driving / Speed Management
2. Distracted Driving
3. Intersections
4. Lane Departures
5. Pedestrians
6. 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 County 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 over time by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

3.3.1 Safe System Approach

The Federal Highway Administration (FHWA) is using the Safe System approach to work towards their goal of zero fatalities in vehicles. In providing a comprehensive approach to safety, the Safe System approach is to design our vehicles and infrastructure in a manner that anticipates human error and accommodates human tolerances with a goal of reducing fatal and serious injuries. The following framework is intended to assist the vehicle and infrastructure communities in making decisions in alignment with Safe System principles. Implementing and selecting safe system practices and design will incrementally improve safety over time.

FHWA defines the Safe System Approach Principles and Elements as follows:

- *Safe Road Users—The safety of all road users is equitably addressed, including those who walk, bike, drive, ride transit, or travel by other modes.*

- **Safe Vehicles**—Vehicles are designed and regulated to minimize the frequency and severity of collisions using safety measures that incorporate the latest technology.
- **Safe Speeds**—Humans are less likely to survive high-speed crashes. Reducing speeds can accommodate human-injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.
- **Safe Roads**—Designing transportation infrastructure to accommodate human mistakes and injury tolerances can greatly reduce the severity of crashes that do occur. Examples include physically separating people traveling at different speeds, providing dedicated times for different users to move through a space, and alerting users to hazards and other road users.
- **Post-Crash Care**—People who are injured in collisions rely on emergency first responders to quickly locate and stabilize their injuries and transport them to medical facilities. Post-crash care also includes forensic analysis at the crash site, traffic incident management, and other activities.

Adopting a Safe System approach does not absolve users of their responsibility. Other safety practices such as speed management strategies, driver education, enforcement, and effective emergency response will remain essential to improving road safety. With the passing of Assembly Bill (AB) 43, there may be flexibility in setting speed limits.

Figure 3.1 shows a graphic displaying the Safe System approach.



Source: FHWA.

Figure 3.1 Safe System Approach

3.3.2 Vision, Mission Statement, and Goals

3.3.2.1 Vision

A vision statement describes what the Local Road Safety Plan is trying to achieve. Del Norte County's vision is as follows.

Del Norte County is continuously improving the transportation network to promote safe and reliable transportation for all users.

3.3.2.2 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. Del Norte County's mission statement is as follows.

Del Norte County will provide a safe, sustainable, and equitable multimodal transportation system for all users of public roadways in the County

3.3.2.3 Goals

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

- Goal #1:** Create a safe, livable, healthy, and welcoming community by developing a roadway safety plan that targets Del Norte County's transportation and roadway safety needs.
- Goal #2:** Reduce fatal and severe injury collisions countywide by increased maintenance, grant funded projects, and increased education and enforcement.
- Goal #3:** Increase roadway safety with improved pavement and shoulder widening.
- Goal #4:** Reduce hit object and lane departures collisions by implementing safety countermeasures and strategies.
- Goal #5:** Improve multimodal transportation safety by expanding the County's opportunities for non-motorized transportation infrastructure.
- Goal #6:** Improve safety around schools by increasing multimodal infrastructure, enhanced crossings, and education and enforcement.
- Goal #7:** Reduce speeding and improper turning related collisions through engineering, enforcement, emerging technologies, and education strategies.
- Goal #8:** Improve sight distance at intersections.

4. Analyze Safety Data

4.1 Recently Completed Corridor Plans

4.1.1 Elk Valley Cross Road Corridor Plan

The Del Norte Local Transportation Commission has been working on a comprehensive assessment and plan for Elk Valley Cross Road located just north of Crescent City. This roadway stretches from Parkway Drive to Lake Earl Drive and intersects with US Highway 101 (US 101) and US Highway 199 (US 199). The Corridor Plan includes proposed projects for shoulder widening, roadway striping, additional left turns lanes, and intersection alternatives for US 101 and US 199. Development of this plan included two public meetings held on June 26, 2019 and February 27, 2020.

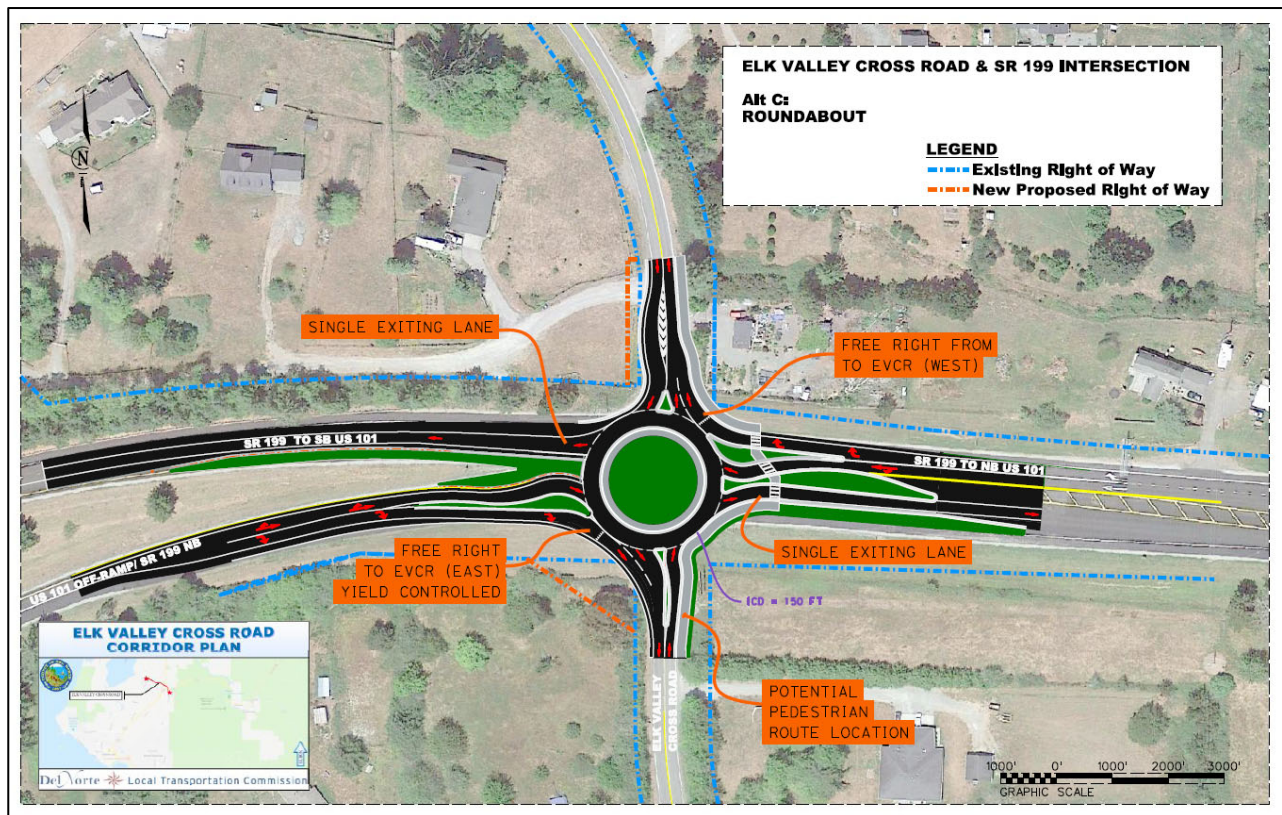


Figure 4.1 Proposed Roundabout at Elk Valley Cross Road and US 101

4.1.2 Elk Valley Road Multimodal Corridor Plan

Elk Valley Road is a 4.5 mile stretch of roadway between US 101 and Parkway Drive which links to SR 199. The Elk Valley Road Multimodal Corridor Plan proposes to improve safety on Elk Valley Road with operational and roadway improvements and providing facilities for non-motorized users. The Multimodal Corridor plan includes improvements to pedestrian and bicycle facilities, intersection and stopping sight distance, intersection turn lanes, and overall roadway improvements. One of the major intersections of concern in the plan is Elk Valley Road at Howland Hill Road. Potential options for this intersection include conversion to a 3-way stop or construction of a roundabout. Based on the analysis presented in the plan, conversion to a 3-way stop may actually increase crashes and is therefore not recommended. A roundabout has the potential to decrease crashes and crash severity and is the preferred alternative.



Figure 4.2 Elk Valley Road at Howland Hill Road

4.2 Collision Data

The County of Del Norte collision data was gathered using the Statewide Integrated Traffic Records System (SWITRS) and Transportation Injury Mapping System (TIMS). The County supplemented some missing collision data using collision reports. 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 County are accounted for and to provide additional information that one system may not have captured. The data set contains ten years' worth of collisions spanning from January 1, 2011 to December 31, 2020.

Between 2011 and 2020, 2,953 collisions were reported in the County of Del Norte. These collisions were classified based on roadway jurisdiction (County or Caltrans). Collisions were further categorized into intersection related collisions and roadway segment related collisions with a separate focus on County and Caltrans roadways.

The pie chart in **Figure 4.3** depicts the number of collisions by collision location (intersection or segment) and jurisdiction (County, US 101, US 199, SR 197, SR 169). The highest number of collisions was along US 101 segments (755 collisions).

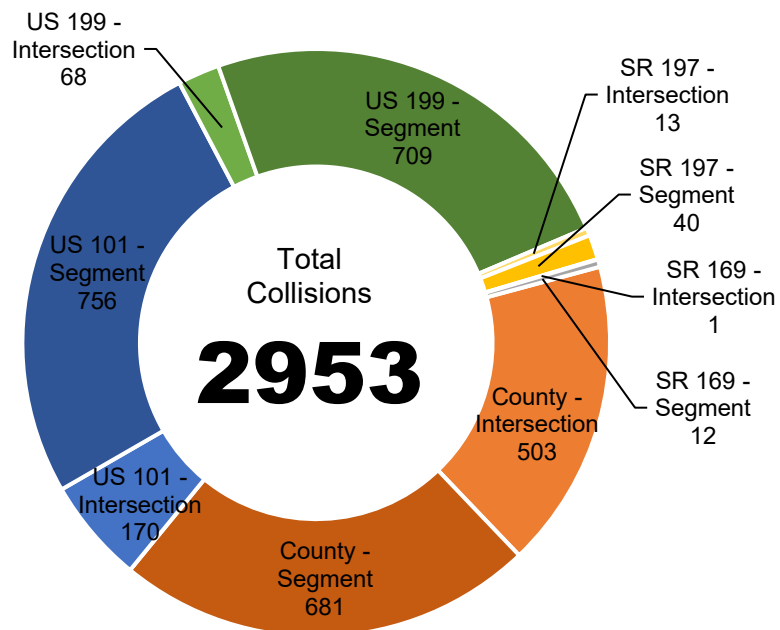


Figure 4.3 Total Collisions within the County of Del Norte (2011-2020)

As shown on the collision density map (see **Figure 4.4** below), areas with high density of collisions include Washington Boulevard at Northcrest Drive, along Elk Valley Road, Parkway Drive, Railroad Avenue, Humboldt Road, and Lake Earl Drive near Moorehead Road.

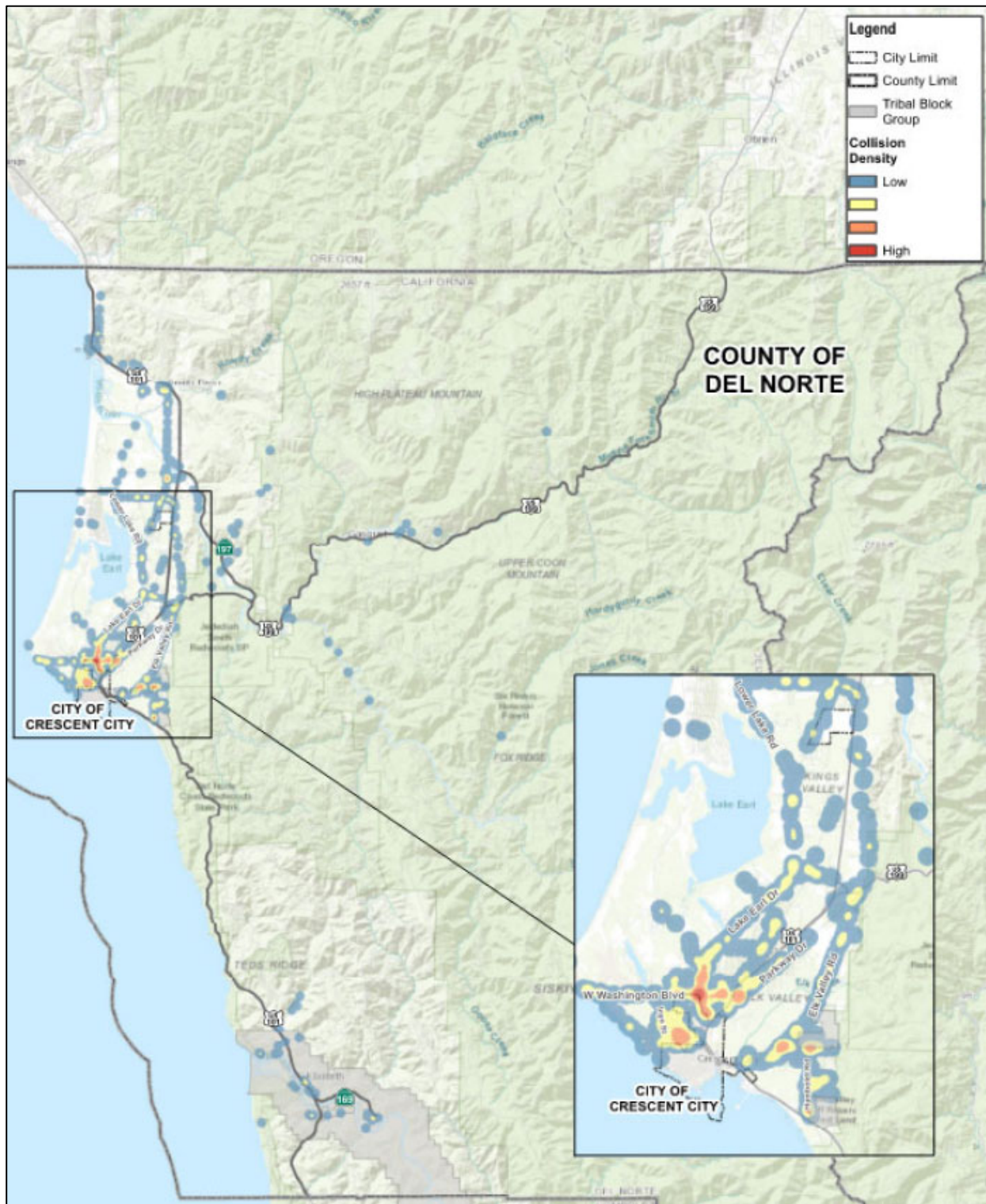


Figure 4.4 Collision Density on All Roadways (2011-2020)

4.2.1 Collisions on County Roadways

There were 2,953 collisions recorded on County roadways between 2011 and 2020. There were 15 fatal collisions and 53 severe injury collisions on County roadways. Hit-object collisions were the most common collision type followed by broadside collisions. **Figure 4.5** summarizes the County collisions based on severity and type.

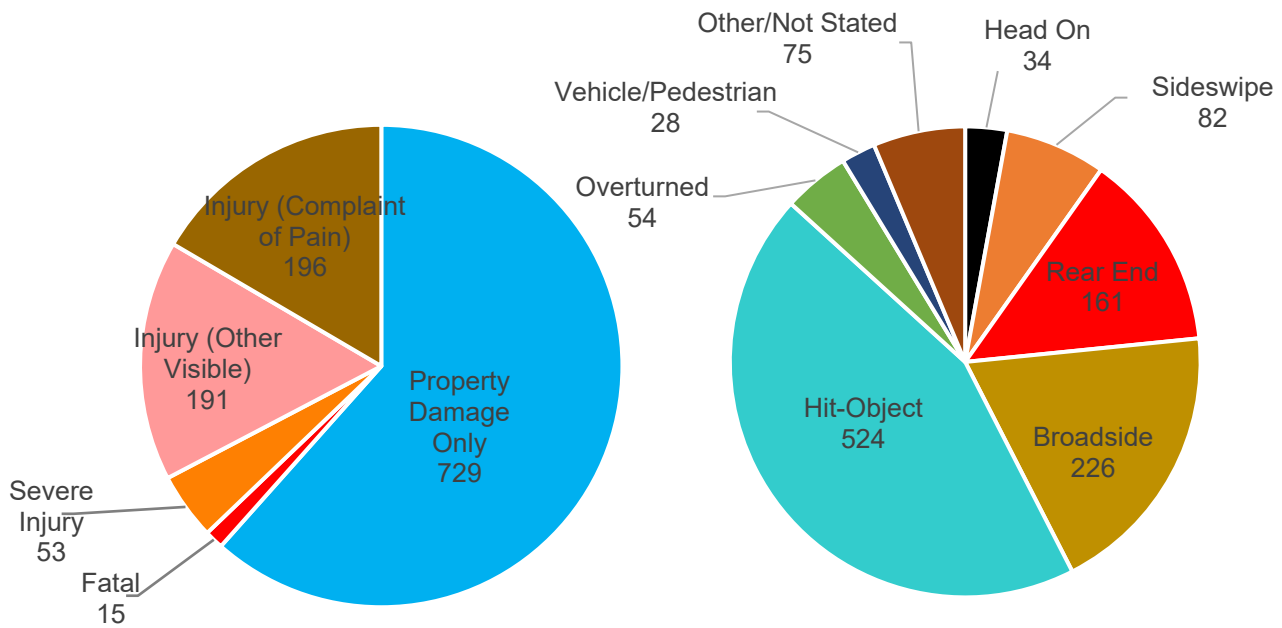


Figure 4.5 Summary of County Collisions (2011-2020)

The top five violation categories (not including unknown or not stated collisions) for County roadways are presented in **Figure 4.6**. The top violation category on County roadways was improper turning. The majority of improper turning collisions resulted in approximately 325 collisions and the dominant collision type was hit object.

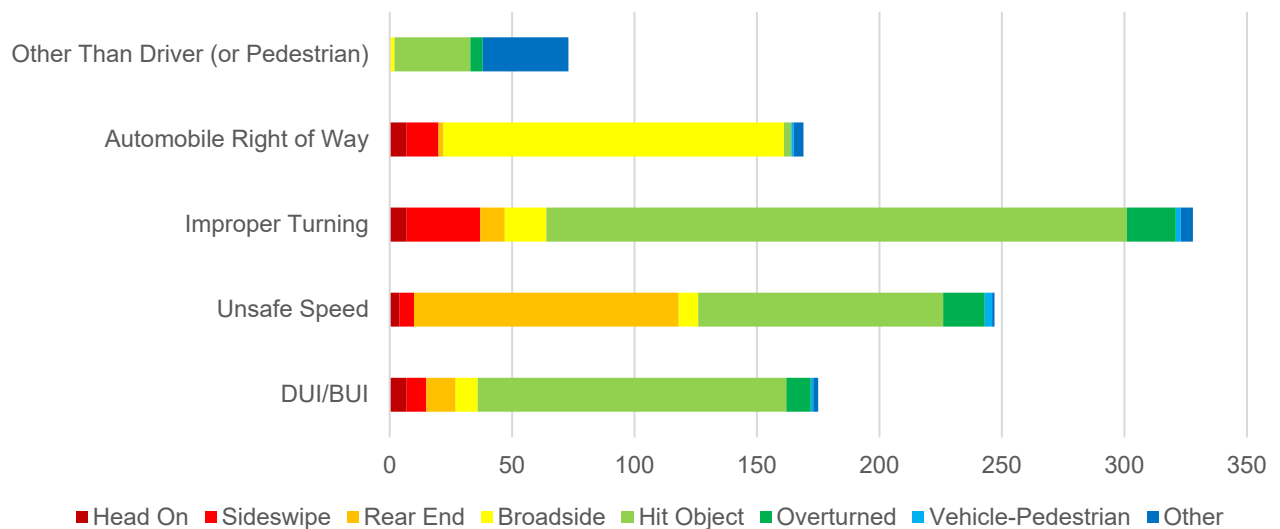


Figure 4.6 Top Violation Categories on County Roadways (2011-2020)

With the Highway Safety Improvement Program (HSIP) funding concentrating on the past five (5) years of collision data, further collision analysis focused on collisions from 2016 to 2020. The total number of collisions and Equivalent Property Damage Only (EPDO) rating were assessed to determine the top study intersections (refer to **Appendix B: Collision Data**). 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 Equivalent Property Damage Only (EPDO) Weights (2020 dollars)

Severity	Location	Comprehensive Costs	EPDO Ranking
Highway Safety Manual (HSM)			
Fatal	-	\$ 7,219,800	543
Severe Injury	-	\$ 389,000	29
Other Visible Injury	-	\$ 142,300	11
Complaint of Pain	-	\$ 80,900	6
Property Damage Only	-	\$ 13,300	1
Local Roadway Safety Manual (LRSM)			
Fatal & Severe Injury	Signalized Intersection	\$ 1,590,000	120
	Non-Signalized Intersection	\$ 2,530,000	190
	Roadway	\$ 2,190,000	165
Other Visible Injury	-	\$ 142,300	11
Complaint of Pain	-	\$ 80,900	6
Property Damage Only	-	\$ 13,300	1

For the purposes of identifying priority locations for this plan, the intersection and segment collisions on County roadways were analyzed based off of HSM EPDO ranking, LRSM EPDO ranking, and total collisions. The top five intersections and segments in each of these three categories were identified as a priority. After removing duplicates between the lists, 10 unique County intersections, 7 unique County intersections with Caltrans roadways (with the majority of improvements entirely within Caltrans right of way), and 11 unique County road segments were identified.

The intersections of Lake Earl Drive at Bay Meadows Road and of Elk Valley Road and Madison Avenue had the highest severity ranking or EPDO (543) due to fatalities at the intersections. The intersection of Northcrest Drive and E Washington Boulevard had the highest number of collisions (19). **Table 4.2** shows the top intersections, per collision analysis. Further detailed collision analysis is in **Appendix B: Collision Data**.

Table 4.2 Top Intersections on County Roadways, Per Collision Analysis

North/ South Road	East/ West Road	HSM EDPO	LRSM EPDO	Total Collisions
County Jurisdiction				
Lake Earl Drive	Bay Meadows Road	543	190	1
Madison Avenue	Elk Valley Road	543	190	1
Parkway Drive	E Washington Blvd	68	68	13
Northcrest Drive	E Washington Blvd	59	59	19
Butte Street	E Macken Avenue	40	201	2
Lake Earl Drive	Red Hawk Lane	29	190	1
Wonder Stump Road	Orchard Lane	29	190	1
Elk Valley Road	Howland Hill Rd/ Union St	24	24	9
Humboldt Hill Road	Howland Hill Road	32	32	7
Summer Lane	E Washington Blvd	5	5	5

Segment collisions were also analyzed by EPDO and total number of collisions. **Table 4.3** shows the top segments, per collision analysis. The segment of Elk Valley Road (Howland Hill Road to US 101) had the highest EPDO (616) and the segment of Elk Valley Road from Parkway Drive to Howland Hill Road had the highest number of total collisions (22). Also noted in the table is the equivalent collisions per mile for the defined roadway segment. Summer Lane and Northcrest Drive showed the greatest number over collisions per mile.

Table 4.3 Top Segments on County Roadways, Per Collision Analysis

Segment	Length (mi)	HSM EDPO	LRSB EPDO	Total Collisions	Collisions per Mile
County Jurisdiction					
Elk Valley Road (Howland Hill Road to US 101)	1.1	616	510	8	7.27
Parkway Drive (US 199 to US 101)	3.7	584	206	12	3.24
Kings Valley Road (US 199 to US 101)	4.2	582	204	15	3.57
Summer Lane (Winding Creek Cir to E Washington Blvd)	0.2	546	168	4	20.00
Ocean View Drive (0.28 miles S of Spyglass Rd to Mouth of Smith River Rd)	1.4	546	168	4	2.86
Elk Valley Rd (Parkway Dr to Howland Hill Rd)	3.4	158	430	22	6.47
Washington Blvd (Riverside St to Pebble Beach Dr)	0.9	77	349	6	6.67
Fred D Haight Dr (Rainbow Ln to US 101)	2.9	73	345	12	4.14
Low Divide Rd (End to 0.33 Miles)	29.4	62	334	6	0.20
Lake Earl Dr (Blackwell Ln to Elk Valley Cross Rd)	2.5	54	190	16	6.40
Northcrest Dr (Old Mill Rd to Washington Blvd)	0.6	50	50	15	25.00

4.2.1.1 Collisions on Parkway Drive between US 199 and US 101

An HSIP Cycle 6 project was constructed on Parkway Drive and completed in November 2016. The project aims to “Improve safety on Parkway Drive by defining travel area with centerline rumble strips and improved visual keys to drivers such as edge-lines, object markers, reflectors, and delineators” (HSIP Cycle 6 Application). A before-and-after analysis was performed to determine the effectiveness of this project (see **Table 4.4**).

Table 4.4 Parkway Drive Before-and-After Collision Analysis

Year	Collisions					Total
	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain	Property Damage Only	
2011	0	0	1	0	0	1
2012	0	0	0	0	2	2
2013	0	0	1	0	3	4
2014	0	0	1	0	3	4
2015	0	0	1	2	1	4
Jan-Nov 2016	0	0	0	0	5	5
<i>HSIP Cycle 6 project on Parkway Drive completed construction in November 2016.</i>						-
Nov-Dec 2016	0	0	0	0	1	1
2017	1	0	0	1	0	2
2018	0	0	1	0	0	1
2019	0	0	0	0	0	0
2020	0	0	0	3	0	3

Overall, the number of collisions each year was reduced since the project's completion. However, a fatality occurred after the project's construction. The fatality was a vehicle-pedestrian collision due to a pedestrian violation that occurred 305 feet south of Washington Boulevard. The pedestrian was in the road in the dark, with no streetlights. The pedestrian was travelling east and was hit by a vehicle travelling north. In addition, they were over 65 years old and likely crossing to the Addie Meedom House (assisted living facility).

Due to the overall decrease in collisions, no countermeasures were recommended for this segment. This location should be monitored to determine if further improvements are needed in the future.

4.2.2 Collisions on Caltrans Roadways

There were 1,766 collisions recorded on Caltrans roadways between 2011 and 2020. Of these collisions, 250 were at intersections with County roadways. For purposes of this analysis, only collisions at Caltrans intersections with County roadways will be analyzed. The intersection of US 101 and Elk Valley Cross Road had the highest EPDO (107) and the highest number of collisions (11) in the five-year period between 2016 and 2020. **Table 4.5** shows the top intersections, per collision analysis. Further detailed collision analysis is in **Appendix B: Collision Data**.

Table 4.5 Top Intersections on Caltrans Roadways, Per Collision Analysis

North/ South Road	East/ West Road	HSM EDPO	LRSM EPDO	Total Collisions
Caltrans Jurisdiction				
US 101	Elk Valley Cross Road	107	429	11
US 101	Timbers Boulevard	87	409	6
US 101	N Indian Road	81	403	5
US 101	Ehlers Way	70	392	4
US 199	Elk Valley Cross Road	61	222	8
US 101	S Fred D Haight Drive	40	201	2
US 101	Hunter Creek Road	10	10	5

4.2.3 Collisions Related to Challenge/Emphasis Areas

4.2.3.1 Aggressive Driving / Speed Management

Aggressive driving including speeding can be assessed through collision violation categories for unsafe speed and traffic signals and signs violations. There were 272 collisions on County roadways due to these violations between 2011 and 2020 (see **Table 4.6**). This is approximately 23 percent of all collisions on County roadways. Many of these collisions resulted in rear end or hit object collisions.

Table 4.6 Aggressive Driving Collisions on County Roadways (2011-2020)

Severity	Collisions on County Roadways		Percentage of Total Collisions
	Aggressive Driving	Total	
Fatal	2	15	13%
Severe Injury	16	53	30%
Injury (Other Visible)	33	191	17%
Injury (Complaint of Pain)	59	196	30%
Property Damage Only	162	729	22%
TOTAL	272	1184	23%

4.2.3.2 Distracted Driving

Distracted driving is categorized in collision data as inattention. Categories for inattention include cell phones (handheld or hands-free), electronic equipment, smoking, eating, children, animal, personal hygiene, and reading. There were 51 collisions between 2011 and 2020 that had inattention as a factor of the collision. Many of these collisions were listed an “Other” type of inattention and the second highest type of inattention was using a cell phone while driving (see **Figure 4.7**).

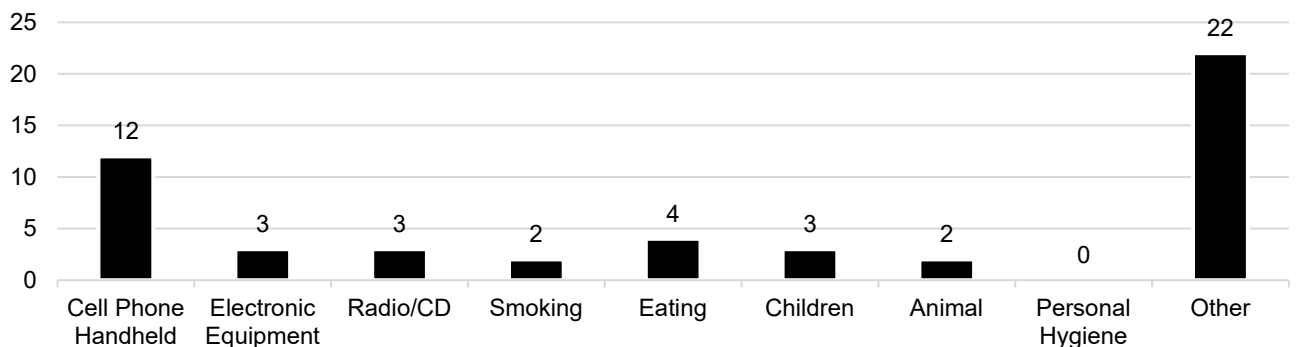


Figure 4.7 Inattention Collision Factors

4.2.3.3 Intersections

For the past 10 years (2011-2020), there were 2,953 collisions on all roadways in Del Norte County (County and Caltrans jurisdictions). Of those collisions, 755 (26%) occurred at intersections. The majority of intersection collisions (503) occurred at intersections under the County's jurisdiction. The top violation category for intersections was automobile right of way (see **Figure 4.8**). The majority of automobile right of way violations resulted in broadside collisions.

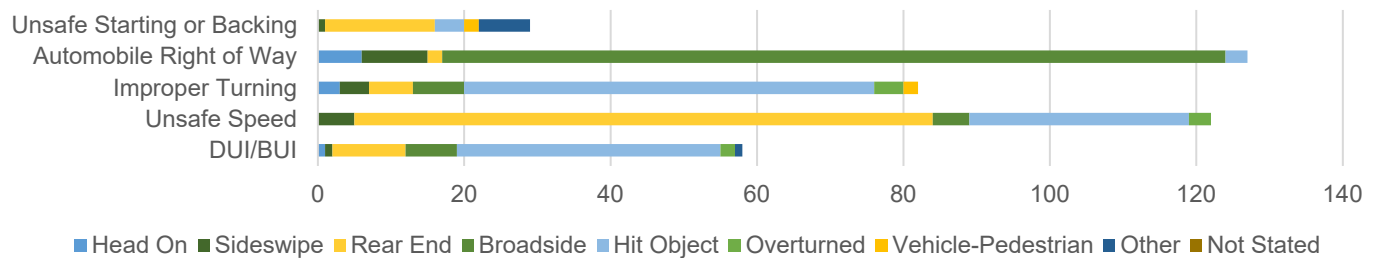


Figure 4.8 Top 5 Violation Categories for Intersection Collisions

4.2.3.4 Lane Departures

A lane departure collision was identified for this analysis by aggregating collisions where the movement proceeding the collision was running off the road or crossing into the opposing lane. There were 283 collisions on County roadways due to these violations between 2011 and 2020 (see **Table 4.7**). This is approximately 24 percent of all collisions on County roadways. Most of these collisions were on roadway segments.

Table 4.7 Lane Departure Collisions on County Roadways (2011-2020)

Severity	Collisions on County Roadways		Percentage of Total Collisions
	Lane Departure	Total	
Fatal	5	15	33%
Severe Injury	19	53	36%
Injury (Other Visible)	42	191	22%
Injury (Complaint of Pain)	35	196	18%
Property Damage Only	182	729	25%
TOTAL	283	1184	24%

4.2.3.5 Pedestrians

There were thirty-one (31) total collisions involving pedestrians from 2011 to 2020. These largely took place on roadways in the unincorporated Crescent City area including E Washington Blvd and Humboldt Road. The pedestrian location at the time of collision, along with corresponding severity, is shown in **Figure 4.9**. Of the 31 collisions, 14 included pedestrians in the road (including the shoulder), and 12 involved pedestrians crossing the road not in a crosswalk.

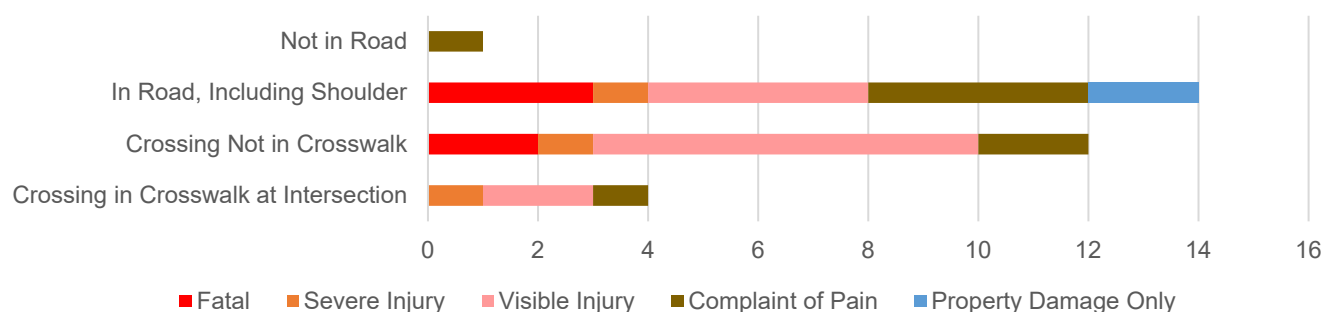


Figure 4.9 Pedestrian Location at Time of Collision

The mapped location of each pedestrian collision is shown in **Figure 4.10**.

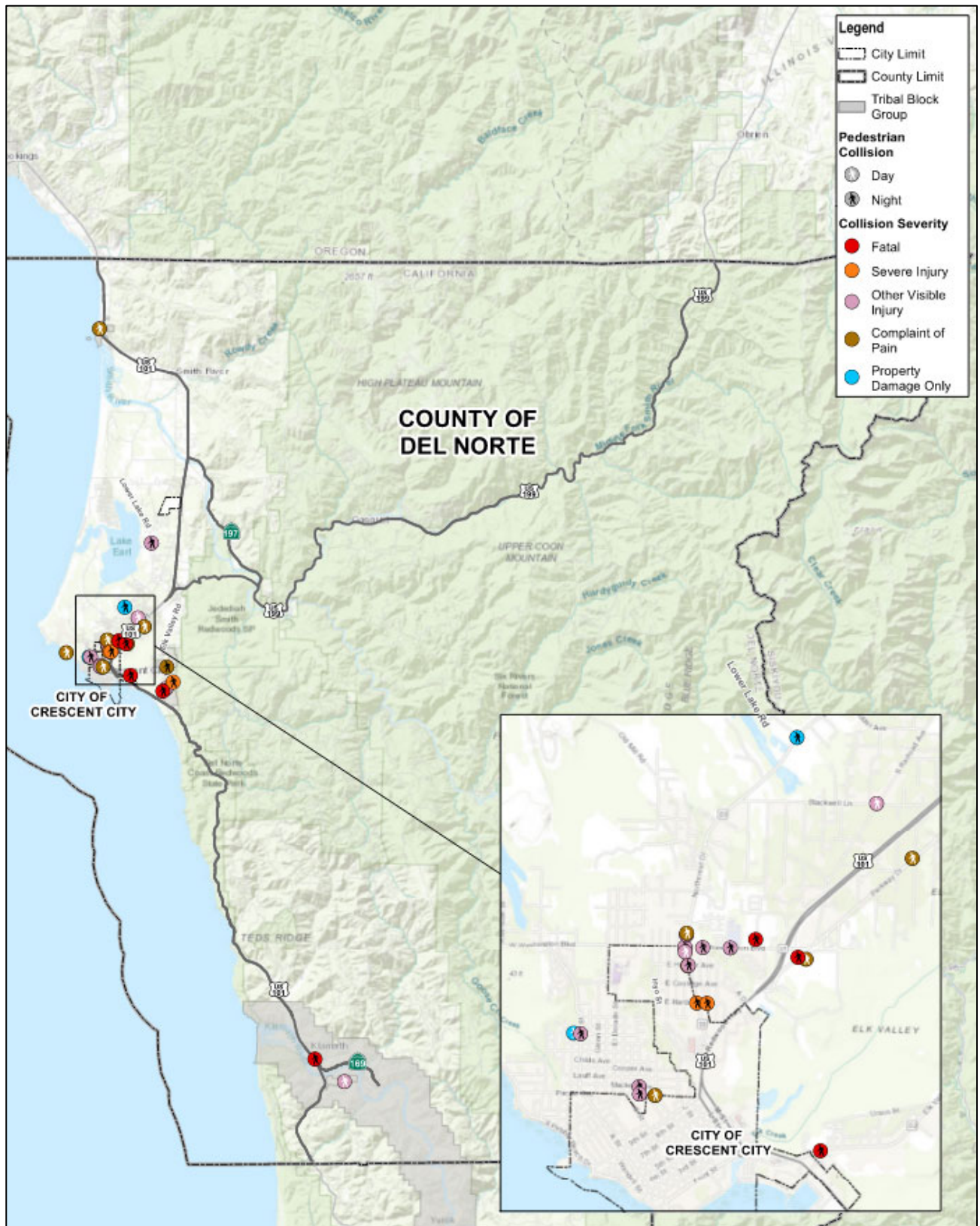


Figure 4.10 Map of Pedestrian Collisions (2011-2020)

4.2.3.6 Bicyclists

There were fifty-three (53) total bicycle collisions in the County from 2011 to 2022 including three (3) fatal incidents. The highest collision type was broadside with 24 collisions. The majority of these collisions took place in the unincorporated Crescent City area with higher concentrations along E Washington Boulevard, El Dorado Street, and Elk Valley Road near State Street. The type of bicycle collisions, along with corresponding severity, is shown in **Figure 4.11**.

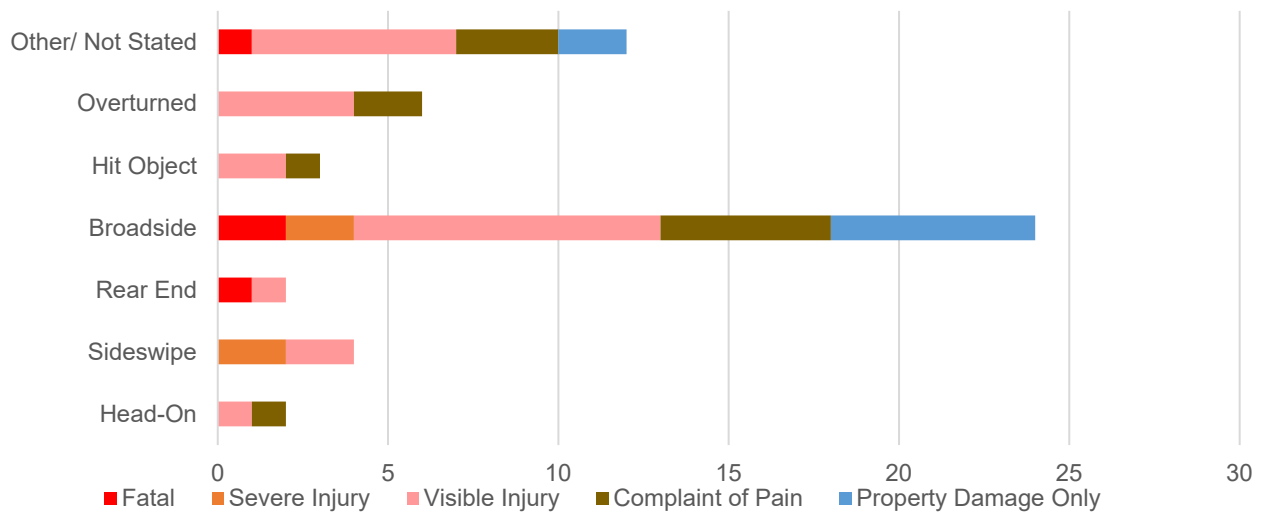


Figure 4.11 Bicycle Collision Types and Severity

The mapped location of each bicycle collision is shown in **Figure 4.12**.

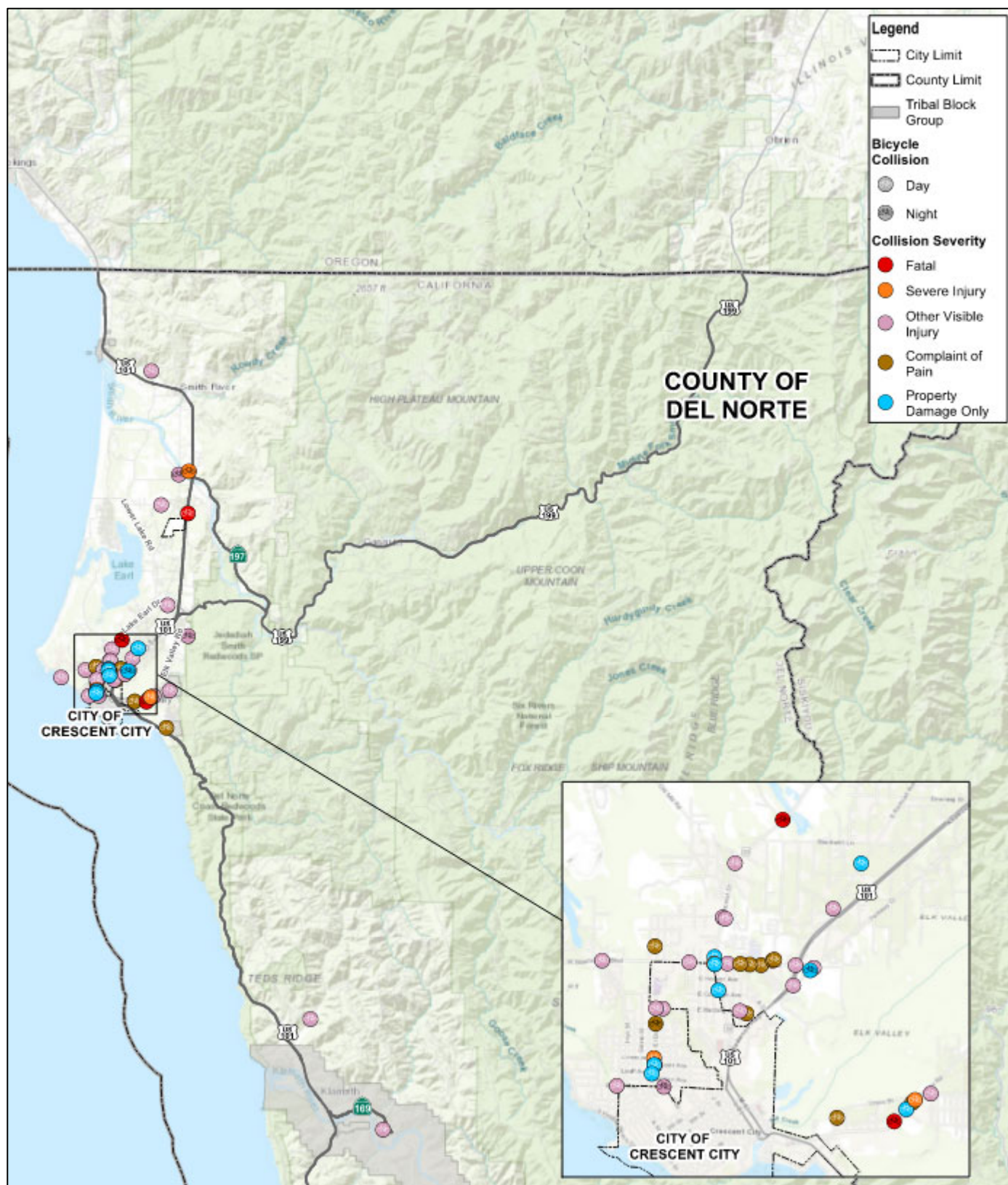


Figure 4.12 Map of Bicycle Collisions (2011-2020)

4.3 Field Reconnaissance

A field visit was performed on February 23, 2022 to analyze the roadways throughout the County of Del Norte and observe areas with high densities of public comments and collisions. Notes and photos from this visit have been compiled in **Appendix C: Field Reconnaissance**.

Some key findings from the field review are noted below.

- Narrow to no shoulders were noted throughout roadways observed.
- Faded pavement markings, including crosswalks, and lack of edge-lines.
- Discontinuous sidewalks were observed in several locations.

Figure 4.13 shows southbound Fred D Haight Drive which has narrow to no shoulders and faded pavement markings. These are similar features that were noted along several sections of roadways in the county.



Figure 4.13 *Fred D Haight 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 public engagement. **Figure 5.1** displays the homepage for the website found at lrsp.mysocialpinpoint.com/delnorte. The project website had the Google Translate option enabled that could translate the webpage in over 100 languages and detect the user's browsers settings to automatically display the website in their language preference. In addition, the user could toggle the preferred language on the upper right corner of the webpage. 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**.

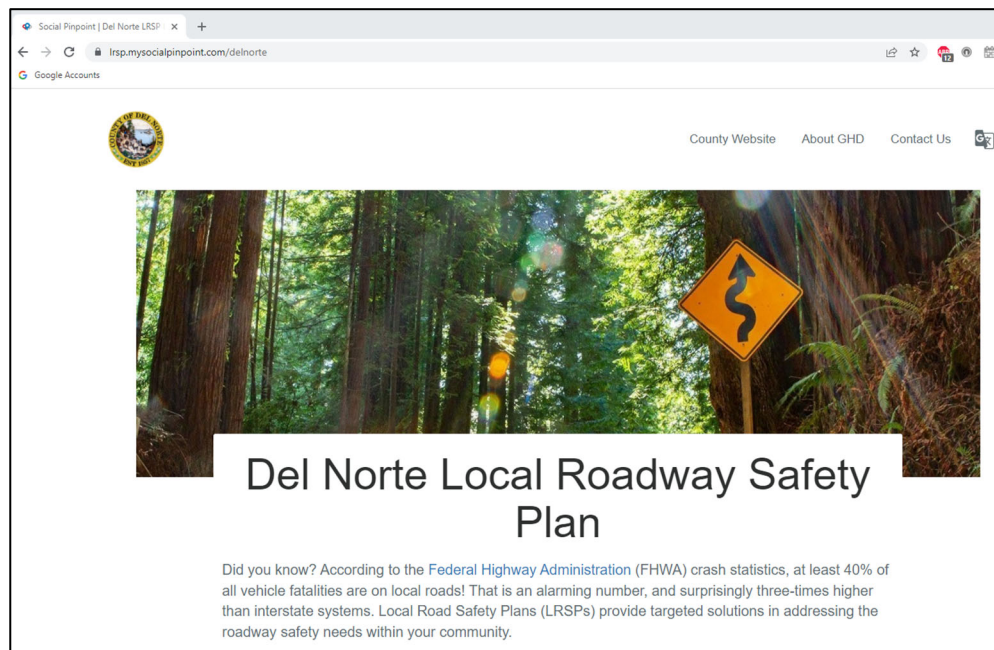


Figure 5.1 Public Website Home Page

The website was open to public input from December 8, 2021 to January 31, 2022 (54 days). It was promoted through a variety of sources including, but not limited to:

- County of Del Norte Facebook post (December 21, 2021) and news feed
- Del Norte Local Transportation Commission Facebook post (December 23, 2021), Twitter post (December 23, 2021), and news feed
- Caltrans, District 1 Facebook post (December 30, 2021)
- Smith River Parkbench news feed
- Area 1 Agency on Aging Facebook post (December 28, 2021)
- Wild Rivers Outpost article (January 4, 2022)
- Radio promotion (around January 5, 2022)
- Public flyers with link and QR code

In addition, the public survey was available in printed form and distributed to bus users through the Redwood Coast Transit Authority.

5.1.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the County and leave a comment regarding driving, transit, schools, biking, or pedestrians at that location. **Figure 5.2** shows the interactive map feature from the website. Areas with high densities of interactive map comments within Del Norte County include areas along Elk Valley Road, including the intersection with Parkway Drive, near Pebble Beach Drive, along Butte Street, along Humboldt Road, and on South Fred D. Haight Drive near the Smith River community.

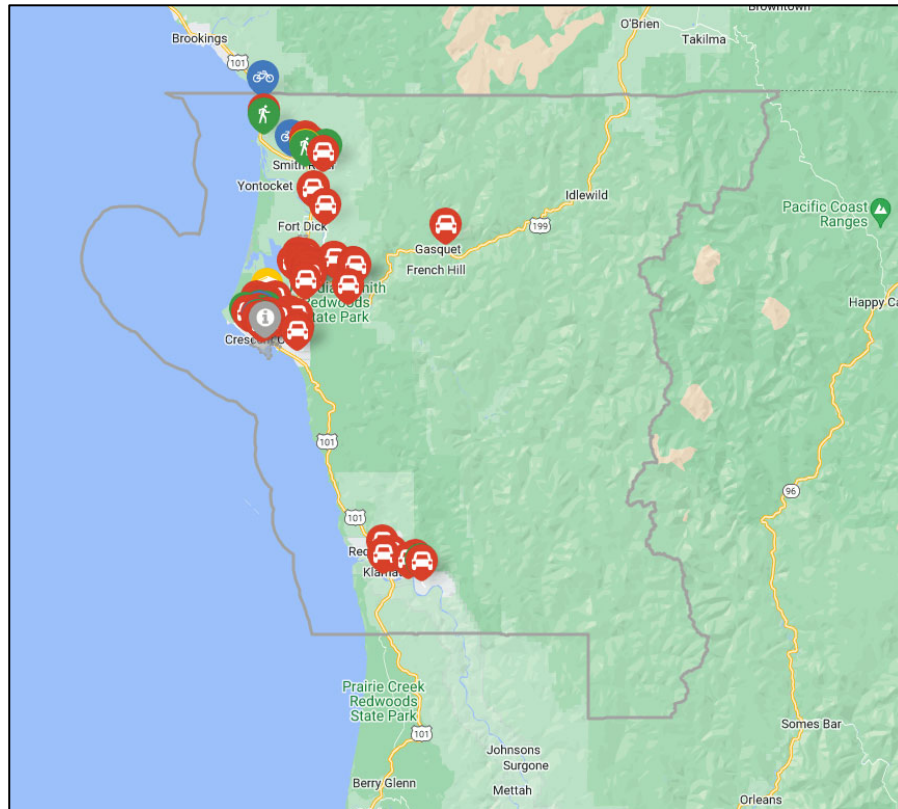


Figure 5.2 Public Website Interactive Map

Individual comments, along with their respective responses, are presented in **Appendix A: Stakeholder and Public Input**.

5.1.2 Public Survey

The County of Del Norte Public Survey received 53 survey responses and asked nine questions relating to the LRSP. As of the second stakeholder working group meeting held February 7, 2022, the survey received 94 total responses. According to the survey, the primary safety issues for Del Norte include lack of enforcement, driving under the influence (DUIs), pedestrian collisions, speeding, and lack of infrastructure. Other identified issues included pavement condition, lack of streetlights, lack of turn lanes on highways, inadequate bicycle lanes and pedestrian crossings on bridges, faded pavement markers, and unlicensed drivers.

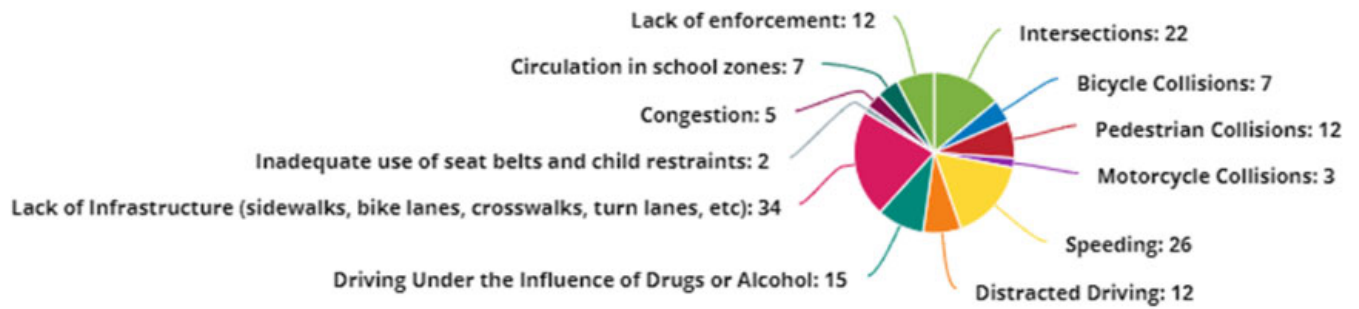


Figure 5.3 Public-Identified Roadway Issues

5.2 Public Workshop

A joint public workshop was hosted through the Zoom platform on February 15, 2022 to discuss details about the Del Norte County and Crescent City LRSPs. This workshop updated the public with the work completed on the plans and provided time at the end of the presentation for the attendees to address any questions or concerns they had. A summary from this workshop is included in **Appendix A. Stakeholder and Public Input**.

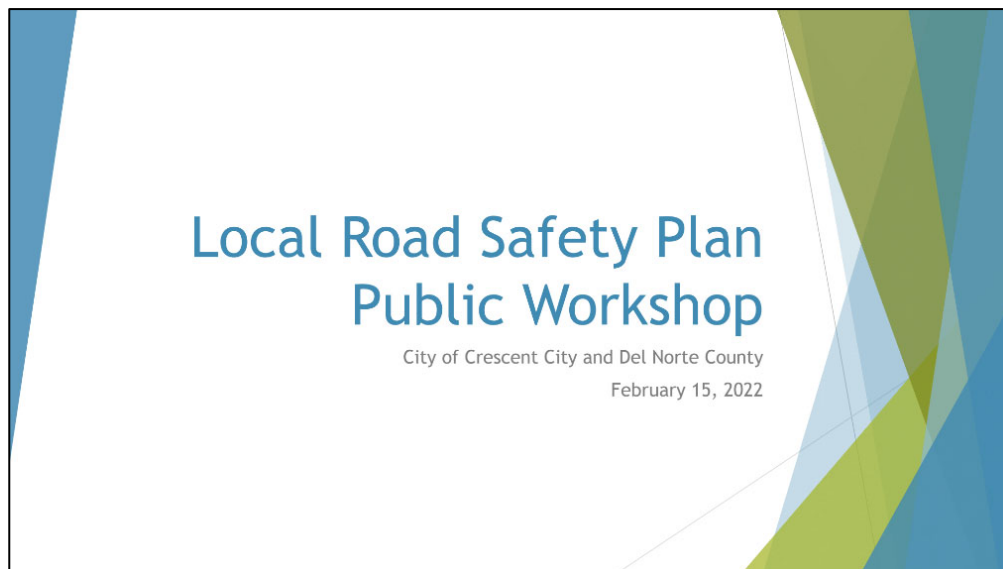


Figure 5.4 Local Road Safety Plan Public Workshop

6. Identify Strategies

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

The LRSP references engineering projects for specific locations and systemic safety applications that can be utilized countywide. In addition, safety strategies and projects that address the other E's including Enforcement, Education, Emergency Response, and Emerging Technologies will be discussed below.

6.1 Engineering Strategies

Recommended countermeasures for the priority locations were chosen per the most recent Caltrans, Local Roadway Safety Manual (Version 1.5), April 2020, guidance from the County and stakeholders on preferred countermeasures, crash characteristics, and observations from Google Maps.

6.1.1 Intersection Projects

The locations and characteristics of the eight (8) priority intersections are shown in **Table 6.1** below.

Table 6.1 Priority Intersection Characteristics

		Crash Characteristics													
Location	Control	HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Bike	Involv. w/Fixed Object	Pedestrian Not in Crosswalk	Alcohol Involved	Dark with No Streetlights
County Jurisdiction															
Lake Earl Drive / Bay Meadows Road	TWSC	543	190	1	Rear End (1)	Improper Turning (1)	1	100%	0	0	1	0	0	0	0
Elk Valley Road / Madison Avenue	TWSC	543	190	1	Broadside (1)	Wrong Side of Road (1)	1	100%	0	0	1	0	0	1	1
E Washington Boulevard / Parkway Drive	TWSC	68	68	13	Broadside (8)	Automobile Right of Way (8)	0	8%	3	0	1	1	0	1	1
Northcrest Drive / E Washington Boulevard	Signal	59	59	19	Rear End (11)	Unsafe Starting or Backing (7)	0	0%	3	0	2	1	0	2	0
Butte Street / E Macken Avenue	TWSC	40	201	2	Broadside (1) / Vehicle-Pedestrian (1)	Unsafe Starting or Backing (1) / Traffic Signals and Signs (1)	1	50%	0	1	0	0	1	0	0
Lake Earl Drive / Red Hawk Lane	TWSC	29	190	1	Rear End (1)	DUI/BUI (1)	1	0%	0	0	0	0	0	0	0
Wonder Stump Road / Orchard Lane	Yield	29	190	1	Broadside (1)	Automobile Right of Way (1)	1	0%	0	0	0	0	0	0	0
Elk Valley Road / Howland Hill Road / Union Street	TWSC	24	24	9	Broadside (5)	Automobile Right of Way (4) / DUI/BUI (4)	0	44%	0	0	0	4	0	3	3

Howland Hill Road / Humboldt Road	TWSC	32	32	7	Hit Object (4)	Unsafe Speed (3)	0	57%	4	0	0	4	0	1	1
E Washington Boulevard / Summer Lane	Signal	5	5	5	Rear End (5)	Unsafe Speed (4)	0	40%	1	0	0	0	0	0	0
Caltrans Jurisdiction															
US 101 / Elk Valley Cross Road	TWSC	107	429	11	Broadside (10)	Automobile Right of Way (9)	2	27%	2	0	0	0	0	0	0
US 101 / Timbers Boulevard	TWSC	87	409	6	Rear End (5)	Unsafe Speed (4)	2	50%	1	0	0	0	0	1	2
US 101 / N Indian Road	TWSC	81	403	5	Broadside (3)	Automobile Right of Way (2)	2	60%	2	1	0	0	0	1	0
US 101 / Ehlers Way	TWSC	70	392	4	Broadside (3)	Automobile Right of Way (2)	2	25%	2	0	0	1	0	0	0
US 199 / Elk Valley Cross Road	TWSC	61	222	8	Broadside (5)	Automobile Right of Way (5)	1	25%	4	0	0	3	0	0	0
US 101 / S Fred D Haight Drive	TWSC	40	201	2	Rear End (1) / Head On (1)	Automobile Right of Way (1) / Improper Turning (1)	1	50%	0	0	1	0	0	0	0
US 101 / Hunter Creek Road	TWSC	10	10	5	Rear End (3)	Unsafe Speed (4)	0	60%	2	0	0	2	0	0	2

The countermeasures recommended for these locations are presented in **Table 6.2**.

Table 6.2 Recommended Countermeasures for Priority Intersections

Intersection	Control	HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Total Crashes	Top Type of Collision	Relevant Challenge Area(s)	Countermeasure Number	CRF	Funding Eligibility	Recommended Countermeasures	Reasoning
County Jurisdiction											
Lake Earl Drive / Bay Meadows Road	TWSC	543	190	1	Rear End (1)	Only 1 collision was reported at this location between 2016 and 2020. This location should be monitored to determine if further analysis is required.					
Lake Earl Drive / Red Hawk Lane	TWSC	29	190	1	Rear End (1)	Only 1 collision was reported at this location between 2016 and 2020. This location should be monitored to determine if further analysis is required.					
E Washington Boulevard / Parkway Drive	TWSC	68	68	13	Broadside (8)	Intersections	NS05	Varies	100%	Convert intersection to roundabout (from stop or yield control on minor road)	8 broadside collisions. 8 collisions due to automobile right of way violations and 3 due to unsafe speed violations. Intersection is slightly skewed.
						OR					
						Distracted Driving	NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	8 broadside collisions. 8 collisions due to automobile right of way violations and 3 due to unsafe speed violations. Approaches to intersection on minor road (Washington Boulevard) are directly after a sharp curve, which limits visibility of stop signs.

						Intersections	NS07	25%	100%	Upgrade intersection pavement markings	8 broadside collisions. 8 collisions due to automobile right of way violations and 3 due to unsafely made speed violations. Adding markings on approaches would draw additional attention to the presence of the intersection.
Northcrest Drive / E Washington Boulevard	Signal	59	59	19	Rear End (11)	Intersections	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	11 rear end collisions.
						Bicycles	-	-	-	Install vehicle/bicycle detection per City/County approval, along with bicycle detection pavement markings	2 bicycle collisions.
						OR					
						Intersections	S16	Varies	100%	Convert intersection to roundabout (from signal)	Reduce speeds of vehicles entering the intersection and increase safety for pedestrians and bicyclists.
Lake Earl Drive / Red Hawk Lane	TWSC	29	190	1	Rear End (1)	Only 1 collision was reported at this location between 2016 and 2020. This location should be monitored to determine if further analysis is required.					
Wonder Stump Road / Orchard Lane	Yield	29	190	1	Broadside (1)	Only 1 collision was reported at this location between 2016 and 2020. This location should be monitored to determine if further analysis is required.					
Butte Street / E Macken Avenue	TWSC	40	201	2	Broadside (1) / Vehicle-Pedestrian (1)	Distracted Driving	NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	1 severe injury, broadside collision due to a traffic signals and signs violation.
						Pedestrians	NS21 PB	35%	100%	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	1 pedestrian collision. Increase visibility to school crosswalks by changing crosswalks to high visibility crossings, especially at the 2 uncontrolled crossing locations. Install curb ramps.
Elk Valley Road / Howland Hill Road / Union Street	TWSC	24	24	9	Broadside (5)	Intersections	NS01	40%	100%	Add intersection lighting	3 collisions occurred in the dark with no streetlights.
						Intersections	NS11	20%	90%	Improve sight distance to intersection (Clear Sight Triangles)	5 broadside collisions. 4 collisions occurred due to a violation of automobile right of way. 4 collisions with a fixed object. Trees and vegetation on the northwest side of the intersection.
						OR					
						Intersections	NS05	Varies	100%	Convert intersection to roundabout (from stop or yield control on minor road)	Recommended as an intersection improvement in the Elk Valley Road Multimodal Corridor Plan (Alternative 2, Option A). 5 broadside collisions. 4 collisions occurred due to a violation of automobile right of way. Two intersections slightly offset from each other. Helps to eliminate confusion at intersection.
Howland Hill Road / Humboldt Road	TWSC	32	32	7	Hit Object (4)	Distracted Driving	NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Install yield sign for eastbound right turning vehicles. 2 collisions occurred where the free turn lane merges with the departure lane.

						Pedestrians	NS21 PB	35%	100%	Install/upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)	Add additional visibility to crosswalk, as markings are currently faded. Install a curb ramp and sidewalk to connect the crosswalk on the east leg to the trail on the northern section of the intersection. Upgrade end of multi-use trail by installing curb on the southeastern corner of the intersection and directing pedestrians/bicyclists to cross in the crosswalk. Installing curbs can also reduce potential for hit object collisions. 4 of the collisions at this intersection were involved with fixed objects.
E Washington Boulevard / Summer Lane	Signal	5	5	5	Rear End (5)	Intersections	S02	15%	100%	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	5 rear end collisions, 4 due to unsafe speed violations.
Caltrans Jurisdiction											
US 101 / Elk Valley Cross Road	TWSC	107	429	11	Broadside (10)	Distracted Driving	NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Recommended as Alternative A and C in the Elk Valley Cross Road Corridor Plan. 10 broadside collisions, including 2 severe injury collisions.
						Intersections	NS07	25%	100%	Upgrade intersection pavement markings	Recommended as Alternative A and C in the Elk Valley Cross Road Corridor Plan. 10 broadside collisions, including 2 severe injury collisions.
						OR					
						Intersections	NS16	50%	90%	Reduced Left-Turn Conflict Intersections	Recommended as Alternative B in the Elk Valley Cross Road Corridor Plan. 10 broadside collisions, including 2 severe injury collisions.
						OR					
						Intersections	NS05	Varies	100%	Convert intersection to roundabout (from stop or yield control on minor road)	Recommended as Alternative D in the Elk Valley Cross Road Corridor Plan. 10 broadside collisions, including 2 severe injury collisions.
US 101 / Timbers Boulevard	TWSC	87	409	6	Rear End (5)	Intersections	NS18	35%	90%	Install left-turn lane (where no left-turn lane exists)	Majority of vehicles were in rear end collisions, travelling northbound. No current turn lane.
						Intersections	NS17	20%	90%	Install right-turn lane	Vehicles making a southbound right turn movement do not currently have a designated turn lane. There is a significant speed differential between US 101 and Timbers Boulevard.
US 101 / N Indian Road	TWSC	81	403	5	Broadside (3)	Intersections	-	-	-	Partner with Lucky 7 Casino to brainstorm ways to reduce driving under the influence	1 severe injury, DUI collision.
US 101 / Ehlers Way	TWSC	70	392	4	Broadside (3)	Distracted Driving	NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Install intersection warning sign on southbound approach and upgrade intersection warning sign on northbound approach.
						Intersections	NS15	50%	90%	Create directional median openings to allow (and restrict) left-turns and u- turns	2 severe injury collisions from vehicles making a westbound left turn movement. 3 total broadside collisions. For minor road approach. Alternative route to head southbound on at US 101 southbound ramp on Chapman Street.
						Intersections	R11	25%	90%	Install acceleration/ deceleration lanes	2 severe injury collisions from vehicles making a westbound left turn movement. 3 total broadside collisions.
US 199 / Elk Valley Cross Road	TWSC	61	222	8	Broadside (5)	Distracted Driving	NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	Increase clarity of existing intersection warning signage (e.g. add road names).

						Intersections	NS07	25%	100%	Upgrade intersection pavement markings	Recommended as Alternative A in the Elk Valley Cross Road Corridor Plan.
						OR					
						Intersections	NS03	30%	100%	Evaluate installing signals*	Recommended as Alternative B in the Elk Valley Cross Road Corridor Plan.
						OR					
						Intersections	NS05	Varies	100%	Convert intersection to roundabout (from stop or yield control on minor road)	Recommended as Alternative C in the Elk Valley Cross Road Corridor Plan. Caltrans is considering this countermeasure at this location.
US 101 / S Fred D Haight Drive	TWSC	40	201	2	Rear End (1) / Head On (1)	Intersections	R11	25%	90%	Install acceleration/ deceleration lanes	1 head on collision due to automobile right of way violation.
						Distracted Driving	NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	No existing intersection warning sign on S Fred Haight Drive. Approach is on a curve.
US 101 / Hunter Creek Road	TWSC	10	10	5	Rear End (3)	Distracted Driving	NS06	15%	100%	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	On US 101 approaches, install intersection warning signs. 3 rear end collisions from vehicles travelling south on US 101.
						Intersections	NS18	35%	90%	Install left-turn lane (where no left-turn lane exists)	For southbound approach to intersection. 3 rear end collisions from vehicles turning left.
Notes: * Intersection must meet CA MUTCD warrants to implement countermeasure											

6.1.1.1 Countermeasure Review

A memo was sent to Caltrans and Del Norte Local Transportation Commission (DNLTC) representatives to gather input on the recommended countermeasures at priority locations where County roadways intersected with Caltrans roadways. DNLTC responded to the request for feedback with support for constructing roundabouts at the intersections of US 101 at Elk Valley Cross Road and US 199 at Elk Valley Cross Road.

Some of the proposed countermeasures at County intersections are highlighted below.



Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs (Potential Sign Audit)



Upgrade intersection pavement markings/ install edge lines



Install/ upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)

Convert intersection to roundabout (from stop or yield control on minor road)



Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number

6.1.2 Segment Projects

Throughout the analysis period, there were 82 collisions reported on County of Del Norte roadway segments (non-intersection related). A breakdown of roadway collisions on County streets are included in **Appendix B: Collision Data**. Priority segments and their crash characteristics for the County of Del Norte are displayed in **Table 6.3** below.

Table 6.3 Priority Segments Characteristics

		Crash Characteristics													
Primary Road	Length (mi)	HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Total Crashes	Top Type of Collision (Number of Collisions)	Top Violation Category (Number of Collisions)	Fatal + Severe Injury	% at Night	Wet	Ped	Pedestrian Not in Crosswalk	Bike	Ran Off Road	Involv. w/Fixed Object	Alcohol Involved
County Jurisdiction															
Elk Valley Rd (Howland Hill Rd to US 101)	1.08	616	510	8	Sideswipe (2) / Rear End (2) / Broadside (2)	Improper Turning (3)	3	25%	2	1	1	1	0	0	1
Parkway Dr (US 199 to US 101)	3.67	584	206	12	Hit Object (6)	DUI/BUI (4) / Other Improper Driving (2)	1	42%	3	1	1	0	3	6	2
Kings Valley Rd (US 199 to US 101)	4.21	582	204	15	Hit Object (12)	Improper Turning (6)	1	47%	3	0	0	0	8	10	2
Summer Ln (Winding Creek Cir to E Washington Blvd)	0.24	546	168	4	Broadside (2)	Automobile Right of Way (2)	1	50%	1	1	1	0	0	1	0
Ocean View Dr (0.28 miles S of Spyglass Rd to Mouth of Smith River Rd)	1.35	546	168	4	Hit Object (4)	DUI/BUI (2) / Unsafe Speed (2)	1	50%	1	0	0	0	4	4	2
Elk Valley Rd (Parkway Dr to Howland Hill Rd)	3.41	158	430	22	Hit Object (17)	Improper Turning (10)	2	64%	7	0	0	0	12	15	7
Washington Blvd (Riverside St to Pebble Beach Dr)	0.89	77	349	6	Hit Object (5)	Improper Turning (3)	2	50%	4	0	0	0	4	5	2
Fred D Haight Dr (Rainbow Ln to US 101)	2.90	73	345	12	Hit Object (7)	DUI/BUI (5)	2	58%	3	0	0	1	2	6	5
Low Divide Rd (End to 0.33 Miles)	29.45	62	334	6	Head On (2) / Hit Object (2) / Overturned (2)	Unsafe Speed (2) / Improper Turning (2)	2	0%	0	0	0	0	2	2	1
Lake Earl Dr (Blackwell Ln to Elk Valley Cross Rd)	2.51	54	190	16	Hit Object (10)	Improper Turning (7)	1	44%	5	0	0	0	6	8	1
Northcrest Dr (Old Mill Rd to Washington Blvd)	0.63	50	50	15	Rear End (5)	Unsafe Speed (4) / Automobile Right of Way (4)	0	20%	2	1	1	2	0	1	0

The countermeasures recommended for these locations are presented in **Table 6.4**.

Table 6.4 Recommended Countermeasures for Priority Segments

Segment	Length (mi)	HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Total Crashes	Top Type of Collision	Relevant Challenge Area(s)	Countermeasure Number	CRF	Funding Eligibility	Recommended Countermeasures	Reasoning
County Jurisdiction											
Elk Valley Rd (Howland Hill Rd to US 101)	1.1	616	510	8	Sideswipe (2) / Rear End (2) / Broadside (2)	Aggressive Driving / Speed Management	R26	30%	100%	Install dynamic/variable speed warning signs	Concentration of collisions at this location near Adair Street. 10 MPH speed limit changes east of the curve on Adair Street. 2 rear end collisions. Install speed feedback sign on westbound 35 MPH speed limit sign.
						-	-	-	-	DUI enforcement	1 fatal DUI collision along segment.
Parkway Dr (US 199 to US 101)	3.7	584	206	12	Hit Object (6)	An HSIP Cycle 6 project was completed at this location in November 2016. This project included installation of center line rumble strips, delineators, signs, and striping. This location should be monitored to determine if further analysis is required.					
Kings Valley Rd (US 199 to US 101)	4.2	582	204	15	Hit Object (12)	Lane Departures	R22	15%	100%	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	7 collisions at night. 8 collisions where a vehicle ran off the road. 12 hit object collisions, including 1 fatality.
						Aggressive Driving / Speed Management	R26	30%	100%	Install dynamic/variable speed warning signs	5 unsafe speed collisions. Install on curve advisory signs north of intersection with South Kraft Road.
						Lane Departures	R15	30%	90%	Widen shoulder	12 hit object collisions. 8 collisions where the vehicle at fault ran off the road. 3 collisions where road surface was wet. The roadway does not have a shoulder and many trees and objects are in close proximity to the edge of pavement.
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	12 hit object collisions. Many horizontal curves along segment. The roadway does not have a shoulder and many trees and objects are in close proximity to the edge of pavement.
						Lane Departures	R28	25%	100%	Install edge-lines and centerlines	7 collisions at night. 8 collisions where a vehicle ran off the road. 12 hit object collisions. This portion of the roadway has narrow shoulders and improved paint can better define the edge of travelled way.
Summer Ln (Winding Creek Cir to E Washington Blvd)	0.2	546	168	4	Broadside (2)	Lane Departures	R28	25%	100%	Install edge-lines and centerlines	Installing edgelines can help create a visual separation between travel lane and parking.
						Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	1 fatal pedestrian collision where pedestrian was crossing not in a crosswalk. Gap in sidewalk on western end near second Walmart driveway. Location proposed is just south of the bus stop near the second Walmart driveway.
						-	-	-	-	Evaluate limiting parking near driveways	Parking in close proximity to intersections has the potential to limit sight distance for turning vehicles.
Ocean View Dr (0.28 miles S of Spyglass Rd to Mouth of Smith River Rd)	1.4	546	168	4	Hit Object (4)	Lane Departures	R15	30%	90%	Widen shoulder	4 hit object collisions. 4 collisions where the vehicle at fault ran off the road, including 1 fatality. The roadway does not have a shoulder and many trees and objects are in close proximity to the edge of pavement. Several horizontal curves along the segment.
						Lane Departures	R23	40%	100%	Install chevron signs on horizontal curves	4 hit object collisions where the vehicle ran off the road. All collisions occurred at or near horizontal curves.
						-	-	-	-	DUI enforcement	2 collisions due to DUI/BUIs, 1 was fatal.
Elk Valley Rd (Parkway Dr to Howland Hill Rd)	3.4	158	430	22	Hit Object (17)	Lane Departures	R22	15%	100%	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	14 collisions at night. 17 hit object collisions (including 2 severe injuries). The vehicle ran off the road in 12 collisions.
						Lane Departures	R15	30%	90%	Widen shoulder OR curve shoulder widening (outside only)	17 hit object collisions (including 2 severe injuries). The vehicle ran off the road in 12 collisions. Alternative 1 in the Elk Valley Road Multimodal Corridor Plan recommends lane and shoulder widening.
						Lane Departures	R16	45%	90%		
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	Many trees lining the roadway. 17 hit object collisions (including 2 severe injuries).

						Lane Departures	R28	25%	100%	Install edge-lines and centerlines	14 collisions at night. 17 hit object collisions (including 2 severe injuries). The vehicle ran off the road in 12 collisions. This portion of the roadway has narrow shoulders and improved paint can better define the edge of travelled way.
Washington Blvd (Riverside St to Pebble Beach Dr)	0.9	77	349	6	Hit Object (5)	Lane Departures	R22	15%	100%	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	5 hit object collisions. 3 collisions due to improper turning violations. Majority of collisions (4) had vehicles that ran off the road.
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	5 hit object collisions. 3 collisions due to improper turning violations. Can help vehicles navigate the S-curve, where many of the collisions are concentrated. Majority of collisions (4) had vehicles that ran off the road. Power poles line the roadway.
						Lane Departures	R28	25%	100%	Install edge-lines and centerlines	5 hit object collisions. 3 collisions due to improper turning violations. Majority of collisions (4) had vehicles that ran off the road. This portion of the roadway has narrow shoulders and improved paint can better define the edge of travelled way.
Fred D Haight Dr (Rainbow Ln to US 101)	2.9	73	345	12	Hit Object (7)	Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	7 hit object collisions.
						Lane Departures	R28	25%	100%	Install edge-lines and centerlines	7 collisions occurred at night. 7 hit object collisions. This portion of the roadway has narrow shoulders and improved paint can better define the edge of travelled way.
						-	-	-	-	DUI enforcement	5 collisions due to DUI/BUIs.
Low Divide Rd (End to 0.33 Miles)	29.4	62	334	6	Head On (2) / Hit Object (2) / Overturned (2)	Lane Departures	R23	40%	100%	Install chevron signs on horizontal curves	All collisions at or near horizontal curves and seem to be due to issues navigating the curve. For application towards the southern end of the segment in areas where signage does not currently exist.
						Lane Departures	R24	25%	100%	Install curve advance warning signs	All collisions at or near horizontal curves and seem to be due to issues navigating the curve. For application towards the southern end of the segment in areas where signage does not currently exist.
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	All collisions at or near horizontal curves and seem to be due to issues navigating the curve. 2 collisions where a vehicle ran off the road, 1 resulted in a severe injury.
Lake Earl Dr (Blackwell Ln to Elk Valley Cross Rd)	2.5	54	190	16	Hit Object (10)	Lane Departures	R22	15%	100%	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	7 collisions occurred at night. 10 hit object collisions.
						Lane Departures	R24	25%	100%	Install curve advance warning signs	Concentration of collisions at the horizontal curve, south of Redwood Lane.
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	10 hit object collisions.
Northcrest Dr (Old Mill Rd to Washington Blvd)	0.6	50	50	15	Rear End (5)	Aggressive Driving / Speed Management	R26	30%	100%	Install dynamic/variable speed warning signs	On the school speed limit sign in the southbound direction south of Old Mill Road, after the curve coming into town. 5 rear end collisions. 4 collisions due to unsafe speed. Segment includes a school, senior center, and several bus stops.
						Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	At school crossing south of E Madison Avenue. Near school, bus stops, and senior center. Crossing distance is approximately 75 feet long. 1 pedestrian collision along segment. Upgrade to high-visibility crossing, install curb bulb outs, pedestrian refuge, pedestrian landing facility on west end, and Rectangular Rapid Flashing Beacons (RRFBs).
						Pedestrians, Bicycles	-	-	-	Bicycle and pedestrian education campaign on the rules of the road	2 collisions where bicyclists were at fault. 1 collision where pedestrian was at fault.

Segment	Length (mi)	HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Total Crashes	Top Type of Collision	Relevant Challenge Area(s)	Countermeasure Number	CRF	Funding Eligibility	Recommended Countermeasures	Reasoning
County Jurisdiction											
Elk Valley Rd (Howland Hill Rd to US 101)	1.1	616	510	8	Sideswipe (2) / Rear End (2) / Broadside (2)	Aggressive Driving / Speed Management	R26	30%	100%	Install dynamic/variable speed warning signs	Concentration of collisions at this location near Adair Street. 10 MPH speed limit changes east of the curve on Adair Street. 2 rear end collisions. Install speed feedback sign on westbound 35 MPH speed limit sign.
						-	-	-	-	DUI enforcement	1 fatal DUI collision along segment.
Parkway Dr (US 199 to US 101)	3.7	584	206	12	Hit Object (6)	An HSIP Cycle 6 project was completed at this location in November 2016. This project included installation of center line rumble strips, delineators, signs, and striping. This location should be monitored to determine if further analysis is required.					
Kings Valley Rd (US 199 to US 101)	4.2	582	204	15	Hit Object (12)	Lane Departures	R22	15%	100%	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	7 collisions at night. 8 collisions where a vehicle ran off the road. 12 hit object collisions, including 1 fatality.
						Aggressive Driving / Speed Management	R26	30%	100%	Install dynamic/variable speed warning signs	5 unsafe speed collisions. Install on curve advisory signs north of intersection with South Kraft Road.
						Lane Departures	R15	30%	90%	Widen shoulder	12 hit object collisions. 8 collisions where the vehicle at fault ran off the road. 3 collisions where road surface was wet. The roadway does not have a shoulder and many trees and objects are in close proximity to the edge of pavement.
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	12 hit object collisions. Many horizontal curves along segment. The roadway does not have a shoulder and many trees and objects are in close proximity to the edge of pavement.
						Lane Departures	R28	25%	100%	Install edge-lines and centerlines	7 collisions at night. 8 collisions where a vehicle ran off the road. 12 hit object collisions. This portion of the roadway has narrow shoulders and improved paint can better define the edge of travelled way.
Summer Ln (Winding Creek Cir to E Washington Blvd)	0.2	546	168	4	Broadside (2)	Lane Departures	R28	25%	100%	Install edge-lines and centerlines	Installing edgelines can help create a visual separation between travel lane and parking.
						Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	1 fatal pedestrian collision where pedestrian was crossing not in a crosswalk. Gap in sidewalk on western end near second Walmart driveway. Location proposed is just south of the bus stop near the second Walmart driveway.
						-	-	-	-	Evaluate limiting parking near driveways	Parking in close proximity to intersections has the potential to limit sight distance for turning vehicles.
Ocean View Dr (0.28 miles S of Spyglass Rd to Mouth of Smith River Rd)	1.4	546	168	4	Hit Object (4)	Lane Departures	R15	30%	90%	Widen shoulder	4 hit object collisions. 4 collisions where the vehicle at fault ran off the road, including 1 fatality. The roadway does not have a shoulder and many trees and objects are in close proximity to the edge of pavement. Several horizontal curves along the segment.
						Lane Departures	R23	40%	100%	Install chevron signs on horizontal curves	4 hit object collisions where the vehicle ran off the road. All collisions occurred at or near horizontal curves.
						-	-	-	-	DUI enforcement	2 collisions due to DUI/BUIs, 1 was fatal.
Elk Valley Rd (Parkway Dr to Howland Hill Rd)	3.4	158	430	22	Hit Object (17)	Lane Departures	R22	15%	100%	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	14 collisions at night. 17 hit object collisions (including 2 severe injuries). The vehicle ran off the road in 12 collisions.
						Lane Departures	R15	30%	90%	Widen shoulder OR Curve Shoulder widening (Outside Only)	17 hit object collisions (including 2 severe injuries). The vehicle ran off the road in 12 collisions. Alternative 1 in the Elk Valley Road Multimodal Corridor Plan recommends lane and shoulder widening.
						Lane Departures	R16	45%	90%		Many trees lining the roadway. 17 hit object
						Lane	R27	15%	100%	Install delineators, reflectors and/or object	14 collisions at night. 17 hit object collisions (including 2 severe injuries). The vehicle ran off the road in 12 collisions. This portion of the roadway has narrow shoulders and improved paint can better define the edge of travelled way.
						Lane Departures	R28	25%	100%	Install edge-lines and centerlines	

Washington Blvd (Riverside St to Pebble Beach Dr)	0.9	77	349	6	Hit Object (5)	Lane Departures	R22	15%	100%	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	5 hit object collisions. 3 collisions due to improper turning violations. Majority of collisions (4) had vehicles that ran off the road.
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	5 hit object collisions. 3 collisions due to improper turning violations. Can help vehicles navigate the S-curve, where many of the collisions are concentrated. Majority of collisions (4) had vehicles that ran off the road. Power poles line the roadway.
						Lane Departures	R28	25%	100%	Install edge-lines and centerlines	5 hit object collisions. 3 collisions due to improper turning violations. Majority of collisions (4) had vehicles that ran off the road. This portion of the roadway has narrow shoulders and improved paint can better define the edge of travelled way.
Fred D Haight Dr (Rainbow Ln to US 101)	2.9	73	345	12	Hit Object (7)	Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	7 hit object collisions.
						Lane Departures	R28	25%	100%	Install edge-lines and centerlines	7 collisions occurred at night. 7 hit object collisions. This portion of the roadway has narrow shoulders and improved paint can better define the edge of travelled way.
						-	-	-	-	DUI enforcement	5 collisions due to DUI/BUIs.
Low Divide Rd (End to 0.33 Miles)	29.4	62	334	6	Head On (2) / Hit Object (2) / Overturned (2)	Lane Departures	R23	40%	100%	Install chevron signs on horizontal curves	All collisions at or near horizontal curves and seem to be due to issues navigating the curve. For application towards the southern end of the segment in areas where signage does not currently exist.
						Lane Departures	R24	25%	100%	Install curve advance warning signs	All collisions at or near horizontal curves and seem to be due to issues navigating the curve. For application towards the southern end of the segment in areas where signage does not currently exist.
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	All collisions at or near horizontal curves and seem to be due to issues navigating the curve. 2 collisions where a vehicle ran off the road, 1 resulted in a severe injury.
Lake Earl Dr (Blackwell Ln to Elk Valley Cross Rd)	2.5	54	190	16	Hit Object (10)	Lane Departures	R22	15%	100%	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	7 collisions occurred at night. 10 hit object collisions.
						Lane Departures	R24	25%	100%	Install curve advance warning signs	Concentration of collisions at the horizontal curve, south of Redwood Lane.
						Lane Departures	R27	15%	100%	Install delineators, reflectors and/or object markers	10 hit object collisions.
Northcrest Dr (Old Mill Rd to Washington Blvd)	0.6	50	50	15	Rear End (5)	Aggressive Driving / Speed Management	R26	30%	100%	Install dynamic/variable speed warning signs	On the school speed limit sign in the southbound direction south of Old Mill Road, after the curve coming into town. 5 rear end collisions. 4 collisions due to unsafe speed. Segment includes a school, senior center, and several bus stops.
						Pedestrians	R35PB	35%	90%	Install/upgrade pedestrian crossing (with enhanced safety features)	At school crossing south of E Madison Avenue. Near school, bus stops, and senior center. Crossing distance is approximately 75 feet long. 1 pedestrian collision along segment. Upgrade to high-visibility crossing, install curb bulb outs, pedestrian refuge, pedestrian landing facility on west end, and Rectangular Rapid Flashing Beacons (RRFBs).
						Pedestrians, Bicycles	-	-	-	Bicycle and pedestrian education campaign on the rules of the road	2 collisions where bicyclists were at fault. 1 collision where pedestrian was at fault.
Notes: Segment locations <u>without bold text</u> are identified in existing planning documents with associated safety recommendations											

6.1.2.1 Countermeasure Limitations

It is important to note that the HSIP countermeasure to widen shoulders (R15) has the following guidance:

“This CM only applies to crashes occurring within the limits of the new paved shoulder. A minimum of 2 feet width must be added and the new/resulting shoulders must be a minimum of 4 feet wide. This CM is not eligible unless it is done as the last step of an “incremental approach”, for which the agency documents that: 1) they have already pursued and installed lower cost and lower impact CMs (i.e. signing/stripping upgrades to MUTCD standards/recommendations, rumble strips, etc.), 2) they have already monitored the crash occurrences after these improvements were installed, and 3) the ‘after’ crash rate is still unacceptably high. This ‘incremental approach’ (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application and a summary of the ‘before’ and ‘after’ crash analysis must be attached to the application.”

In addition, the HSIP countermeasure to install/upgrade signs with new fluorescent sheeting (R22) has the following guidance:

“This CM only applies to crashes occurring within the influence area of the new/upgraded signs. This CM is not intended for maintenance upgrades of street-name, parking, guide, or any other signs without a primary focus on roadway safety. This CM is not eligible unless it is done as part of a larger sign audit project, including the study of: 1) the existing signs' locations, sizes and information per MUTCD standards, 2) missing signs per MUTCD standards, and 3) sign retroreflectivity. The overall sign audit scope (or a special exception from the HSIP program manager) must be documented in the Narrative Questions in the application. Based on the scope of the project/audit, it may be appropriate to combine other CMs in the B/C calculation.”

When requested, Caltrans provided further detail on what can be funded through the countermeasure (see text below).

“This sign audit and the associated studies are fundable through the HSIP. It will not be a separate application but will be included in the application to install/upgrade signs with new fluorescent sheeting as its PE cost.

For an application, the HSIP amount for PE normally should not exceed 25% of the HSIP amount for Construction Items. But if it does go over 25% due to the sign audit and studies, it should be explained in the application.”

6.1.3 Systemic Safety Countermeasures

When selecting countermeasures, just focusing on locations with current collision issues is a reactive approach to roadway safety planning. A reactive approach targets recent hot-spots and specific problems that are associated with these locations; as a result of this approach, locations with low traffic volumes but with similar safety issues as hot spot locations are not addressed. In order to mitigate collisions in both a reactive and proactive approach, Caltrans' Local Roadway Safety Manual suggests agencies utilize a comprehensive approach that includes systemic and hot spot location improvements in developing a safety plan.

Potential countermeasures that can be applied systemically throughout various locations in the County are presented in **Table 6.5** below.

Table 6.5 *Systemic Countermeasures*

Type of Countermeasure	Countermeasure	Locations	Reasoning
Engineering	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	County roadway segments	To increase visibility and analyze quality of signage. Many segment locations with collisions where a vehicle ran off the road. Many priority segment collisions occurred at night. Identified through County input. Identified as an HSIP set-aside in previous cycle. Lane departures are an identified challenge/emphasis area for the LRSP. Signs to be identified and/or replaced should be verified with the most recent engineering and traffic studies.
	Install delineators, reflectors and/or object markers	Segments with high densities of hit object collisions and/or where horizontal curves are present	Top type of collision in the County was hit object. Many horizontal curves throughout County roads. Lane departures are an identified challenge/emphasis area for the LRSP.
	Install edge-lines and centerlines	Segments with steep side slopes where shoulder widening is not feasible/cost effective	To increase visibility of the edge of the travel lane. Many segment locations with collisions where a vehicle ran off the road. Many priority segment collisions occurred at night. Identified through County input. Identified as an HSIP set-aside in previous cycle. Lane departures are an identified challenge/emphasis area for the LRSP.
	Pedestrian crossing enhancements	School crossings Intersections/mid-block crossings with pedestrian collisions	Several priority locations with pedestrian collisions did not have curb ramps. Identified through County input. Pedestrians are an identified challenge/emphasis area for the LRSP.
	Bicycle safety improvements	Near schools	Potential HSIP set-aside funding in next cycle. Multimodal infrastructure improvements near schools were identified as a need through public, stakeholder, and County input. Bicyclists are an identified challenge/emphasis area for the LRSP.

	Repave and/or repair pavement	Segments with pavement deficiencies	Identified through public and County input. Identified as an HSIP set-aside in previous cycle.
Enforcement	DUI enforcement	Countywide	Driving under the influence of drugs or alcohol is one of the top violation categories for collisions in the County.
	Speed enforcement	Countywide	Aggressive driving / speed management is an identified challenge/emphasis area for the LRSP. Unsafe speed is one of the top violation categories for collisions in the County.
Education	Pedestrian safety campaign	Countywide	Top violation category for pedestrian collisions was a pedestrian violation (pedestrian at fault). This violation category resulted in 2 fatalities and 1 severe injury between 2011 and 2020. Pedestrians are an identified challenge/emphasis area for the LRSP.
	Bicycle safety campaign	Countywide	One of the top violation categories for bicycle collisions was travelling on the wrong side of the road (typically bicyclist at fault). This violation category resulted in 1 fatality between 2011 and 2020. Bicycles are an identified challenge/emphasis area for the LRSP.
	Driver safety education campaign	Countywide	Distracted driving is an identified challenge/emphasis area for the LRSP. Can be focused on distracted driving and properly navigating various road conditions (sharp curves, construction zones, pedestrians/bicyclists in the roadway).

6.1.3.1 Lane Departure Project

Many collisions on County roadway segments were related to lane departures. Lane departures were also identified as a challenge/emphasis area by the stakeholder working group. Based on this knowledge and County input, a potential systemic project to submit for the next HSIP Cycle includes the following countermeasures.

- Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
- Install delineators, reflectors and/or object markers
- Install edge-lines and centerlines

The proposed locations for this project are listed below. In total, the roadway segments listed span approximately 11 miles.

1. Kings Valley Road from US 199 to US 101
2. Elk Valley Road from Parkway Drive to Howland Hill Road
3. Washington Boulevard from Riverside Street to Pebble Beach Drive
4. Lake Earl Drive from Blackwell Lane to Elk Valley Cross Road

6.1.4 Projects Suggested through Public Input

The interactive map tool on the public website for the plan gathered many suggestions from residents of the County for areas of improvement. These suggestions were summarized and are shown in **Table 6.6** below.

Table 6.6 *Public Suggestions from the Interactive Map Feature on the Public Website*





Suggestion	Location (*Location provided by commenter is either fully/partially not in County jurisdiction)
Evaluate speed limit and/or implement speed mitigation measures	Pacific Avenue
	S Fred D Haight Drive near Rainbow Lane
	S Fred D Haight Drive near Maris Lane
	Elk Valley Road / Howland Hill Road / Union Street
	Terwer Riffle Road
	Elk Valley Cross Road / Cunningham Lane
	Pebble Beach Drive near Pacific Avenue
	Humboldt Road
	Butte Street
Install/upgrade pedestrian facilities	S Fred D Haight Drive near Rainbow Lane
	S Fred D Haight Drive near Maris Lane
	Terwer Riffle Road
	Parking lot for Klamath River Access near Terwer Riffle Road*
	Klamath River boat ramp, north of Chapman Street*
	Beach access off of Pebble Beach Drive*
	Klamath Beach Road near Old Douglas Memorial Bridge Site
	Ocean View Drive near Mouth of Smith River Road
	US 101 near Timber Boulevard*
	E Hoover Avenue / Harrold Street
Improve pavement quality	US 199 / Walker Road*
	Elk Valley Road near Church Tree Road
	Terwer Riffle Road
	Movie Lane, south of Redwood Lane
	Bridge on Gasquet Flat Road, crossing Smith River
	Howland Hill Road
	Klamath Beach Road
	Cushing Avenue
	Ocean View Drive
	Butte Street near Keller Avenue
Evaluate/improve signage	E Washington Boulevard / Parkway Drive
	Northcrest Drive near Pine Grove Elementary School
	Humboldt Road / Sandmine Road
	Mobile Lane
	US 101, north of Creekside Lane*
	Klamath Beach Road near Old Douglas Memorial Bridge Site
	US 199 near Walker Road*
	Ocean View Drive / N Indian Road
	Sarina Road N and First Street
	US 199 near SR 197*
	E Hoover Avenue / Harrold Street

Install bike lanes/accommodations	S Fred D Haight Drive near Rainbow Lane
	S Fred D Haight Drive near Maris Lane
	Ocean View Drive
	Ocean View Drive near Mouth of Smith River Road
	Butte Street
Evaluate sight distance	US 101 / N Fred D Haight Drive*
	Elk Valley Road / Howland Hill Road / Union Street
	Elk Valley Cross Road / Cunningham Lane
	Ocean View Drive / N Indian Road
	Elk Valley Cross Road / Cunningham Lane
	US 101 / SR 197*
Install/improve safety lighting	Terwer Riffle Road
	Elk Valley Road near Jones Street
	Pacific Avenue
	Inyo Court near Inyo Street
	Butte Street
Upgrade pavement markings	US 199 near SR 197*
	Parking lot for Klamath River Access near Terwer Riffle Road*
	Sarina Road N and First Street
	US 101 / Elk Valley Cross Road
	Cooper Avenue
School zone enhancements	S Fred D Haight Drive near Rainbow Lane
	Northcrest Drive near Pine Grove Elementary School
	Sarina Road N and First Street
	S Fred D Haight Drive near Maris Lane
Increase enforcement	Klamath River boat ramp, north of Chapman Street*
	Pebble Beach Drive near Pacific Avenue
	E Hoover Avenue / Harrold Street
	Butte Street
Consider installing a traffic signal	Elk Valley Road / Howland Hill Road / Union Street
	US 199 / SR 197*
	US 199 near SR 197*
Install left turn lane	NB US 101 / Timber Boulevard*
	US 101 near Timber Boulevard*
	Arlington Drive / W Washington Boulevard
Evaluate conversion to all-way stop control	H Street at Pacific Avenue*
	Ocean View Drive / N Indian Road
Trim brush	Cushing Avenue
	Elk Valley Cross Road / Cunningham Lane
Reevaluate truck routes	Elk Valley Road near Clyde Street
Install/upgrade guardrail	SR 197, north of Sharon Lane*
Evaluate traffic flow	SR 169 near Klamath Boulevard*

6.2 Non-Engineering Strategies

A comprehensive approach to selecting countermeasure recognizes that not all safety issues can be addressed through infrastructure improvements. The comprehensive approach to safety involves the 5 E's of traffic safety. Besides engineering safety countermeasures, it is important to recommend safety countermeasures to coincide with the other safety E's. Non-engineering strategies for the Del Norte LRSP are shown in **Table 6.7** below.

Table 6.7 Recommended Non-Engineering Strategies

Strategy Type	Potential Stakeholder Champions	Recommended Strategy
EDUCATION 	County of Del Norte: Health and Human Services, California Highway Patrol, Del Norte County Sheriff's Office	Bicycle and pedestrian safety campaigns
		Driver education and campaigns related to driving under the influence and distracted driving
	Del Norte Unified School District and associated schools, Uncharted Shores Academy	Encourage safe practices within the roadway for all users and the continuation of driver education programs in the classrooms
	All Stakeholder Agencies	Social media blasts with education campaigns
	California Highway Patrol, Del Norte County Sheriff's Office	Dangers of speeding/speed management campaigns
EMERGING TECHNOLOGIES 	County of Del Norte: Community Development Department, Caltrans: District 1	Video/bicycle detection
		Upgraded controllers for flashing yellow arrows and leading pedestrian intervals
		Install touchless Accessible Pedestrian Signals
		Coordinate with navigation systems (Google, Apple, Waze, Garmin, etc.) to remove certain roadways from routes
		Changeable message signs
ENFORCEMENT 	California Highway Patrol, Del Norte County Sheriff's Office	Targeted speed enforcement
		DUI saturation patrols
		Increase the number of traffic officers enforcing bicyclist rules of the road and pedestrians jay walking
		Dangers of speeding/speed management campaigns
		Distracted driving enforcement
EMERGENCY RESPONSE 	Fire Protection Districts, Del Norte Ambulance	Consider emergency vehicle pre-emption at signalized intersections
		Improvements to roadways to increase access, reduce congestion, and potentially shorten response times

7. Prioritize and Incorporate Strategies

7.1 Funding Sources

Funding opportunities can come through grant funding such as HSIP, Active Transportation Program (ATP), and other state and federally funded grants. It should be noted that the Active Transportation Program (ATP) funding is very competitive and typically awarded for larger projects in high-density communities but does consider disadvantaged communities (such as many areas within Del Norte County). With these constraints, it may be difficult for the County of Del Norte to submit a competitive project.

Each HSIP 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. As discussed before, countermeasures developed for this study only considered collisions between 2016 to 2020.

HSIP also provides funding set-aside projects that do not require a collision history. Per stakeholder confirmation, this next call (HSIP Cycle 11), is expected to have the same set aside funding as last call. Set aside funding will consist of guardrail upgrades, pedestrian crossing enhancements, installing edge-lines, and tribes. Each of the set-aside projects are applicable for the County of Del Norte. In particular, it is recommended that Del Norte collaborate with the various tribes throughout the County to identify roadway safety needs on tribal roads. The “Tribes” set-aside funding from HSIP Cycle 10 included the following countermeasures, in addition to countermeasures included in the other three set-aside funding projects.

- Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)
- Install chevron signs on horizontal curves
- Install curve advance warning signs/flashing beacons
- Install dynamic/variable speed warning signs
- Install delineators, reflectors, and/or object markers
- Install edge-lines, centerlines, no-passing lines
- Install centerline/edge-line rumble strips/stripes

Another potential source of funding could be the County’s Measure R sales tax. This tax was approved in November 2020 with the intention to support local services. One of the services included in the text of the measure is repairing potholes and maintaining streets. The County of Del Norte did not allocate funding for these purposes in the 2021/2022 Fiscal Year. However, funding for repairing potholes and maintaining streets should be considered for future fiscal years, as it was a voter-approved activity for the sales tax.

The Del Norte Local Transportation Commission (DNLTC) receives around \$300,000 in funding each year through Caltrans’ Regional Surface Transportation Program (RSTP). The money from this grant is primarily used for match funding. However, it is not currently enough to meet regional match needs, according to DNLTC.

For funding for the non-engineering strategies, the California Office of Traffic Safety has resources that can be used by the County to help in traffic safety education for residents. Some campaigns highlighted in their website include impaired driving, distracted driving, pedestrian & bicycle safety, and speeding. The website provides educational materials, safety tips, facts, and resources to use in educating the public on traffic safety.

7.2 Prioritized Projects

In evaluating how to implement safety projects, preliminary benefit-to-cost ratios (BCRs) for priority intersection and segment projects were calculated using the HSIP Cycle 10 Analyzer. It is important to note that these values were calculated using HSIP Cycle 10 materials, so calculations are subject to vary based on the new cycle’s material that will be released in Spring 2022. **Tables 7.1** and **7.2** contain lists of the proposed intersection and segment projects

and their corresponding BCRs. These tables also show additional potential funding opportunities. It should be noted that some of the recommended countermeasures are not current HSIP countermeasures. However, these improvements can typically be included in an HSIP project provided the cost does not exceed 20% of the total project cost.

In addition, the awarded projects through the BCR application for HSIP Cycle 10 started at a BCR of 12. Even though the minimum for the grant application was a BCR of 3.5, the projects submitted were very competitive. Some of this was due to funding shortfalls with COVID lockdowns and the HSIP grant application deadline extension which allowed more agencies to submit. Therefore, the maximum project cost is also included for a BCR of 10.

Costs used to estimate the preliminary BCRs are planning-level construction costs with a 30% contingency. Previously funded HSIP projects and Caltrans Contract Cost data were used to estimate these planning-level costs.

Table 7.1 **Priority of County Intersection Projects**

Location	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**	Other Funding Sources
E Washington Blvd / Parkway Dr	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	\$64,164	32.9	\$641,637	\$19,500	100%	-	-
	Upgrade intersection pavement markings					100%	-	-
	Convert intersection to roundabout (from stop or yield control on minor road)	Unable to locate data	Unable to locate data	Unable to locate data	\$2,600,000	100%	-	-
Northcrest Dr / E Washington Blvd	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$20,865	5.4	\$208,653	\$39,000	100%	-	-
	Install vehicle/bicycle detection per County approval, along with bicycle detection pavement markings					-	-	ATP
	Convert intersection to roundabout (from signal)	\$1,105,724	4.3	\$11,057,244	\$2,600,000	100%	-	-
Butte St / E Macken Ave	Install/upgrade larger or additional stop signs or other intersection warning/regulatory signs	\$98,543	9.5	\$985,429	\$104,000	100%	-	-
	Install/ upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)					100%	PC E	ATP
Elk Valley Rd / Howland Hill Rd	Add intersection lighting	\$30,031	2.7	\$300,308	\$110,500	100%	-	-
	Improve sight distance to intersection (Clear sight triangles)					90%	-	-
Elk Valley Rd / Howland Hill Rd/ Union St	Convert intersection to roundabout	\$1,314,025	5.1	\$13,140,245	\$2,600,000	100%	-	-
Howland Hill Road / Humboldt Road	Install/ upgrade larger or additional stop signs or other intersection warning/regulatory signs	\$12,554	1.2	\$125,542	\$104,000	100%	-	-
	Install/ upgrade pedestrian crossing at uncontrolled locations (with enhanced safety features)					100%	PC E	ATP

E Washington Blvd / Summer Ln	Improve signal hardware: lenses, back-plates with retroreflective borders, mounting, size, and number	\$1,994	1.5	\$19,940	\$13,000	100%	-	-
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Table 7.2 *Priority of County Segment Projects*

Segment	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**	Other Funding Sources
Elk Valley Rd (Howland Hill Rd to US 101)	Install dynamic/ variable speed warning signs	\$405,708	208.1	\$4,057,077	\$19,500	100%	-	-
Kings Valley Rd (US 199 to US 101)	Install/ upgrade signs with new fluorescent sheeting (regulatory or warning)	\$503,610	7.2	\$5,036,099	\$704,051	100%	-	-
	Install dynamic/ variable speed warning signs					100%	-	-
	Widen Shoulder					90%	-	-
	Install delineators, reflectors and/or object markers					100%	-	-
	Install edge-lines and centerlines					100%	E	-
Summer Ln (Winding Creek Cir to E Washington Blvd)	Install edge-lines and centerlines	\$379,562	51.7	\$3,795,621	\$73,363	100%	E	-
	Install/ upgrade pedestrian crossing (with enhanced safety features)					90%	PCE	ATP
	Evaluate limiting parking near driveways					-	-	-
Ocean View Dr (0.28 miles S of Spyglass Rd to Mouth of Smith River Rd)	Widen shoulder	\$392,248	28.2	\$3,922,476	\$139,221	90%	-	-
	Install chevron signs on horizontal curves					100%	-	-
Elk Valley Rd (Parkway Dr to Howland Hill Rd)	Install/ upgrade signs with new fluorescent sheeting (regulatory or warning)	\$971,104	31.9	\$9,711,038	\$304,341	100%	-	-
	Curve shoulder widening (outside only)					90%	-	-
	Install delineators, reflectors and/or object markers					100%	-	-
	Install edge-lines and centerlines					100%	E	-
Elk Valley Rd (Parkway Dr to Howland Hill Rd)	Install/ upgrade signs with new fluorescent sheeting (regulatory or warning)	\$903,425	16.8	\$9,034,251	\$538,449	100%	-	-
	Widen shoulder					90%	-	-
	Install delineators, reflectors and/or object markers					100%	-	-
	Install edge-lines and centerlines					100%	E	-
Washington Blvd (Riverside St to Pebble Beach Dr)	Install/ upgrade signs with new fluorescent sheeting (regulatory or warning)	\$423,973	86.9	\$4,239,733	\$48,781	100%	-	-

Segment	Recommended Countermeasures	Max Project Cost for B/C Ratio of 10	Preliminary B/C Ratio	Total Expected Benefit	Preliminary Estimated Project Cost*	HSIP Funding Reimbursement Ratio	HSIP Set-Aside**	Other Funding Sources
	Install delineators, reflectors and/or object markers					100%	-	-
	Install edge-lines and centerlines					100%	E	-
Fred D Haight Dr (Rainbow Ln to US 101)	Install delineators, reflectors and/or object markers	\$331,912	27.8	\$3,319,117	\$119,356	100%	-	-
	Install edge-lines and centerlines					100%	E	-
Low Divide Rd (End to 0.33 Miles)	Install chevron signs on horizontal curves	\$547,201	13.8	\$5,472,005	\$397,132	100%	-	-
	Install curve advance warning signs					100%	-	-
	Install delineators, reflectors and/or object markers					100%	-	-
Lake Earl Dr (Blackwell Ln to Elk Valley Cross Rd)	Install/Upgrade signs with new fluorescent sheeting (regulatory or warning)	\$231,199	19.8	\$2,311,991	\$116,632	-	-	-
	Install curve advance warning signs					-	-	-
	Install delineators, reflectors and/or object markers					-	-	-
Northcrest Dr (Old Mill Rd to Washington Blvd)	Install dynamic/variable speed warning signs	\$74,655	8.8	\$746,553	\$84,500	100%	-	-
	Install/upgrade pedestrian crossing (with enhanced safety features)					90%	PCE	ATP

*Includes 30% contingency

**PCE = Pedestrian Crossing Enhancements, E = Install Edge-lines

7.2.1 Systemic Benefit-to-Cost Ratio Project

The BCR was calculated for the proposed systemic, lane departure projects with installation of the following: upgraded signs with new fluorescent sheeting, delineators, reflectors and/or object markers, and edge-lines and centerlines. The expected benefit for this project was calculated using collision characteristics at the following four project locations:

- Kings Valley Road from US 199 to US 101
- Elk Valley Road from Parkway Drive to Howland Hill Road
- Washington Boulevard from Riverside Street to Pebble Beach Drive
- Lake Earl Drive from Blackwell Lane to Elk Valley Cross Road

The resulting preliminary BCR for this project is approximately 12.23 (see **Table 7.3**).

Table 7.3 Benefit-to-Cost Ratio for Systemic Lane Departure Project

Total Estimated Project Cost	\$ 1,163,618
Maximum Funding Reimbursement Ratio	100%
Total Expected Benefit	\$ 14,236,864
Benefit Cost Ratio (BCR)	12.23

Alternatively, set-aside funding is available for installing edge-lines in the HSIP, which does not require a collision history. However, the funding for upgraded signs and installing delineators, reflectors, and/or object markers has not been eligible for set-aside funding in recent HSIP cycles.

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** **Goal: Create a safe, livable, healthy, and welcoming community by developing a roadway safety plan that targets Del Norte's transportation and roadway safety needs.**
Measure of Success: A Local Roadway Safety Plan developed with stakeholder and community engagement that is updated and adopted every 5 years.
- 2** **Goal: Reduce fatal and severe injury collisions countywide through maintenance, grant funded projects, education, and enforcement.**
Measure of Success: Obtain grant funding through HSIP for recommended safety countermeasures and Office of Traffic Safety grants for education and enforcement for targeted locations with fatal and severe injury collisions.
Measure of Success: Continue enforcement and collaborate with CHP and the Del Norte County Sheriff's Office to increase enforcement in areas with speeding violations or areas of concern.
Measure of Success: Notice a downward trend of fatal and severe injury collisions as a result of safety improvement projects and/or additional education and enforcement efforts.
- 3** **Goal: Increase roadway safety with improved pavement and shoulder widening.**
Measure of Success: Increase the countywide Pavement Condition Index (PCI) through implementation of the pavement management system.
Measure of Success: Improve roadway safety through implementation of the annual SB1 project list adopted by the Board of Supervisors.
- 4** **Goal: Reduce hit object and lane departures collisions by 2% each year through implementing safety countermeasures and strategies.**
Measure of Success: Paint all roadway stripes with paint every other year where stripes are not thermoplastic or epoxy.
Measure of Success: Where pavement markings are thermoplastic or epoxy, rehabilitate pavement markings every ten years or as needed.
- 5** **Goal: Improve multimodal transportation safety by expanding the County's opportunities for non-motorized transportation infrastructure.**
Measure of Success: Prioritize multimodal improvement projects. Pursue grant funding as staffing allows.
- 6** **Goal: Improve safety around schools by increasing multimodal infrastructure, enhanced crossings, and education and enforcement.**
Measure of Success: Encourage each school site from elementary to high school to develop and implement a school route plan for pedestrians consistent with the California Manual on Uniform Traffic Control Devices. Additionally, include provisions in the school route plan for active transportation users.
Measure of Success: Encourage each school site to eliminate impediments to through traffic within their school zone by developing and implementing a plan to eliminate on street queuing of vehicles associated with drop-off and pick-up of students.
Measure of Success: Enforcement of parking regulations to eliminate illegal parking resulting in the obstruction of active transportation facilities.

- 7** **Goal: Reduce speeding and improper turning related collisions through engineering, enforcement, emerging technologies, and education strategies.**
Measure of Success: Within 5 years after implementing speed management strategies outlined in this plan, “Unsafe Speed” and “Improper Turning” show a downward trend in collisions.
- 8** **Goal: Improve sight distance at intersections.**
Measure of Success: Encourage the Code Enforcement Division’s enforcement of County Code 12.08.010 and 12.09.010 resulting in improved sight distance at intersections over the next five years.

9. Next Steps

The Roadway Safety Plan should be presented to the Board of Supervisors for adoption in June 2022. This safety plan will be a living document and will guide the County's roadway safety needs for at least the next five years. It will be updated as needed and the goals will be monitored.

10. References

Recent/Planned Projects

- County of Del Norte, Elk Valley Cross Road, 2019-2022.
<https://www.co.del-norte.ca.us/departments/EngineeringSurveying/Documents>
- Del Norte Local Transportation Commission, Elk Valley Road Multimodal Corridor Plan, May 2017.
<https://www.co.del-norte.ca.us/departments/EngineeringSurveying/Documents>

Traffic Data

- County of Del Norte Collision Data, Statewide Integrated Traffic Records System, 2011-2020.
- County of Del Norte Collision Data, Transportation Injury Mapping System, 2011-2020.

Plans/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.
- County of Del Norte and City of Crescent City, Final Regional Systemic Safety Analysis Report. June 25, 2019.
- County of Del Norte, General Plan. Adopted January 28, 2003

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>.
- County of Del Norte Local Road Safety Plan, <https://lrsp.mysocialpinpoint.com/delnorte>.
- Institute of Transportation Engineers, <https://www.ite.org/technical-resources/topics/safe-systems/>.

Surveys

- Local Road Safety Plan Project Survey, <https://lrsp.mysocialpinpoint.com/delnorte>.

Appendix A

Stakeholder and Public Input

Agenda

December 06, 2021

Project	Del Norte Local Roadway Safety Plan / Crescent City Local Roadway Safety Plan	From	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting #1	Tel	+1 805 858-3147
Date/Time	December 6, 2021 from 1 p.m. to 3 p.m.	Project no.	12565978 / 12559663

1. Introductions

- a. Background on stakeholder working group
- b. Facilitators
- c. Safety Champion/Project Manager for the City/County
- d. LRSP Stakeholder Working Group members
 - i. Role and interest in serving on this committee

2. Background

- a. Purpose of the LRSP
 - i. Focused Challenge Areas per Strategic Safety Highway Plan
 - ii. Engages stakeholders representing all E's and other local community stakeholders (neighboring jurisdictions, advocacy groups, and officials) in developing a plan of action to increase safety and create a prioritized list of projects
- b. LRSP Process
- c. Plan updates
 - i. Living document that is updated as needed
 - ii. Official update every 5 years
 - iii. LRSP schedule for completion

3. Safety Projects

- a. County of Del Norte
 - i. Elk Valley Cross Road Corridor Plan
 - ii. Elk Valley Road Multimodal Corridor Plan
- b. City of Crescent City
 - i. Front Street Project
 - ii. Sunset Circle Multi-Use Trail Project

4. Data Analysis

- a. Collision Data (2011-2020)
 - i. All Collisions in the County and the City
 1. Intersection vs. Segment
 2. Hot Spot Locations
 3. Severity
 4. Collision Type
 - ii. Fatal and Severe Injury Collision Locations
 - iii. Top Violation Categories
 - iv. Pedestrian Collisions

- v. Bicycle Collisions
- b. Top ranking intersections and segments
- c. Identify the approach to evaluating collisions (spot, systemic, or comprehensive).
 - i. Currently using a comprehensive approach
 - ii. Implement low-cost safety countermeasures systemically

5. Guiding Principles

- a. Identify a vision, goals, and mission statement for the LRSP
 - i. LRSP needs a vision, goals, and mission statement to guide the document
 - ii. Identify countermeasures to correlate to emphasis area
 - 1. Engineering, Enforcement, Emergency Response, Education, and Emerging Technologies (5Es)

6. Other Items to Discuss

- a. Public Outreach
- b. Next Meeting
 - i. Action Items
 - 1. Complete survey for Vision, Mission, and Goals
 - 2. Provide feedback on meeting topics
 - 3. Participate in the public website
 - 4. Share the public website

Agenda

December 08, 2021

Project	Del Norte Local Roadway Safety Plan / Crescent City Local Roadway Safety Plan	From	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting #1	Tel	+1 805 858-3147
Date/Time	December 8, 2021 from 2 p.m. to 4 p.m.	Project no.	12565978 / 12559663

1. Introductions

- a. Background on stakeholder working group
- b. Facilitators
- c. Safety Champion/Project Manager for the City/County
- d. LRSP Stakeholder Working Group members
 - i. Role and interest in serving on this committee

2. Background

- a. Purpose of the LRSP
 - i. Focused Challenge Areas per Strategic Safety Highway Plan
 - ii. Engages stakeholders representing all E's and other local community stakeholders (neighboring jurisdictions, advocacy groups, and officials) in developing a plan of action to increase safety and create a prioritized list of projects
- b. LRSP Process
- c. Plan updates
 - i. Living document that is updated as needed
 - ii. Official update every 5 years
 - iii. LRSP schedule for completion

3. Safety Projects

- a. County of Del Norte
 - i. Elk Valley Cross Road Corridor Plan
 - ii. Elk Valley Road Multimodal Corridor Plan
- b. City of Crescent City
 - i. Front Street Project
 - ii. Sunset Circle Multi-Use Trail Project

4. Data Analysis

- a. Collision Data (2011-2020)
 - i. All Collisions in the County and the City
 1. Intersection vs. Segment
 2. Hot Spot Locations
 3. Severity
 4. Collision Type
 - ii. Fatal and Severe Injury Collision Locations
 - iii. Top Violation Categories
 - iv. Pedestrian Collisions

- v. Bicycle Collisions
- b. Top ranking intersections and segments
- c. Identify the approach to evaluating collisions (spot, systemic, or comprehensive).
 - i. Currently using a comprehensive approach
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 - i. LRSP needs a vision, goals, and mission statement to guide the document
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- a. Public Outreach
- b. Next Meeting
 - i. Action Items
 - 1. Complete survey for Vision, Mission, and Goals
 - 2. Provide feedback on meeting topics
 - 3. Participate in the public website
 - 4. Share the public website

Agenda

February 07, 2022

Project	Del Norte Local Roadway Safety Plan / Crescent City Local Roadway Safety Plan	From	Kathryn Kleinschmidt
Subject	Stakeholder Working Group Meeting #2	Tel	+1 805 858-3147
Date/Time	February 7, 2022 from 2 p.m. to 4 p.m.	Project no.	12565978 / 12559663

1. Introductions

- a. Facilitators
- b. Safety Champion/Project Manager for the County/City
- c. LRSP Stakeholder Working Group members

2. 1st Meeting Summary

- a. Meeting summary
 - i. Challenge/emphasis areas
 - ii. Sample mission, vision, and goals
 - iii. Collision analysis from past 10 years
- b. Guiding principles
 - i. Finalize mission, vision, and goals

3. Recent Developments

- a. Public website engagement
 - i. Overall engagement
 - ii. Summarized interactive map comments
 - iii. Summarized survey results

4. Safety Countermeasures

- a. Methodology
- b. Countermeasures for County roadways
 - i. Recent projects
 - ii. Priority locations
 - 1. Intersection countermeasures
 - 2. Segment countermeasures
 - iii. Systemic countermeasures
 - iv. Non-engineering strategies
 - v. Public suggestions
- c. Countermeasures for City roadways
 - i. Recent projects
 - ii. Priority locations
 - 1. Intersection countermeasures
 - 2. Segment countermeasures
 - iii. Systemic countermeasures
 - iv. Non-engineering strategies
 - v. Public suggestions

5. Next Steps

- a. Provide feedback on meeting topics
- b. Public meeting on February 15, 2022 at 5 p.m.
- c. Draft LRSP document



Local Roadway Safety Plan

Request for Public Input:

We want to hear from you! Provide your input on the safety of the roadways in our community and learn more about the Local Roadway Safety Plan (LRSP) by visiting the following link before January 31, 2022.

lrsp.mysocialpinpoint.com/delnorte

For further information, contact:

County of Del Norte

Rosanna Bower, PE
Assistant County Engineer
981 H St, Suite 110, Crescent City, CA 95531
rbower@co.del-norte.ca.us
(707) 464-7229

City of Crescent City

Jon Olson, PE
Director of Public Works
377 J St, Crescent City, CA 95531
jolson@crescentcity.org
(707) 464-9506, ext. 234

**Want to participate in helping to
make **YOUR** local roads safer?**

Scan this QR code to access the LRSP website, which includes an interactive map, a survey, and project details.





Local Roadway Safety Plan

Join Us for a Public Meeting!

To discuss details about the Local Roadway Safety Plan

Short presentation followed by a Q&A

February 15, 2022 at 5:00 PM

Join online: <https://us02web.zoom.us/j/86143469603>

Or use the Zoom Webinar ID: 861 4346 9603

Or call: (669) 900 6833

Note: For call-in only attendees, you can mute/unmute by pressing *6 and raise your hand by pressing *9.

County of Del Norte

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Memorandum

February 07, 2022

To	Rosanna Bower	Tel	+1-805-858-3147
From	Kathryn Kleinschmidt	Email	Kathryn.Kleinschmidt@ghd.com
CC	Emily Darke	Ref. No.	12565978
Subject	Summary of Current Public Engagement from the Del Norte LRSP Public Website		

1. Introduction

This memorandum documents the public website engagement from the Del Norte Local Roadway Safety Plan public website (lrsp.mysocialpinpoint.com/delnorte). The website was open to public input from December 8, 2021 to January 31, 2022 (54 days). It was promoted through a variety of sources including, but not limited to:

- County of Del Norte Facebook post (December 21, 2021) and news feed
- Del Norte Local Transportation Commission Facebook post (December 23, 2021), Twitter post (December 23, 2021), and news feed
- Caltrans, District 1 Facebook post (December 30, 2021)
- Smith River Parkbench news feed
- Area 1 Agency on Aging Facebook post (December 28, 2021)
- Wild Rivers Outpost article (January 4, 2022)
- Radio promotion (around January 5, 2022)
- Public flyers with link and QR code

In addition, the public survey was available in printed form and distributed to bus users through the Redwood Coast Transit Authority.

2. Public Website Results

2.1 Overall Engagement

Figure 1 shows the number of unique stakeholders, interactive map comments, and survey responses that the website gathered during the public input period. Unique stakeholders are the number of people who are interacting with the website (adding comments/answering surveys).



Figure 1 Summary of Current Engagement

The week with the most engagement (highest number of comments and survey responses submitted) was January 3 to January 9. This was around when the Wild Rivers Outpost posted an article about the website (January 4, 2022) and when the radio promoted the website (around January 5, 2022). **Figure 2** shows the stakeholder engagement by day.

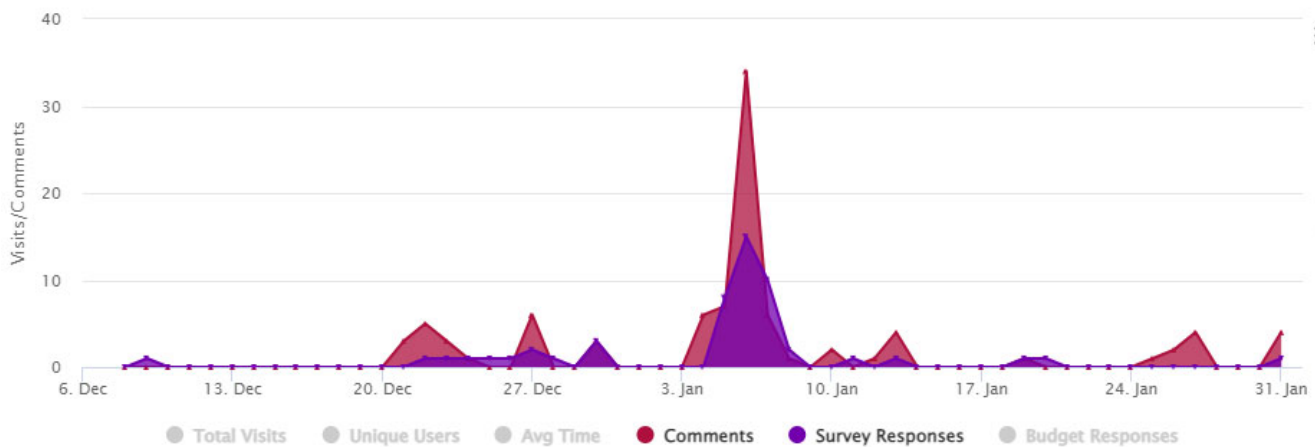


Figure 2 Stakeholder Engagement by Day

2.2 Interactive Map Engagement

There were 94 comments on the interactive map feature of the website (30 in Crescent City, 62 in the County, and 2 with shared jurisdiction). This feature on the website allowed the public to drag icons to a location within the County and leave a comment regarding driving, transit, schools, biking, or pedestrians at that location. The recorded interactive map comments are mapped with the priority locations from the most recent countermeasures memo in **Attachment 1**. The top comment type was a driving comment (see **Figure 3** for the breakdown of responses).

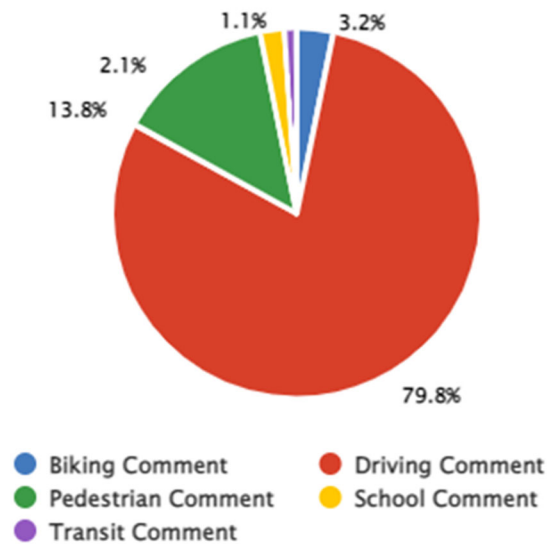


Figure 3 Type of Comments for the Interactive Map

Figure 4 shows a heatmap of the interactive map comments. Areas with high densities of comments include along Elk Valley Road, near the intersection of Elk Valley Road and Parkway Drive, near Pebble Beach Drive, along Butte Street, along Humboldt Road (especially near Sand Mine Road), and on S Fred D Haight Drive near the Smith River community.

Thirty-four (34) of ninety-four comments (94) were on or under shared jurisdiction with City of Crescent City roadways. These comments will be sent to the City to aid in the development of their LRSP.

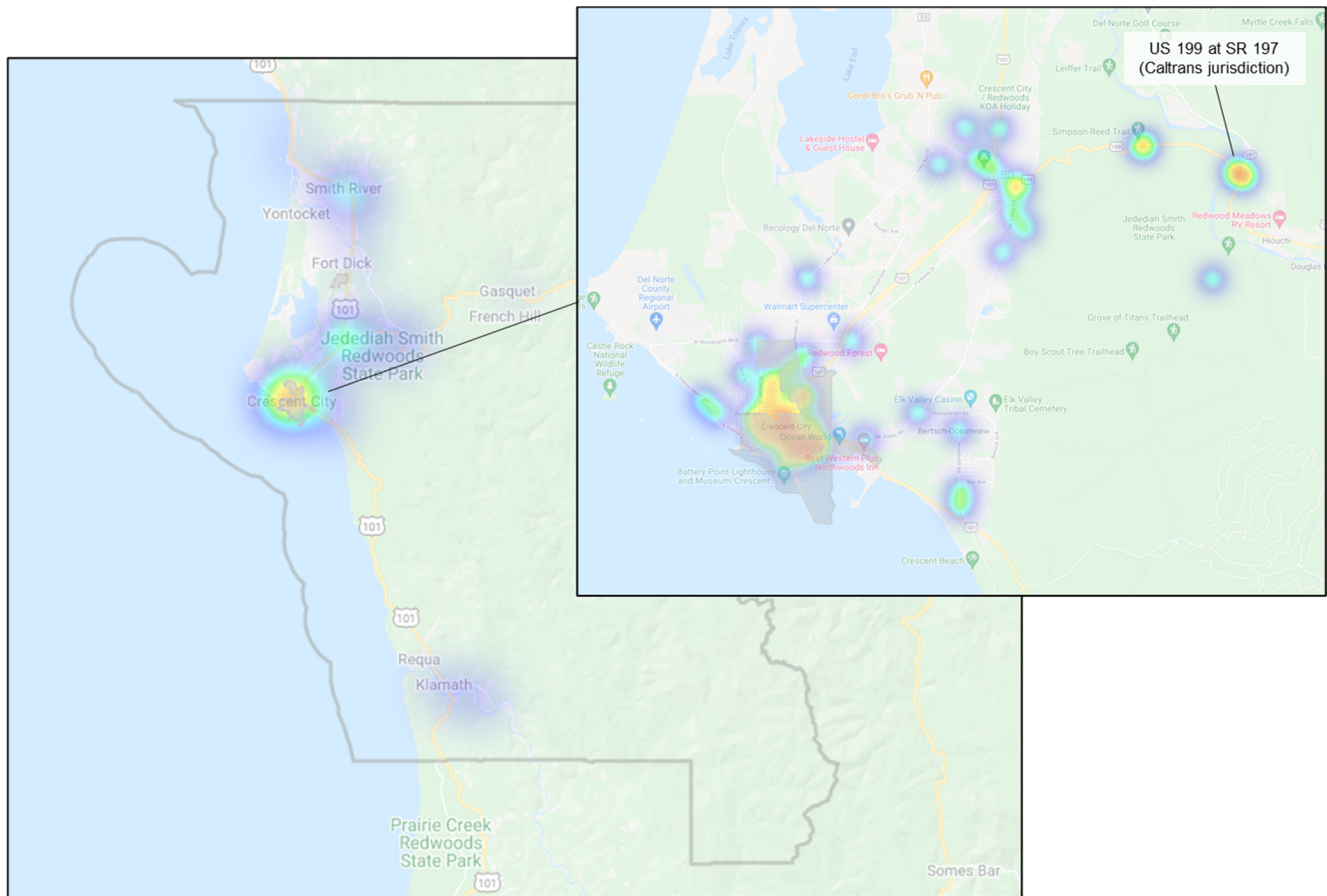


Figure 4 Heatmap of Interactive Map Comments

The comments from the website were reviewed and the suggestions from these comments are summarized in **Table 1** below. The suggestions are ordered from highest number of comments to lowest. The most requested public suggestion was to evaluate the speed limit and/or implement speed mitigation measures. To view specific comments, use the Comment ID column to find the comment in **Attachment 1**.

Table 1 Projects Suggested through Public Input

Suggestion	Comment ID	Location	Priority Location (per collision analysis)
Evaluate speed limit and/or implement speed mitigation measures	7	Pacific Avenue	
	12	S Fred D Haight Drive near Rainbow Lane	
	13, 33, 84	S Fred D Haight Drive near Maris Lane	
	34	Elk Valley Road / Howland Hill Road / Union Street	X
	35	Terwer Riffle Road	
	38, 77	Elk Valley Cross Road / Cunningham Lane	
	78	Pebble Beach Drive near Pacific Avenue	

	85	Humboldt Road	
	91, 92, 93	Butte Street	
Install/upgrade pedestrian facilities	12	S Fred D Haight Drive near Rainbow Lane	
	13, 84	S Fred D Haight Drive near Maris Lane	
	40	Terwer Riffle Road	
	44	Parking lot for Klamath River Access near Terwer Riffle Road*	
	46	Klamath River boat ramp, north of Chapman Street*	
	55	Beach access off of Pebble Beach Drive*	
	60	Klamath Beach Road near Old Douglas Memorial Bridge Site	
	66	Ocean View Drive near Mouth of Smith River Road	X
	69	US 101 near Timber Boulevard*	
	86	E Hoover Avenue / Harrold Street	
Improve pavement quality	16	US 199 / Walker Road*	
	30	Elk Valley Road near Church Tree Road	X
	35	Terwer Riffle Road	
	37	Movie Lane, south of Redwood Lane	
	53	Bridge on Gasquet Flat Road, crossing Smith River	
	54	Howland Hill Road	
	59	Klamath Beach Road	
	63	Cushing Avenue	
	65	Ocean View Drive	X
	91, 92	Butte Street near Keller Avenue	
Evaluate/improve signage	39	E Washington Boulevard / Parkway Drive	X
	41	Northcrest Drive near Pine Grove Elementary School	
	48	Humboldt Road / Sandmine Road	
	56	Mobile Lane	
	57	US 101, north of Creekside Lane*	
	60	Klamath Beach Road near Old Douglas Memorial Bridge Site	
	62	US 199 near Walker Road*	
	67	Ocean View Drive / N Indian Road	X
	68	Sarina Road N and First Street	
	72	US 199 near SR 197 *	
	86	E Hoover Avenue / Harrold Street	
Install bike lanes/accommodations	12	S Fred D Haight Drive near Rainbow Lane	

	13, 84	S Fred D Haight Drive near Maris Lane	
	65	Ocean View Drive	X
	66	Ocean View Drive near Mouth of Smith River Road	X
	91, 92, 93	Butte Street	
Evaluate sight distance	22	US 101 / N Fred D Haight Drive*	
	34	Elk Valley Road / Howland Hill Road / Union Street	X
	38	Elk Valley Cross Road / Cunningham Lane	
	67	Ocean View Drive / N Indian Road	X
	77	Elk Valley Cross Road / Cunningham Lane	
	87, 88, 89	US 101 / SR 197*	
Install/improve safety lighting	35	Terwer Riffle Road	
	43	Elk Valley Road near Jones Street	X
	73	Pacific Avenue	
	74	Inyo Court near Inyo Street	
	91, 93	Butte Street	
Upgrade pavement markings	15	US 199 near SR 197*	
	44	Parking lot for Klamath River Access near Terwer Riffle Road*	
	68	Sarina Road N and First Street	
	71	US 101 / Elk Valley Cross Road	X
	76	Cooper Avenue	
School zone enhancements	12	S Fred D Haight Drive near Rainbow Lane	
	41	Northcrest Drive near Pine Grove Elementary School	
	68	Sarina Road N and First Street	
	84	S Fred D Haight Drive near Maris Lane	
Increase enforcement	46	Klamath River boat ramp, north of Chapman Street*	
	78	Pebble Beach Drive near Pacific Avenue	
	86	E Hoover Avenue / Harrold Street	
	94	Butte Street	
Consider installing a traffic signal	34	Elk Valley Road / Howland Hill Road / Union Street	X
	64	US 199 / SR 197*	
	72	US 199 near SR 197*	
Install left turn lane	8	NB US 101 / Timber Boulevard*	
	11	US 101 near Timber Boulevard*	
	45	Arlington Drive / W Washington Boulevard	
	24, 25	H Street at Pacific Avenue*	

Evaluate conversion to all-way stop control	67	Ocean View Drive / N Indian Road	X
Trim brush	63	Cushing Avenue	
	77	Elk Valley Cross Road / Cunningham Lane	
Reevaluate truck routes	83	Elk Valley Road near Clyde Street	
Install/upgrade guardrail	14	SR 197, north of Sharon Lane*	
Evaluate traffic flow	61	SR 169 near Klamath Boulevard*	
Evaluate length of acceleration/deceleration lanes	89	US 199 / Elk Valley Road*	
<i>*Location is either fully/partially not in County jurisdiction</i>			

2.3 Public Survey

The County of Del Norte Public Survey asked ten primary questions relating to the LRSP. The survey received 52 responses through the website and 1 response through the printed version (53 responses total). The results from the survey are documented below.

1. What are the main roadway safety issues for Del Norte County?

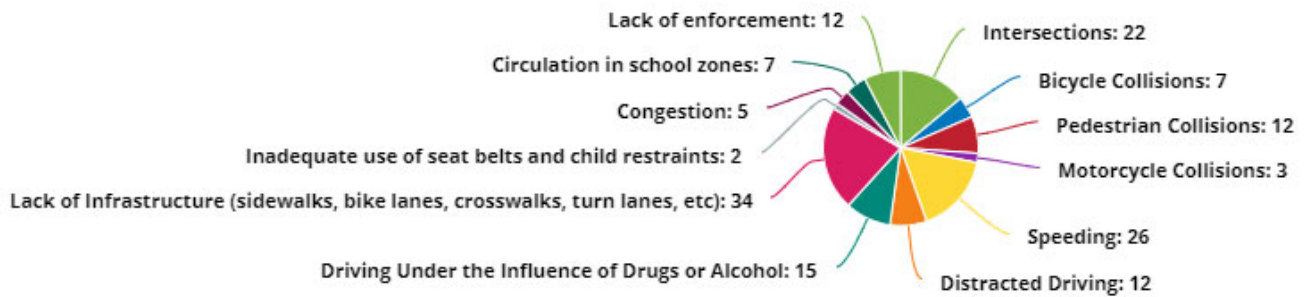


Figure 5 Responses to Public Survey Question 1

Other safety issues identified by the public include:

- “Horrible road conditions (i.e. potholes)”
- “Huge Potholes! Front Street and Harding as well as A Street, fix the roads!” [referencing City infrastructure]
- “Lack of street lights”
- “Lack of turn lanes on Highways – most specifically HWY 101. Inadequate Bicycle lanes and pedestrian crossings on our bridges.”
- “No visible lines or reflective bumps in the middle or sides of highway between crescent city and Klamath. Most areas are not adequately painted. Causes many crashes when raining and or foggy”
- “Poor condition of the roads themselves! Potholes run rampant in this town. There’s a big one in front of my driveway!”
- “The condition of our roads is horrible and makes them dangerous. Pot holes every where. When I am too busy looking to avoid pot holes it distracts from paying attention to driving and surroundings.”
- “Unlicensed drivers, from DUIs. Too many are still driving.”

2. Please rate your level of comfort using a motor vehicle (car, SUV, motorcycle, pickup, etc.) in Del Norte County. On a scale from 1 to 5 where 1 is ‘Not Comfortable’ and 5 is ‘Very Comfortable’.

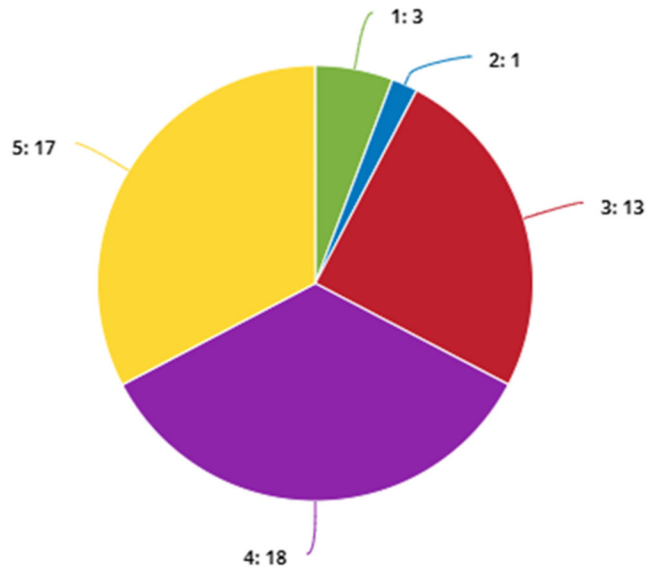


Figure 6 Responses to Public Survey Question 2

3. Would you like to see more of the following safety measures in Del Norte County? Check all that apply.

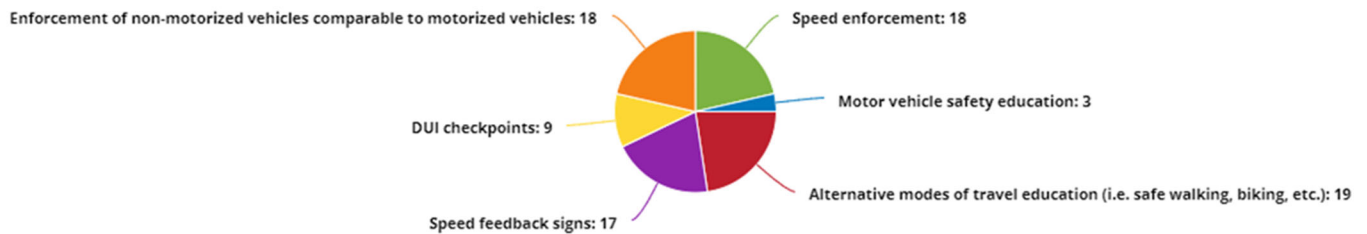


Figure 7 Responses to Public Survey Question 3

Other safety measures identified by the public include:

- “Arlington Dr. between Mary Peacock Elementary and Del Norte High Schools should be designated as school zones including signage and speed enforcement. Children are almost constantly present. This residential street is a tragedy waiting to happen. Traffic easily averages between 35mph to 55mph.”
- “Better enforcement of laws against DUIs, people driving with suspended licenses.”
- “Condition of roads”
- “Enforcement of no cars parking in bicycle lanes”
- “Isn’t safe to be a pedestrian around here”
- “Roads repaired”
- “Stop or yield signs at unmarked intersections. NOT signs that say “Caution: Intersection” – that’s just silly. As for education, no one here seems to know how a 4-way intersection is supposed to work.”

- “There are several 4-way intersections with no stop signs in any direction. This makes for potentially unsafe driving when other drivers do not yield when appropriate. Sidewalks or marked pedestrian lines would be helpful. It’s dark and the roads are poorly maintained in the county, making walking difficult after the sun goes down. Speed bumps should be installed in residential areas, please. There are speeders going to and from the trailer park at the end of Butte St. all day and night. There have been a few accidents and a lot of close calls”
- “The roads to be adequately marked and painted.”
- “Traffic control measures on surface streets for safe crossing. Road to Klamath is a shambles. Also, I am assuming 1 is bad on scale and 5 is good.”
- “Turn lanes in Smith River off HWY 101. Follar General., Rowsy Creek, Wilson Lane, ect. We have a senior population in SR that utilize Dollar General and it is not safe to turn is and get out of that parking lot. Turning off 101 has become a danger to everyone turning off”
- “We need action not oversight. Do we need to reiterate our long list of dangers.”
- “We need to have the lines painted on the roadway more often, I can’t see them, because of the rain they get washed out more.”

4. Are you a parent/guardian of a student that attends school in Del Norte County?

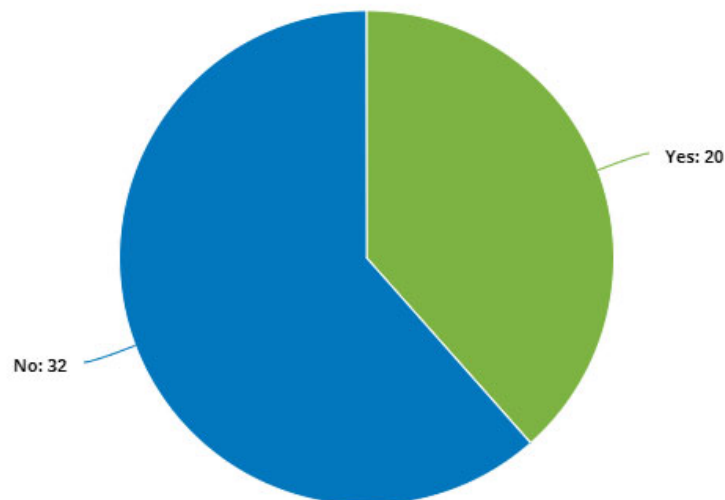


Figure 8 Responses to Public Survey Question 4

4A. How often do you/your student use the following modes of travel to attend school in a typical week?

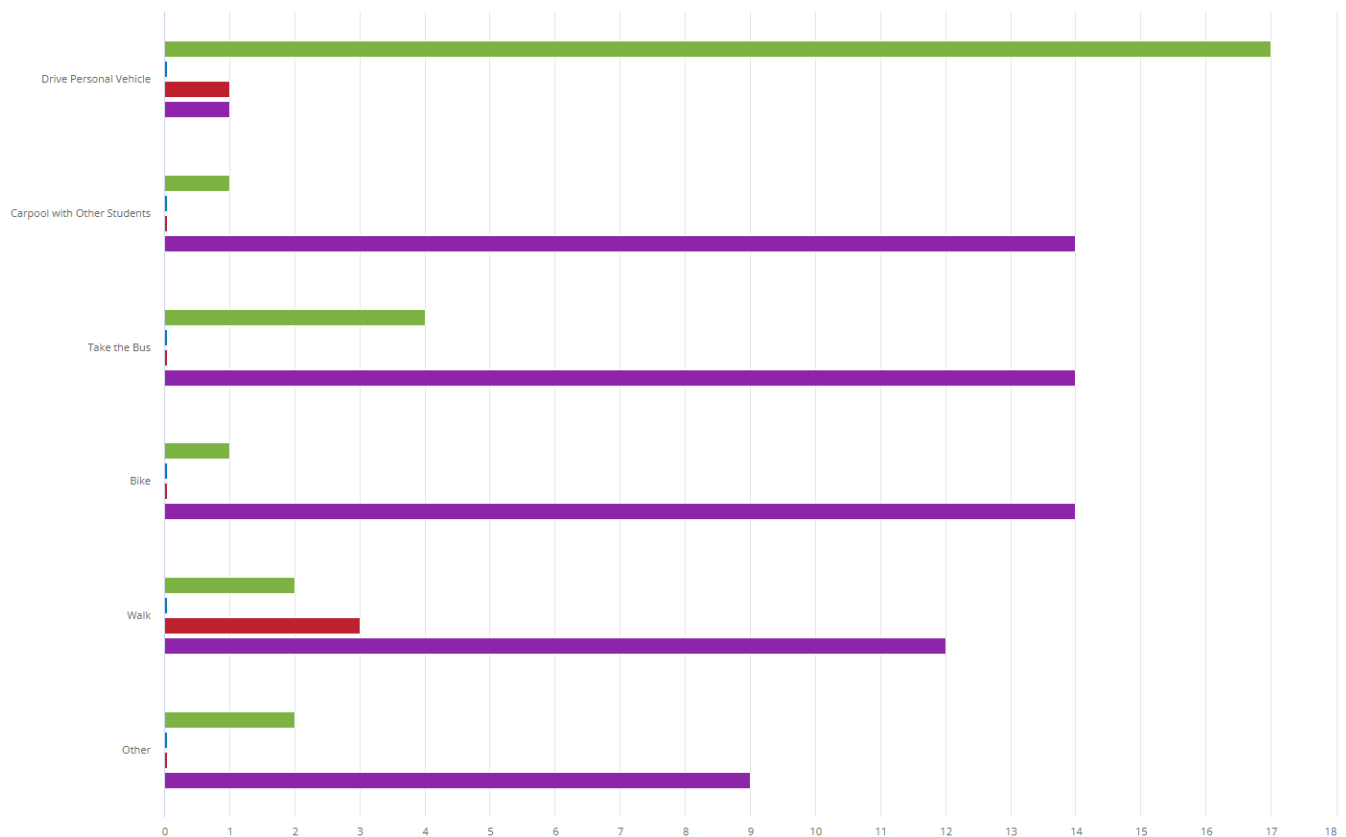


Figure 9 Responses to Public Survey Question 4A

4B. What prohibits you/your student from taking the bus more often? Is there anything that would encourage you to utilize the bus more?

- "1. Better route schedules.2. More frequent routes in county areas."
- "allowing a bus to stop in front of my subdivision on their way to another stop would be nice. I live on Leif Circle and have 2 children attending the high school. I have been told I live too close for them to make a bus stop, yet busses pass my street all day long. I work full time and my kids have to walk in the rain when school is out daily"
- "I am out of school zone, can't catch the bus."
- "My kids are home schooled, we drive/walk for electives. No bus option."
- "No bus for their school. Public transportation is a bad idea during a pandemic."
- "No bus service to Little School of the Redwoods."
- "Not in the bus zone for one school. Other school is not part of district and doesn't have buses."
- "Our children do not attend their home school. As such, there is no bus service from our home area to their school."
- "Unsafe location for bus pick up "
- "We live next door to the school"
- "We live relatively close to schools"

5. Please rate your level of comfort using alternate modes of travel (walking, biking, public transit, etc.) in Del Norte County. On a scale from 1 to 5 where 1 is 'Not Comfortable' and 5 is 'Very Comfortable'.

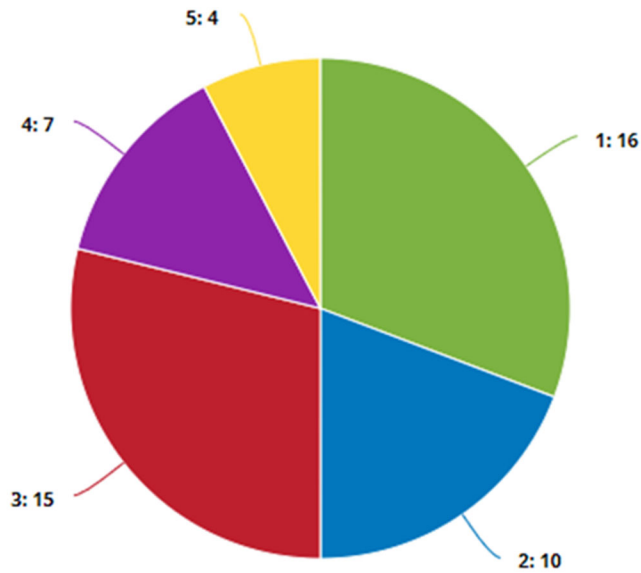


Figure 10 Responses to Public Survey Question 5

6. Would you be willing to use alternate modes of travel (walking, biking, public transit, etc.) to get to work, school, shopping, etc.?

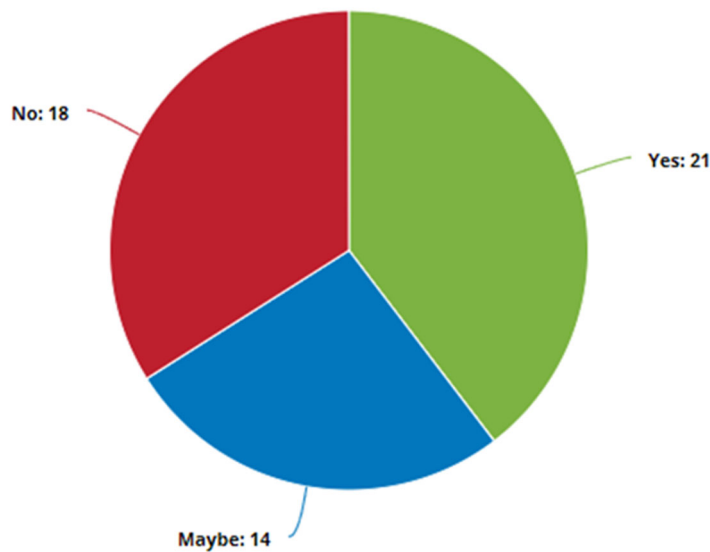


Figure 11 Responses to Public Survey Question 6

7. What improvements would encourage you to use alternate modes of travel more often? For example: bike racks, showering facilities, bicycle lockers, multi-use paths, increased accessibility.

- “3 wheel bike lanes”
- “All locked bicycles in Del Norte are eventually stolen.”
- “All the above examples.” [bike racks, showering facilities, bicycle lockers, multi-use paths, increased accessibility]
- “A lot of change and more law enforcement around”
- “Better bike racks, continuous sidewalks throughout residential areas & bike lanes with no cars parked in them.”
- “Bicyc”
- “bicycle lanes”
- “Bicycle lockers. Bikes are stolen here all the time”
- “Bike lanes”
- “Bike lanes, more sidewalks.”
- “Bike lanes, roadways repaired and fixed, more lighting”
- “Bike only routes, bike racks, ordinances and/or enforcement of leash laws so all people feel comfortable walking and biking without worrying about stray dogs.”
- “Bike paths, side walks, bike racks”
- “bike racks, better bike lanes”
- “Bike racks that are safe.”
- “Clearly marked bike paths, sidewalks where there are non”
- “Driver that pay attention to bicycling people.”
- “Education about now wearing all black, more reflected clothing if you are going to use one of these other methods of transportation.”
- “Expanded number of stops in the semi-rural areas of the county.”
- “If people payed more attention to what they were doing when they drive”
- “Increased accessibility for sure, more bus stops, and sidewalks for pedestrians.”
- “Increased accessibility/routes, safe paths with lighting”
- “I would very much like to ride my bike to work. Marked bike/ pedestrian lanes and speed bumps to limit vehicle speed would help safety. More street lights definitely. Riding a bike would be nice, but thieves take bikes (or parts) even if they're locked. I can't afford to keep buying bikes.”
- “Making safe paths available”
- “More sidewalks en route, bike racks, and more crosswalks.”
- “More sidewalks, lit areas, bike racks.”
- “More street lights”
- “Multi use (bike) lanes would be an improvement. We bike often around town and there is a danger to my children as a result of this. People often ride their bikes on the sidewalks instead, which is a safety

concern in its own right. Dedicated lanes for cyclists would clearly mark these spaces as available for cyclists.”

- “multi-use paths, bicycle lockers, bike lane, sidewalks”
- “N/A. 30 mile commute in the Redwoods, with no sidewalk.”
- “None.”
- “Nothing”
- “Roads that have lines that are visible night and day”
- “Sidewalks.”
- “sidewalks, streetlights”
- “South Beach must have toilet facilities.”
- “Street lights”
- “The roads are rough and few have sidewalks. Vehicles do not look out for pedestrians. Almost get hit.”
- “Turn lanes”
- “Weather change--sunny every day”

Questions 8 and 9 are related to the recently implemented El Dorado Street project. This project eliminated all on-street parking which resulted in unobstructed visibility between motorized vehicles, bicyclists in bike lanes, and pedestrians on sidewalks.

8. Do you find the El Dorado Street project desirable?

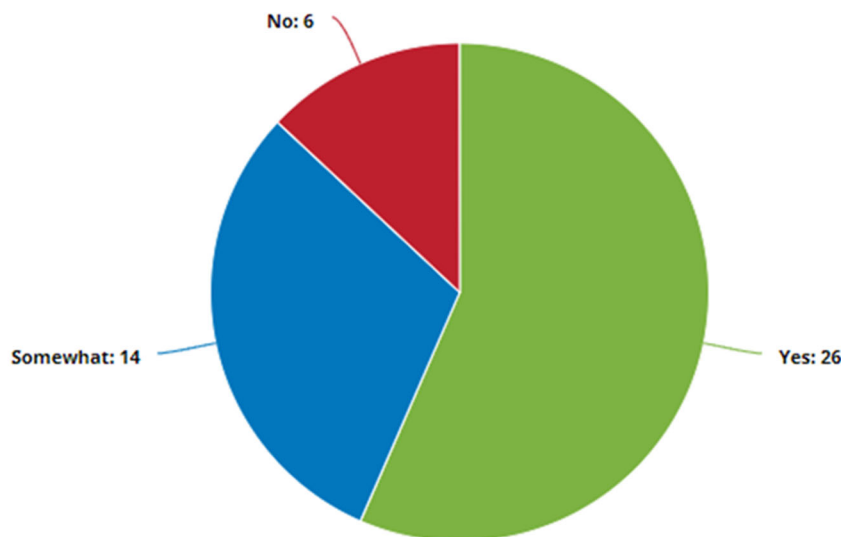


Figure 12 Responses to Public Survey Question 8

8A. Please provide context to your response for Question 8.

- “I see no problem”
- “Lost my parking spot”

- “On street parking isn't an issue if speed is enforced. With the housing shortage and the increase of ADUs, additional parking will be required.”

9. Are there any additional locations in Del Norte County where you think this type of project should be considered? If so, please list below.

- “3rd st”
- “3rd. Street”
- “3rd street, two big fields of grass stop the sidewalk for a block on each side before starting again.”
- “A St.”
- “Cooper”
- “Cooper Ave”
- “Cooper Ave”
- “Cooper Ave.”
- “Glenn St. around the schools or at least speed reduction enhancements”
- “Harding”
- “Highway 101 all the way through town.”
- “Intersection of 9th and J street”
- “Joe Hamilton elementary”
- “Klamath”
- “Not sure”
- “On sidewalks along the main entrance to each of our schools and within 50 ft. Of intersections on all 4 corners near main crossing ways around our schools.”
- “Parkway and Washington”
- “Pebble Beach Dr, A St and Inyo.”
- “Pebble Beach Drive”
- “Pebble Beach drive needs larger bike/pedestrian paths, also Washington Blvd”
- “Recent trends suggest it depends who owns the business if the repairs get done”
- “Seems the vehicles tend to travel faster without the cars parked on the sides.”
- “Smith River 9700 highway 101 turning lane to Wilson lane”
- “There should be a thought out plan for how cyclists can move around town safely. Just doing one street here or there is not enough.”
- “United States”

10. Have you experienced any safety concerns in roadway work zones?

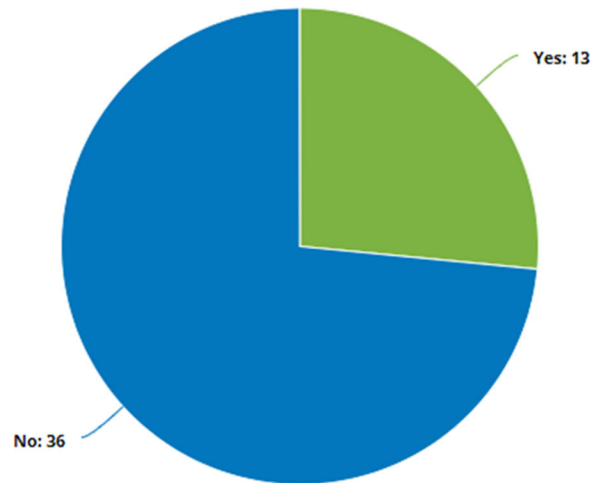


Figure 13 Responses to Public Survey Question 10

10A. If yes, please explain.

- "1. Improper signage related to expected flow of traffic related to the construction. 2. Lack of alternative pedestrian traffic. 3. Being on Last Chance....."
- "A lot of times there needs to be more warning sooner to stop accommodating for all the traffic stopped already."
- "Are blocking roadway making it impossible to get through."
- "Blocking visibility when they did the 101 sidewalk improvements"
- "Every construction stop i am concerned with getting rearended on 101 through Smith Rivet"
- "Folks speed on the approach. Have almost been hit several times on way to Klamath."
- "Hwy 101 in Crescent City having construction. Visibility bad around equipment and workers. I don't know what should be done or can be done. But it is an issue when walking or biking."
- "Interception from 199 turning onto 197. It seems some people don't know or understand who has the right away. A car driving south bound on 199 turning right onto 197 vs. a car diving north bound on 199 turning left onto 197. There needs to be signs or a light. I have had several close calls."
- "Motorcyclists and bicyclists cutting"
- "N/A"
- "Not enough flaggers to Controle areas around road construction. The absolutely horrific job they did while making sidewalks in 101 is a joke! They created all kinds of road hazards. They made a mess out of the access on and off the highway from businesses. ."
- "Not enough signage"
- "Pot holes on last chance grade project"
- "There is a systemic lack of understanding in this community regarding bicycle safety. Most cyclists do not understand the fundamentals of safe cycling on the roadways. It would benefit the community to

start at the beginning. Institute bicycle education at the elementary level. Teach the kids how to ride in the direction of traffic, use hand signals, and stay off the sidewalks.”

- “You should know, if you don't contact me”

11. Please leave any additional comments you have about County roadway safety below.

- “a street and east essex, the bushes are obstructing view for people turning onto a street”
- “Bridges should be updated in Del Norte County, such as Horace Gasquet Bridge in Gasquet, on middle fork road.”
- “CA”
- “Front street is miserable to drive on and is an embarrassment to present to tourists”
- “I am very concerned about bicyclists who ride against traffic, any where, but especially on a busy street that has no walking lane or sidewalk.”
- “I am very happy with the amount of law enforcement I have seen on 199. During the busy seasons it would be nice to see more.”
- “If you're going to fix something, try focusing in the Elk Valley cross at 101.”
- “Less talk more action”
- “Many side streets need to be repaved. Potholes are extremely bad for vehicles.”
- “Most of the roads are pretty good. We have a great number of unlicensed drivers here. I see them driving every day. Vehicles race up and down the street I live on.”
- “Nobody knows how to use roundabouts here, don't put them in anymore. Adequate street lights in ALL areas.”
- “No street lights, sidewalks, or marked bike lanes makes walking or riding a bike difficult.”
- “One place I would really like to see a turn lane is on the HWY turning into Dollar General in Smith River. Some better warning signs would always be useful.”
- “Our sidewalks are not ADA compliant or accessible.”
- “Please fix potholes, make blinking lights for crosswalks, add more lights to residential streets”
- “Please paint the highway between Klamath and crescent city”
- “Repaving many of our streets to eliminate potholes is a big concern”
- “Stop wasting money on the park and the end of front street and FIX THE ROADS. We should be ashamed of how bad we have let our roads get and yet spend hundreds of thousands on a two block stretch of front street.”
- “Street lighting in County areas, reduced speed limits, more roundabouts”
- “Thank you for making the effort to reach out to the community regarding this.”
- “The lack of sidewalks in neighborhoods makes it undesirable to walk/bike into town. Also, many unleashed dogs roaming around makes me not want to walk my dog out of concern for my safety since you never know if a stay is aggressive. I would like to ride my bike into town too but we need secure bike racks and dogs constrained to yards.”
- “There are very few bike lanes. The residential areas are extremely lacking in street lights. We need consistent walkways if we are to encourage active transportation.”

- “There have been exposed water valve lids with a large hole dug around them for a very long time at Butte and Keller. I've called a couple times about this problem, but nothing happens. Workers have been out several times and did more jack hammering, but then all they do is put gravel down in the hole. Each car that stops there kicks the gravel out of the hole so there is just a hole with a mess of gravel surrounding it. Dangerous walking there. Can't see the hazard at all at night. There should be lower speed limits at South Beach and maybe a merging lane. 55mph speed limit and dirt parking isn't a good combo especially with so many visitors.”
- “There is a streetlamp on my block that malfunctions, turns on and off constantly, and makes it distracting to drive or see on our block”
- “There should be better bicycle infrastructure in high traffic roadways such as the 101 corridor.”
- “This survey is designed to push alternative modes of transportation other than private vehicle. Why?”

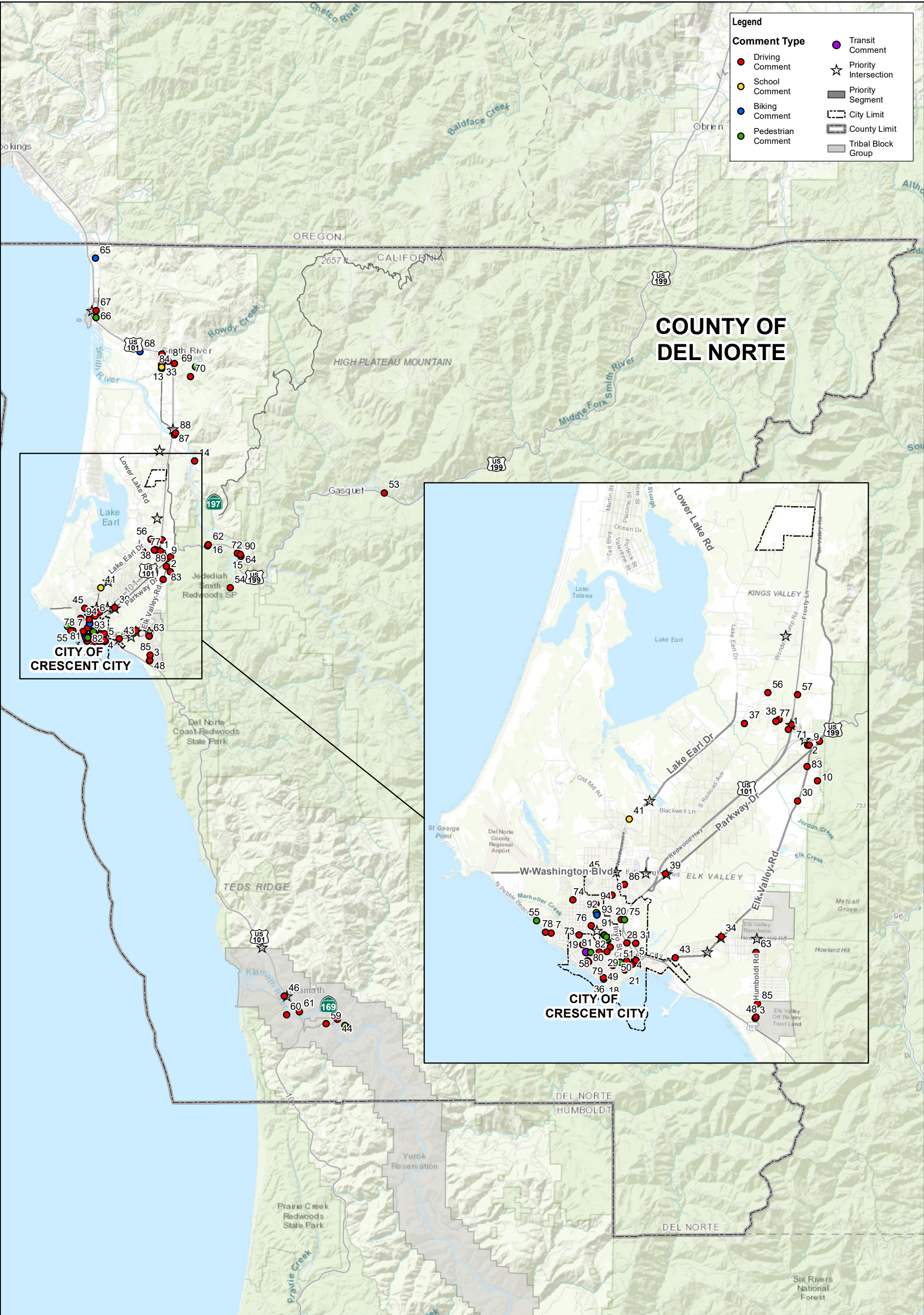
3. Next Steps

In moving forward with the LRSP process, the next step is to incorporate the comments from the public in the draft LRSP. Once the draft LRSP is complete, it will be sent to the County for review.

Domain	Source	Date	Name	Comment	Date	Name	Response to Comment
Facebook	Del Norte Local Transportation Commission	12/24/2021	Lisa Bailey	Well let's start with your flashing signs through Smith River, that create a bottleneck and huge frustrations when traveling from Brookings. It's really a hazard versus any benefit.			
Facebook	Del Norte Local Transportation Commission	12/28/2021	Rita Schmitt	101 North from KOA through new subdivision in Smith River could you a middle lane for turning			We will forward your comment to Caltrans
Facebook	Del Norte Local Transportation Commission	12/25/2021	Marylou DeBacker	Yes,what's up with that? Why not repair the complete road?	12/29/2021	Tamera Leighton	Marylou DeBacker The Front Street project was primarily funded with a Community Development Block Grant to repair the storm drains. Basically, it's a storm drain project with roadway improvements added as the road was removed to replace the storm drains. We're all working to fund the rest of the Front Street redevelopment project. It's among our highest priorities.
Facebook	Del Norte Local Transportation Commission	12/25/2021	Teena Suzuki	Don't comment here. Provide your feedback on the actual website. I already commented on Front Street and K Street and West Harding Avenue.	12/29/2021	Tamera Leighton	Teena Suzuki If you do comment here, your statements will be considered and included in the Local Roadway Safety Plan.
Facebook	Del Norte Local Transportation Commission	12/24/2021	Joe Eison	What about front street in Crescent city its gotten worse the pot holes are huge i know they did the part in front of the fancy restaurant and thats kinda funny but not wear it was needed	12/29/2021	Tamera Leighton	The Front Street project was primarily funded with a Community Development Block Grant to repair the storm drains. Basically, it's a storm drain project with roadway improvements added as the road was removed to replace the storm drains. We're all working to fund the rest of the Front Street redevelopment project. It's among our highest priorities.
Facebook	Del Norte Local Transportation Commission	12/29/2021	Brandy Mathieson	Fix the potholes everywhere! We are not LA			
Email	Public Review for Draft Document on Website	5/10/2022		What about the intersection 101 and citizen dock road? Right by Fisherman's. So many accidents. I see people, tourist and fisherman backed up trying to pull out on 101 going north. I see the walking bridge near but will not help much with cars. Maybe they can at least look into the accident on that intersection? Thank you.			We will forward your comment to Caltrans as they have jurisdiction over that intersection
Email	Stakeholder Comment for Draft Document	5/10/2022		US 101 at S Fred D Haight Drive. There is a project south of this intersection on US 101 for the Dr. Fine Bridge. This project might include improvements within the vicinity of the intersection.			Agree. I would confirm with Caltrans in regards to this project.

Attachment 1

Interactive Map Comments



Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Within City?	Location	Response to Comment
1	12/21/2021 18:50	Driving Comment	No heat map data?	0	0	41.806573	-124.14834	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/266981		N/A	Thank you for sharing your question. To access heatmap data, please navigate to the 'Heatmap' button on the left pane of the Interactive Map Tool. This will allow you to toggle on and off the heatmap.
2	12/21/2021 18:51	Driving Comment	No heat map data?	0	0	41.803054	-124.142246	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/266982		N/A	Thank you for sharing your question. To access heatmap data, please navigate to the 'Heatmap' button on the left pane of the Interactive Map Tool. This will allow you to toggle on and off the heatmap.
3	12/21/2021 18:52	Driving Comment	Are there more collisions before or after constructing the roundabout?	1	0	41.739617	-124.156365	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/266983		Humboldt Road / Sandmine Road	Thank you for sharing your question. Within the 10-year period between 2011 and 2020, there were 4 collisions recorded in 2011, 1 in 2017, and 1 in 2018. The roundabout was constructed in 2017. The data seems to show that the number and severity of collisions reduced after the construction of the roundabout.
4	12/22/2021 8:01	Driving Comment	Front Street from H St. to Hwy 101 north needs to be fixed. Too many potholes and dips in the road. I wonder what tourists think of this road that leads to the Battery Point Lighthouse and Beachfront Park??	15	0	41.751409	-124.194689	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267027	Crescent City	Front Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
5	12/22/2021 8:05	Driving Comment	K Street from Front Street to Third Street. The roadway has many dips and potholes and needs to be fixed. This would help drivers and parade entries in our many parades that travel down K Street.	6	0	41.752492	-124.194067	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267029	Crescent City	K Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
6	12/22/2021 8:17	Driving Comment	West Harding Street between El Dorado Street and Northcrest Drive. Many, many potholes, broken asphalt, crack sealing that just needs to be replaced with reveleled surface and new asphalt or asphalt/concrete. When cars are parked along the side of the street, through traffic CANNOT avoid the potholes, etc. which isn't good for one's car alignment or tires.	7	0	41.767315	-124.201502	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267030	Crescent City	West Harding Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
7	12/22/2021 8:19	Driving Comment	The speed limit on this RESIDENTIAL street is 35 mph. That is 5 mph higher than the 30 mph speed limit on the 4 lane HIGHWAY running through the center of town. Motorists regularly speed over this excessively high speed limit, further exasperating the danger to residents, children and their pets.	3	0	41.758172	-124.219971	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267031		Pacific Avenue	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management is a challenge/emphasis area in the LRSP.
8	12/22/2021 16:32	Driving Comment	This intersection needs a left turn lane on 101 N.	5	0	41.92547	-124.140606	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267203		NB US 101 / Timber Boulevard*	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Intersection safety is a challenge/emphasis area in the LRSP.
9	12/23/2021 9:35	Driving Comment	Too fast coming down the mountain south. The first turn to the left to Parkway is too quick for trucks or other vehicles. Large trucks then go to Elk Valley Crossroad to Parkway and then turn to Clyde using inaccurate info from Google. They then turn left to Clyde and then 'attempt' a right turn onto Elk Valley. They have now replaced the power pole 2 times. It is often they swipe the power pole. There is not enough room to make a right hand turn onto Elk Valley.They dangerously impede traffic.	3	0	41.803054	-124.141731	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267263		Near Elk Valley Cross Road / Elk Valley Road / Parkway Drive	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management and intersection safety are challenge/emphasis areas in the LRSP. In addition, this area is included in a priority location identified in the LRSP.
10	12/23/2021 9:37	Driving Comment	Refer to my comment on the 199/Parkway/Elk Valley thread.	2	0	41.794864	-124.138985	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267264		Near Elk Valley Road / Clyde Street	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This area is included in a priority location identified in the LRSP. Intersection safety is a challenge/emphasis area in the LRSP.
11	12/23/2021 9:38	Driving Comment	Dollar General needs a turn lane and reduced speed.	8	0	41.923993	-124.135551	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267265		US 101 near Timber Boulevard*	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Aggressive driving/speed management is a challenge/emphasis area in the LRSP.
12	12/24/2021 9:48	Pedestrian Comment	Kids walk to school, get picked up on bus and have seen multiple close calls in past 6 months. Speed is 45 but people drive 60+. 3 dead dogs in past 6 month in same section. Is there a way to lower speeds and maybe put in bike lanes or sidewalk? Cyclists come through off 101 and with tractors and vehicles it is scary. We try to walk to school and play on the play structure but there isn't much side of the road to walk on.	4	0	41.920904	-124.146066	https://lrsp.mysocialpinpoint.com/delnorte/map#/marker/267384		S Fred D Haight Drive near Rainbow Lane	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management, pedestrians, and bicyclists are challenge/emphasis areas in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Within City?	Location	Response to Comment
13	12/27/2021 17:12	Driving Comment	Reduce speed is needed- wide bike path needed or cross walk. Horses, tractors, pedestrians and animals in the road frequently. High traffic area and many vehicles from 101 use as a detour because they can go fast with no stop signs once through smith river. Cara drive like they are on the highway through busy agriculture and neighborhood zone.	4	0	41.922908	-124.146044	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/267553		S Fred D Haight Drive near Maris Lane	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management and pedestrians are challenge/emphasis areas in the LRSP.
14	12/27/2021 17:49	Driving Comment	On 197 there's a stretch of the road that comes so close to the river. There needs to be better guardrails along that road. Also, there are some trees too close to the road. Last week there was an accident I came upon. That guy sideswiped one of those trees and rolled his car over.	5	1	41.863515	-124.118729	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/267554		SR 197, north of Sharon Lane*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Lane departure is a challenge/emphasis area in the LRSP.
15	12/27/2021 17:54	Driving Comment	The Hiouchi bridge just had some kind of repair, but it would be helpful if they painted the center of the road and also the section when you make a left turn onto 197. It's like they didn't finish it,	3	0	41.805873	-124.081779	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/267555		US 199 near US 197 and Hiouchi Bridge*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency.
16	12/27/2021 18:00	Driving Comment	The intersection of Walker Rd. and 199. When cars are coming from Hiouchi and try to make the right turn going in on Walker Rd. Twice I've seen cars in the ditch right there. Drivers don't see the road and make the turn too quickly and end up in the ditch. That entrance of Walker Rd. needs to be reconstructed because it's actually a safety hazard.	3	0	41.810933	-124.107828	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/267557		US 199 / Walker Road*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Intersection safety is a challenge/emphasis area in the LRSP.
17	12/27/2021 18:06	Driving Comment	Please finish Front St. It's a rough road. It needs to be leveled out and resurfaced. For a city street that's terrible.	13	0	41.751753	-124.193187	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/267558	Crescent City	Front Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
18	12/27/2021 18:10	Driving Comment	Second & A street needs to be fixed. The surface of the road is in very bad condition.	7	0	41.747832	-124.203379	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/267559	Crescent City	2nd Street / A Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
19	12/30/2021 17:26	Driving Comment	big pothole on E essex. bushes at curb obstructing view of vehicles turning onto A street from E. essex	2	0	41.755661	-124.210181	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/268320	Crescent City	E Essex Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
20	12/30/2021 17:27	Driving Comment	people pulling out of starbucks, and homedepot almost cause accident every time I drive down cooper...	4	0	41.761695	-124.198487	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/268321	Crescent City	E Cooper Avenue	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
21	12/30/2021 17:29	Driving Comment	how come front street only got repaved in front of sea quake? the whole street needs work	13	0	41.750076	-124.197006	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/268322	Crescent City	Front Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
22	1/4/2022 22:52	Driving Comment	Visibility is very bad here turning onto hwy 101. Signage blocks view of 101 traffic from the south.	2	0	41.929908	-124.145991	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/268954		US 101 / N Fred D Haight Drive*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Intersection safety is a challenge/emphasis area in the LRSP.
23	1/4/2022 23:28	Driving Comment	Drivers use H St., from 9th through the turn onto Pacific and from Pacific to the stop sign at 9th as a super speedway with nothing in the way to slow them down. There is a LOT of pedestrians in this area, especially during sporting events. I have witnessed many near misses with a speeding vehicle involving Children and adults. I believe there should be a three way stop at the junction of Pacific/H St/ Meridian. Also allowing east bound traffic on Pacific to turn left on Meridian .	4	2	41.756851	-124.202478	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/268955	Crescent City	H Street from 9th Street to Pacific Avenue	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
24	1/4/2022 23:38	Driving Comment	I believe there should be a three way stop at the junction of Pacific/H St/ Meridian. Also allowing east bound traffic on Pacific to turn left (north) on Meridian. Making access to Cooper-highway more convenient. Also, This would decrease speeding drivers from taking these turns too fast and would eliminate the "Pacific/H St speedway. Also would increase safety for the many pedestrians in this area, especially during the multitude of sporting events at the ball park and gym.	2	2	41.758028	-124.203701	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/268956	Crescent City	H Street at Pacific Avenue*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Comment was also coordinated with Crescent City for incorporation into their LRSP. Aggressive driving/speed management, intersections, and pedestrians are challenge/emphasis areas in the LRSP.
25	1/4/2022 23:41	Pedestrian Comment	Please see comments for driving in same location	1	0	41.757923	-124.203508	https://lrsp.mysocia.lpinpoint.com/delno rte/map#/marker/268957	Crescent City	H Street at Pacific Avenue*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Comment was also coordinated with Crescent City for incorporation into their LRSP. Aggressive driving/speed management, intersections, and pedestrians are challenge/emphasis areas in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Within City?	Location	Response to Comment
26	1/4/2022 23:43	Pedestrian Comment	Please see driving comment for same location	0	0	41.757059	-124.202628	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/268958	Crescent City	H Street from 9th Street to Pacific Avenue	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
27	1/4/2022 23:52	Driving Comment	There is no posted speed limit signs anywhere on H St. that I have seen. It is a mix of residential and commercial so is the speed limit 25 or 35? Believe most people drive it at 45mph + going north and south between Pacific and 9th St. my neighbor was hit by a truck while walking her dog. PLEASE, make the needed improvements and chaotic make this area safe for the many pedestrians that travel it daily and especially during the sporting events at the ball field and gym.	2	0	41.755274	-124.201641	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/268959	Crescent City	H Street from 9th Street to Pacific Avenue	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
28	1/5/2022 0:15	Driving Comment	Each intersection in the city should have street signs identifying the names of the streets that are intersecting. There are too many intersections that are lacking street identification signs. Why? I've never seen a city with so many missing street name signs. I don't believe there is any excuse for this to be overlooked. Please label each intersection with the appropriate identifying signage and while you're at it, add some speed limit signs along these roads. These would be very helpful.	5	1	41.756299	-124.196534	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/268960	Crescent City	Citywide	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
29	1/5/2022 0:20	Driving Comment	This comment is for all of 8th St. The city should be ashamed by the condition of this road!!! Please take a drive on 8th St and see for yourself. I feel so bad for the residents on this road.	2	0	41.75425	-124.20265	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/268961	Crescent City	8th Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
30	1/5/2022 13:37	Driving Comment	Numerous crashes into the drainage ditch on the east side of the road. The asphalt shoulder is very narrow and leads down to a 5 foot drainage ditch. A culvert needs to be installed and covered with dirt.	4	0	41.790124	-124.144907	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269100		Elk Valley Road near Church Tree Road	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This area is included in a priority location identified in the LRSP.
31	1/5/2022 13:47	Driving Comment	5th Street, east from M Street, needs to be leveled and repaved with attention paid to the steepness of the drainage channel along the curbs and driveways in and out of the Safeway parking lot and Rite Aid parking lot. I am so tired of scraping the bottom front of my vehicle when I exit both parking lots. Especially bad is the roadway and driveway into and out of Safeway, nearest to the Safeway building itself.	6	0	41.756322	-124.193766	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269103	Crescent City	5th Street, east of M Street (US 101)	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
32	1/5/2022 15:10	Driving Comment	Unsafe speed...showing off. Offensively and intentional noisy vehicles. No enforcement...children often present.	1	0	41.754107	-124.204972	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269119	Crescent City	9th Street / D Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
33	1/5/2022 22:45	Driving Comment	Reduce speed, it goes 25-45MPH. Needs to be 30 down to Wilson at least. Lots of livestock and dogs hit. People walk this route too.	2	0	41.923443	-124.146066	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269216		S Fred D Haight Drive near Maris Lane	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management and pedestrians are challenge/emphasis areas in the LRSP.
34	1/5/2022 22:49	Driving Comment	Intersection is scary, drivers pulling onto elk valley from homeland can't see cars coming up the hill from north end of elk valley. Multiple crashes, brother in law was tboned here. Reduce speed, a signal, something to help w visibility on a tight corner.	5	0	41.758316	-124.16748	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269217		Elk Valley Road / Howland Hill Road / Union Street	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This intersection is a priority location identified in the LRSP. Aggressive driving/speed management and intersection safety are challenge/emphasis areas in the LRSP. Signal warrants would need to be performed and met per the CA MUTCD to install a signal.
35	1/6/2022 11:20	Driving Comment	Need lights, street improvement, and speed bumps in the Klamath Glen area. Del Norte neglects this part of del Norte county	2	0	41.511333	-123.991098	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269275		Terwer Riffle Road	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management is a challenge/emphasis area in the LRSP.
36	1/6/2022 11:59	Driving Comment	"A" Street from 2nd St to Pacific Avenue needs to be repaved! It is a driving hazard!	2	0	41.748187	-124.203563	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269276	Crescent City	2nd Street / A Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
37	1/6/2022 12:06	Driving Comment	Tree roots that go all the way across the street on Movie Lane just past Redwood. The asphalt is breaking up in that area They have gotten much worse over the years	0	0	41.807717	-124.161901	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269280		Movie Lane, south of Redwood Lane	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP).
38	1/6/2022 12:13	Driving Comment	Turning on to Elk Valley from Cunningham is very dangerous, you cannot see cars heading west on Elk Valley Crossroad due to the path/angle of the road and the trees in Florence blocking the sight, and drivers tend to speed in that area... perhaps a sign would help if it could warn drivers on Elk Valley to drive slowly or that there are cars exiting.	2	0	41.808785	-124.151194	https://lrsp.mysocialpinpoint.com/del Norte/map#/marker/269281		Elk Valley Cross Road / Cunningham Lane	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Intersection safety is a challenge/emphasis area in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Within City?	Location	Response to Comment
39	1/6/2022 12:16	Driving Comment	Too often, drivers do not yield to oncoming traffic. The yield sign should be replaced with a stop sign so that drivers stop until it is safe to proceed.	3	1	41.772558	-124.185162	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269284		E Washington Boulevard / Parkway Drive	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This intersection is a priority location identified in the LRSP. Intersection safety is a challenge/emphasis area in the LRSP.
40	1/6/2022 12:30	Pedestrian Comment	Make the glen walker friendly	1	0	41.51253	-123.993587	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269289		Terwer Riffle Road	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP).
41	1/6/2022 12:40	School Comment	There needs to be clear labels of where the school zone starts and where it ends. Also, a stop sign at the corner of Pine Grove Road (on Northcrest/Lake Earl) would assist traffic and the daily school traffic jams.	0	0	41.784956	-124.196802	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269295		Northcrest Drive near Pine Grove Elementary School	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP).
42	1/6/2022 12:51	Driving Comment	The road is full of potholes and is very hard to drive on.	3	0	41.752851	-124.205858	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269301	Crescent City	8th Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
43	1/6/2022 12:52	Driving Comment	Elk Valley Road is poorly lit and it can be very difficult to see people.	1	0	41.753182	-124.181514	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269303		Elk Valley Road near Jones Street	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This area is included in a priority location identified in the LRSP.
44	1/6/2022 13:02	Driving Comment	Re stripe the parking lot. Add safety features for walking, biking and vehicle. Include trash cans and actually pick up trash	0	0	41.516416	-123.999864	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269307		Parking lot for Klamath River Access near Terwer Riffle Road*	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrians and bicyclists are challenge/emphasis areas in the LRSP.
45	1/6/2022 13:02	Driving Comment	Drivers coming off Arlington and in and out of DNHS have multiple near misses every school morning. Instead of yielding, a center turning lane could help.	2	0	41.772185	-124.210138	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269308		Arlington Drive / W Washington Boulevard	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP).
46	1/6/2022 13:03	Driving Comment	Add pedestrian walk ways with lights to this boat ramp. Improve safety and patrol of this area	2	0	41.530903	-124.043975	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269309		Klamath River boat ramp, north of Chapman Street*	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrian safety is a challenge/emphasis area in the LRSP.
47	1/6/2022 13:09	Driving Comment	Street lights have not worked in years. The lighting is terrible and it is unsafe at night.	1	0	41.752143	-124.196525	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269310	Crescent City	I Street from Front Street to 3rd Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
48	1/6/2022 13:11	Driving Comment	The turnabout is nice but the yield signs need to be more prominent. the traffic driving back and forth in Humboldt rd. rarely pauses to even see if there are other cars.	1	0	41.739914	-124.156108	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269312		Humboldt Road / Sandmine Road	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP). Intersection safety is a challenge/emphasis area in the LRSP.
49	1/6/2022 13:49	Driving Comment	Many of the streets that run parallel to the highway need repaving, not just patching once in a decade.	2	0	41.751025	-124.200697	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269316	Crescent City	US 101 side streets	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
50	1/6/2022 13:50	Driving Comment	Front street from 101 to H St needs repair so drastically. Why it has been left to a state of such disrepair is appalling.	4	0	41.752324	-124.193546	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269317	Crescent City	Front Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
51	1/6/2022 13:53	Pedestrian Comment	The sidewalk stops for one block each on opposing sides of the street. It makes for poor walkability (I don't want to bit hit by a car or splashed by water when the streets are wet and a car drives too close)	2	0	41.751853	-124.19838	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269318	Crescent City	3rd Street / G Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
52	1/6/2022 13:56	Pedestrian Comment	It's very dark at night. Unsafe and scary! This area needs street lamps!	2	0	41.7576	-124.20295	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269321	Crescent City	H Street from 9th Street to Pacific Avenue	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
53	1/6/2022 14:09	Driving Comment	The bridge on Middle Fork Road in Gasquet, asphalt is breaking up and is getting worse over the years.	1	0	41.843787	-123.9608	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269325		Bridge on Gasquet Flat Road, crossing Smith River	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP).
54	1/6/2022 14:36	Driving Comment	This road is narrow, and has too many pot holes which makes it a deterrent to go to Stout Grove and all the wonderful trails that you can find on this road.	1	0	41.784919	-124.089117	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269332		Howland Hill Road	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP).

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55	1/6/2022 14:42	Pedestrian Comment	Hand rail that is used to walk down the stairs to get to the beach has been broken for years, which makes it unsafe for Pedestrian's who use this for stability.	0	0	41.760974	-124.224601	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269333		Beach access off of Pebble Beach Drive*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrian safety is a challenge/emphasis area in the LRSP.
56	1/6/2022 15:36	Driving Comment	Wildlife crossing	1	0	41.814969	-124.154949	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269359		Mobile Lane	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP).
57	1/6/2022 15:37	Driving Comment	Wildlife crossing	1	0	41.814652	-124.145765	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269360		US 101, north of Creekside Lane*	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency.
58	1/6/2022 15:56	Pedestrian Comment	Sidewalks they length of A street are intermittent and not ADA compliant. Placement of electric poles and light poles make it impossible to navigate what little sidewalk there is with a wheelchair. I see folks I. Wheel chair going down the middle of the street. It is a lawsuit waiting to happen. Lots of speeding on A st. Very dangerous to cross.	1	0	41.75389	-124.20898	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269364	Crescent City	A Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
59	1/6/2022 16:14	Driving Comment	Repave Klamath Beach Road, add mores signage and crossing for the Old Klamath Bridge location. Lots of tourist stop and cross there	0	0	41.513723	-124.009123	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269368		Klamath Beach Road	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrian safety is a challenge/emphasis area in the LRSP.
60	1/6/2022 16:14	Driving Comment	Repave Klamath Beach Road, add mores signage and crossing for the Old Klamath Bridge location. Lots of tourist stop and cross there	0	0	41.519312	-124.041996	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269369		Klamath Beach Road near Old Douglas Memorial Bridge Site	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrian safety is a challenge/emphasis area in the LRSP.
61	1/6/2022 16:15	Driving Comment	bad congestion because of the Drive through Trees, cars stop in the middle of the road or turn around in the road way.	0	0	41.521178	-124.03146	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269371		SR 169 near Klamath Boulevard*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency.
62	1/6/2022 16:36	Driving Comment	Perhaps just a sign for Walker Rd. that says, "Sharp right—15mph" would be enough.	1	0	41.811675	-124.107227	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269375		US 199 near Walker Road*	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency.
63	1/6/2022 17:32	Driving Comment	We have lived on Cushing Avenue for 15 years! It USED to be very little homes/Mobil homes! The entire street, 1/3 paved, then DIRT Roads the rest of the way, down to Darby St. There is a few people who have been patching our road because "It's a COUNTY road" from what we've been told, numerous times! WE pay our taxes but seem to get "NO HELP" from the County! PLUS the corner lot on Humboldt & Cushing has MUCH OVER GROWTH VEGETATION, which is a severe HAZARD, no room for 2 Vehicles to pass!	0	0	41.754878	-124.156585	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269391		Cushing Avenue	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP).
64	1/6/2022 17:43	Driving Comment	There are high traffic times when it is very difficult to safely make a left turn from the 197 onto the 199 eastbound. Visibility can be poor in the rain or fog. Maybe this warrants a traffic light to reduce the risk of a deadly collision. We have had some close calls.	3	0	41.804508	-124.080033	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269393		US 199 / SR 197*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Intersection safety is a challenge/emphasis area in the LRSP. Signal warrants would need to be performed and met per the CA MUTCD to install a signal.
65	1/6/2022 17:56	Biking Comment	Bicycling can be big business, and if the county had vision, it would consider making more roads bike friendly. I see long-haul bicyclists using Ocean View Drive as an alternative loop off the 101. I myself would love to be able to bicycle this stretch, but there is no road margin. Erosion and vegetation eat away at the fog line, which is right at the edge of the road, and moving right of the fog line often would dump a rider into a ditch with a broken neck.	1	0	41.989165	-124.201369	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269396		Ocean View Drive	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP). This segment is a priority location identified in the LRSP. Bicycle safety is a challenge/emphasis area in the LRSP.
66	1/6/2022 18:22	Pedestrian Comment	When I'm a guest at a resort (such as the Lucky 7 Casino), I am always looking for local walking paths to stretch my legs, enjoy nature, and get some outdoor time as a balance to indoor recreation and business. A slight widening of Ocean View Drive (its whole length) to allow for a shared use for pedestrian safety and for bicycles to operate outside of the primary traffic lanes would be an awesome asset to the community.	1	0	41.952407	-124.200711	https://lrsp.mysocialpinpoint.com/delno rte/map#/marker/269399		Ocean View Drive near Mouth of Smith River Road	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP). This segment is a priority location identified in the LRSP. Pedestrians and bicyclists are challenge/emphasis areas in the LRSP.

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67	1/6/2022 18:29	Driving Comment	The visibility at the intersection of Indian and Ocean View is one of the worst I've encountered. The highest risk is when making a left turn from Indian onto Ocean View, going north. I do not have any easy answer to the geography, but perhaps some trained engineers can identify how to improve line of sight. Maybe a flashing warning light and a "slow for hidden traffic" would help. Maybe make this a four-way stop, given the traffic has increased due to the casino/hotel/gas station.	0	0	41.956734	-124.200711	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269400		Ocean View Drive / N Indian Road	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This intersection is a priority location identified in the LRSP. All-way stop control warrants would need to be performed and met per the CA MUTCD to install additional stop signs.
68	1/6/2022 18:35	Biking Comment	Adding bike lanes and signage along Sarina and First would divert long haul bicycle traffic off the busy 101 and through a more scenic route, including passage through town which could be a benefit to some local businesses. Bike lines are also a benefit for pedestrians and local bicycle traffic, for commuting to work or school locally.	2	0	41.931314	-124.164305	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269401		Sarina Road N and First Street	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). Bicycle safety is a challenge/emphasis area in the LRSP.
69	1/7/2022 8:41	Pedestrian Comment	A lot of individuals especially pre-teens walk to and from their homes in Smith River to Dollar General. The walk along the highway in a very dangerous stretch that has already seen a pedestrian casualty in the last couple years and many horrible accidents. If there was a way to make a pedestrian path or trail from town to Dollar General as well as a center turn lane for vehicles turning left from the northbound lane of Hwy 101.	0	0	41.921982	-124.118042	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269445		US 101 near Timber Boulevard*	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrian safety is a challenge/emphasis area in the LRSP.
70	1/7/2022 8:42	Driving Comment	A lot of individuals especially pre-teens walk to and from their homes in Smith River to Dollar General. The walk along the highway in a very dangerous stretch that has already seen a pedestrian casualty in the last couple years and many horrible accidents. If there was a way to make a pedestrian path or trail from town to Dollar General as well as a center turn lane for vehicles turning left from the northbound lane of Hwy 101.	1	0	41.915851	-124.122162	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269446		US 101 near Timber Boulevard*	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Pedestrian safety is a challenge/emphasis area in the LRSP.
71	1/7/2022 8:46	Driving Comment	I have witnessed so many close calls and I am aware of some serious accidents at this cross road. It just seem like some folks don't understand how to navigate the entrance and exit portion of the cross. I feel improvement in road markers may help.	2	0	41.807667	-124.147246	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269447		US 101 / Elk Valley Cross Road	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Signal warrants will need to be coordinated with their agency. This intersection is a priority location identified in the LRSP. Intersection safety is a challenge/emphasis area in the LRSP.
72	1/7/2022 9:20	Driving Comment	traffic lights and better signage	0	0	41.806289	-124.083023	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269453		US 199 near US 197 and Hiouchi Bridge*	Thank you for sharing your suggestions. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Signal warrants would need to be performed and met per the CA MUTCD to install a signal.
73	1/7/2022 9:21	Driving Comment	so dark at night, we need street lights	2	0	41.757871	-124.211383	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269454		Pacific Avenue	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP).
74	1/7/2022 9:21	Driving Comment	we need streetlights	0	0	41.765938	-124.213572	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269455		Inyo Court near Inyo Street	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP).
75	1/8/2022 19:25	Pedestrian Comment	Have almost been hit several times, crossing Hwy 101 at Cooper. I use the signal, but even when the sign says "WALK," vehicles race through this intersection without even seeing pedestrians.	0	0	41.761647	-124.197425	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/269704	Crescent City	US 101 / Cooper Avenue	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
76	1/10/2022 20:16	Driving Comment	The centerline of the roadway is extremely difficult to see in dark, inclement weather. The patching that has been done adversely affects the visibility, and the reflective markers that are there are wholly inadequate.	1	0	41.760124	-124.207649	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/270082		Cooper Avenue	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP).
77	1/10/2022 20:29	Driving Comment	It is very unsafe to make a left hand turn onto Elk Valley Cross Road from Cunningham Lane. There is poor visibility for potential Westbound traffic, and westbound vehicles are often traveling at a speed that makes this an extremely dangerous intersection. Clearing vegetation and the installation of a concave mirror or turn lane would go far to alleviate this dangerous situation.	0	0	41.808333	-124.152203	https://lrsp.mysocialpinpoint.com/delnoite/map#/marker/270086		Elk Valley Cross Road / Cunningham Lane	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Intersection safety is a challenge/emphasis area in the LRSP.

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78	1/12/2022 22:48	Driving Comment	The speed limit on Pebble Beach Dr. is 30 mph. This is too fast for a road that has a bike and pedestrian lane on both sides. Most drivers go over the limit. I would like to see the limit dropped to 25 mph and regularly enforced to alert drivers to slow down. Many people walk and bike this path. It is too narrow and dangerous for cars to be driving by at 30-45 mph.	1	0	41.758336	-124.221768	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/270606		Pebble Beach Drive near Pacific Avenue	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management is a challenge/emphasis area in the LRSP.
79	1/13/2022 22:31	Driving Comment	There are several potholes on this block, including one that is in front of my driveway that is big enough to chew up the front end of my car every time I back out! There is also a faulty streetlamp on this block that is constantly cycling on and off and makes it hard to see and is distracting to drive.	0	0	41.751984	-124.208481	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/270885	Crescent City	Wendell Street / W 8th Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
80	1/13/2022 22:33	Driving Comment	There is a rather large dip in the road here, and people often race down our block so they can "catch air" bouncing over that dip. It makes it unsafe for kids, pedestrians and people living in our area.	0	0	41.751689	-124.208212	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/270886	Crescent City	Wendell Street / W 8th Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
81	1/13/2022 22:37	Transit Comment	There is no bus stop sign in front of the church on A street. Just a pole.	0	0	41.753971	-124.209055	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/270887	Crescent City	A Street between E Condor Street and 10th Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
82	1/13/2022 22:39	Pedestrian Comment	the sidewalk is very uneven here, full of trip hazards	0	0	41.753898	-124.207671	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/270888	Crescent City	10th Street / B Street	Comment was coordinated with Crescent City for incorporation into their Local Roadway Safety Plan (LRSP).
83	1/19/2022 15:09	Driving Comment	Semi trucks coming off of Hwy 199 onto Parkway Dr. and then turn onto Clyde St. (or Cooke St.) to get over to Elk Valley Rd. They cannot make the right hand turn onto Elk Valley Rd. which causes accidents. It appears that they are ending up going that route because their truck route GPS unit is sending them that route.	0	0	41.798121	-124.142268	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/273094		Elk Valley Road near Clyde Street	Thank you for sharing your observation. It was considered in the development of the Local Roadway Safety Plan (LRSP).
84	1/25/2022 15:52	School Comment	Kids walking to school here, it's narrow with no bike lanes or sidewalks. motorists act like it's a race track and speed through from the 25 to 45 zones.	0	0	41.921758	-124.146142	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/276520		S Fred D Haight Drive near Maris Lane	Thank you for sharing your observations. They were considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrians, bicyclists, and aggressive driving/speed management are challenge/emphasis areas in the LRSP.
85	1/26/2022 4:04	Driving Comment	The speed limit on Humboldt should be lowered considerably.	0	0	41.743031	-124.155747	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/276655		Humboldt Road	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management is a challenge/emphasis area in the LRSP.
86	1/26/2022 6:28	Driving Comment	Hoover and Harrold is a 4 way stop sign. Harrold is a busy access street but the stop signs aren't helping since their reflectiveness is gone. We have no sidewalks but a lot of pedestrian traffic. I watch near misses with cars and people every day, mostly by heavy construction vehicles that run the stop purposely.	0	0	41.769792	-124.197735	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/276668		E Hoover Avenue / Harrold Street	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrians and aggressive driving/speed management are challenge/emphasis areas in the LRSP.
87	1/27/2022 8:11	Driving Comment	Hwy 197 at 101-when coming to the stop sign, it is impossible to see oncoming southbound traffic if there is anyone next to you turning right onto Hwy 101. Same thing. If you are turning right - northbound - onto 101, you cannot see approaching traffic if someone is waiting to turn left southbound onto 101. I am often caught in a gridlock situation there until someone just takes a chance and sticks their nose out further than the guy next to them.	0	0	41.87974	-124.135637	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/277181		US 101 / SR 197*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Intersection safety is a challenge/emphasis area in the LRSP.
88	1/27/2022 8:16	Driving Comment	To be able to turn southbound on to 101 during summer traffic - it is better to turn (R) northbound 101, then left on Fred Haight Dr, then do a u turn and then turn (R) southbound. You cannot see oncoming traffic on 101 if there is more than one car/truck at the Hwy 197 stop sign.	0	0	41.88089	-124.134607	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/277185		US 101 / SR 197*	Thank you for sharing your observation. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Intersection safety is a challenge/emphasis area in the LRSP.
89	1/27/2022 8:39	Driving Comment	Traffic merging from Elk Valley Rd do not have enough speed to merge with 199 N. bound traffic. The on ramp is fine if people would stop and look first. Currently they are already merging before they have looked in their mirror. 199 traffic has to swerve wide to the left or slam on the brakes.	0	0	41.804016	-124.138624	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/277191		US 199 / Elk Valley Road*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Intersection safety is a challenge/emphasis area in the LRSP.
90	1/27/2022 8:52	Driving Comment	The left turn from 199 N. onto 197 can be sketchy at best if there is a constant flow of oncoming 199 S. traffic. Most 199 S. bound drivers turning right onto 197 never use a directional so you get caught in a guessing game of when to go. After making the left off 199 I often have to yield in that small space in the middle of the intersection. It is very confusing to much of our tourist traffic.	0	0	41.805538	-124.08062	https://lrsp.mysocia.jpoinpoint.com/delno rte/map#/marker/277197		US 199 / SR 197*	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). This location is under Caltrans jurisdiction, so any improvements will need to be coordinated with their agency. Intersection safety is a challenge/emphasis area in the LRSP.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	View on map	Within City?	Location	Response to Comment
91	1/31/2022 9:10	Driving Comment	Speed humps, marked bike lanes, and/or street lights would be nice on this street. Vehicles drive very fast, and there have been accidents. There are lots of pedestrians and children on this street. There has been a big hole surrounding the water lids at Keller & Butte for a long time. Approximately 6" drop off, creating a hazard to both pedestrians and vehicles. I have contacted Roads as well as the Water dept. No progress.	0	0	41.762863	-124.205976	https://lrsp.mysocialpinpoint.com/delno/rte/map#/marker/278538		Butte Street	Thank you for sharing your suggestions. They were considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrians, bicyclists, and aggressive driving/speed management are challenge/emphasis areas in the LRSP.
92	1/31/2022 9:12	Pedestrian Comment	Exposed water lids with a hole surrounding them. Walking hazard, especially after dark. Notified Roads and Water Depts, but no fix. It has been like this for a very long time. Please mark bike lanes and/or install speed humps. Some people drive dangerously fast up and down Butte St. There have been accidents and close calls with pedestrians.	0	0	41.763176	-124.206201	https://lrsp.mysocialpinpoint.com/delno/rte/map#/marker/278542		Butte Street near Keller Avenue	Thank you for sharing your concern. It was considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrians, bicyclists, and aggressive driving/speed management are challenge/emphasis areas in the LRSP.
93	1/31/2022 9:15	Biking Comment	Marked bike lanes, speed humps, or street lighting would make biking much safer on this street. Some people drive very fast up and down Butte St, making it feel unsafe to walk or ride bikes here.	0	0	41.762592	-124.205976	https://lrsp.mysocialpinpoint.com/delno/rte/map#/marker/278545		Butte Street	Thank you for sharing your suggestions. They were considered in the development of the Local Roadway Safety Plan (LRSP). Pedestrians, bicyclists, and aggressive driving/speed management are challenge/emphasis areas in the LRSP.
94	1/31/2022 9:16	Driving Comment	Enforcement of speed laws please.	0	0	41.765112	-124.206415	https://lrsp.mysocialpinpoint.com/delno/rte/map#/marker/278547		Butte Street	Thank you for sharing your suggestion. It was considered in the development of the Local Roadway Safety Plan (LRSP). Aggressive driving/speed management is a challenge/emphasis area in the LRSP.

Appendix B

Collision Data

Collisions at Selected Intersections | 2011-2020

Intx ID	Primary Road	Secondary Road	Facility Type	Severity					Type							Pedestrian	Bicycle	Year											HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overtaken	Vehicle/ Pedestrian			Other/Not Listed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020				
1	Ocean View Drive	Spyglass Road	County		1							1						1									6	6	1	1		
2	Ocean View Drive	Peregrine Drive	County		1							1							1								11	11	1	1		
3	S Indian Road	Prince Island Court	County/Tribes				2				1	1							1		1						2	2	0	2		
4	Sarina Road N	1st Street	County			1	1					2							1			1					7	7	1	2		
5	W 1st Street	Brookings Avenue	County			1	1					1				1							2				7	7	1	2		
6	W 1st Street	Wallace Avenue	County			1					1											1					6	6	1	1		
7	S Fred D Haight Drive	W 1st Street	County			1	2				1		1	1				1			1					1	8	8	1	3		
8	N Backstead Avenue	4th Street / Highland Avenue	County			1						1						1									6	6	1	1		
9	Fred D Haight Drive	North Street	County				1					1											1				1	1	0	1		
10	S Fred D Haight Drive	Wilson Lane	County				2			1		1						1							1		2	2	0	2		
11	S Fred D Haight Drive	Morrison Lane	County				1					1									1						6	6	1	1		
12	S Fred D Haight Drive	Ulrich Lane	County				1					1										1					1	1	0	1		
13	Lower Lake Road	Paia Road	County				1					1									1						1	1	0	1		
14	Lower Lake Road	Moseley Road	County				1					1											1				1	1	0	1		
15	Lower Lake Road	Kellogg Road	County				3			1		2						1							1		3	3	0	3		
16	Lower Lake Road	Morehead Road	County		1		1					2									1						12	12	1	2		
17	Lower Lake Road	Mud Hen Village Road	County				2					1	1					1			1						2	2	0	2		
18	Morehead Road	Bolen Lane	County		1		1			1		1															12	12	1	2		
19	Morehead Road	RL Hanson Lane	County				1			1								1									1	1	0	1		
20	Morehead Road	Robson Lane	County				1					1									1						1	1	0	1		
21	Kings Valley Road	Hillcrest Drive	County				1					1											1				1	1	0	1		
22	Kings Valley Road	Kim Way	County				1					1						1									1	1	0	1		
23	Bailey Road	Moseley Road	County				1					1													1		1	1	0	1		
24	Lake Earl Drive	Bailey Road	County			1				1		1							1								12	12	1	2		
25	Lake Earl Drive	Red Hawk Lane	County		1							1													1		29	190	1	1		
26	Lake Earl Drive	Morehead Road / Kings Valley Road	County			2						1	1					1						1			12	12	2	2		
27	Lake Earl Drive	Purdy Lane	County			1					1																6	6	1	1		
28	Lake Earl Drive	Pelican Bay State Prison Entrance	County/City		1							1											1				29	120	1	1		
29	Lake Earl Drive	Bachelor Road / Maeghan Way	County/City				1				1																1	1	0	1		
30	Lake Earl Drive	Lower Lake Road	County				1			1														1			6	6	1	1		
31	Lake Earl Drive	Rockbilly Drive	County				1					1													1		1	1	0	1		
32	Lake Earl Drive	Park Avenue	County		1		2					2			1		1	1	1	1							13	13	1	3		
33	Lake Earl Drive	Yonkers Lane	County		1	1	2			1	1	1	1					1		1	1	1	1				556	203	2	4		
34	Lake Earl Drive	Buzzini Road	County				1					1										1					1	1	0	1		
35	Lake Earl Drive	Skycrest Drive	County			1						1													1		11	11	1	1		
36	Lake Earl Drive	Earl Street	County				1					1						1									1	1	0	1		
37	Lake Earl Drive	Felterwood Lane	County				1					1										1					1	1	0	1		
38	Lake Earl Drive	Redwood Lane	County			1						1											1				11	11	1	1		
39	Lake Earl Drive	Esta Avenue	County				1					1								1							6	6	1	1		
40	Lake Earl Drive	Alder Road	County				5		1		2	2						2		1				1			5	5	0	5		
41	Lake Earl Drive	Angel Lane	County			1						1												1			11	11	1	1		
42	Lake Earl Drive	Vipond Drive	County				1			1																1	1	1	0	1		
43	Lake Earl Drive	Standard Veneer Road	County				1								1									1			1	1	0	1		
44	Lake Earl Drive	Genevieve Lane	County			1						1						1									11	11	1	1		
45	Lake Earl Drive	Bay Meadows Road	County		1							1												1			543	190	1	1		
46	Lake Earl Drive / Northcrest Drive	Blackwell Lane	County				1	3				2	2						1	2			1				9	9	1	4		
47	Northcrest Drive	Pine Grove Road	County				1	1			1		1														7	7	1	2		
48	Northcrest Drive	Cypress Lane	County			1									1										1		11	11	1	1		
49	Northcrest Drive	Old Mill Road	County			1		3				1	3					2		1			1				14	14	1	4		
50	Northcrest Drive	E Madison Avenue	County			2	3	5			1	1	7			1		1	2	2	1		2	1	1	1		45	45	5	10	
51	Northcrest Drive	Arnett Street	County				2	2			1	2	1										1				14	14	2	4		
52	Northcrest Drive	E Adams Avenue	County			1	1	2			1		3					2		1				1			19	19	2	4		
53	Northcrest Drive	E Washington Boulevard	County/City		1	4	18	27		2	2	31	10	3	1	1	1	3	6	6	9	6	4	4	3	3	7	2	208	299	23	50
54	Northcrest Drive	E Hopper Avenue	County/City			1	2	2				1	2			2		2					1		2		1	25	25	3	5	
55	Northcrest Drive	E Coolidge Avenue	County/City			1	1	1				1	1		1								1				18	18	2	3		
56	Northcrest Drive	E Harding Avenue	County/City		1			2		1	1					1							1		1		31	122	1	3		
57	Kings Valley Road	Wonder Stump Road	County					2					2						1			1					2	2	0	2		
58	Wonder Stump Road	Orchard Lane	County			1						1														1	29	190	1	1		
59	Laguna Street	Joan Lane	Other					1				1												1			1	1	0	1		
60	S Bank Road	Hillside Drive	County					1				1															1	1	0	1		
61	Elk Valley Cross Road	Lake Earl Drive	County				1	3				1	2			1									1		9	9	1	4		

Intx ID	Primary Road	Secondary Road	Facility Type	Severity					Type							Pedestrian	Bicycle	Year											HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle / Pedestrian			Other/Nor Listed	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020				
62	Elk Valley Cross Road	Wonder Stump Road / S Railroad Avenue	County	1	1	2				1		2			1			2	1							1		19	19	2	4	
63	Elk Valley Cross Road	Deer Meadow Way	County			1				1												1						6	6	1	1	
64	Elk Valley Cross Road	Lynwood Lane	County	1								1						1									29	190	1	1		
65	Elk Valley Cross Road	Parkway Drive	County			1	1			1		1											1				7	7	1	2		
66	Redwood Lane	Movie Lane	County				1					1						1									1	1	0	1		
67	Vipond Drive	Lakeside Loop	County				1			1											1						1	1	0	1		
68	Vipond Drive	Clayton Drive	County				1								1												1	1	1	0	1	
69	Boulder Avenue	Alder Road	County		1		2					1	2									2					13	13	1	3		
70	S Railroad Avenue	Boulder Avenue	County		1		2					2	1								1		1	1			13	13	1	3		
71	S Railroad Avenue	Fern Lane	County	1	1		1					1	2					1			1						41	202	2	3		
72	S Railroad Avenue	Blackwell Lane	County		1	1	2					2	1		1		1	1			2	1					19	19	2	4		
73	S Railroad Avenue	Miracle Lane	County		1					1															1	11	11	1	1			
74	Blackwell Lane	Collins Road	County				1					1															1	1	0	1		
75	Blackwell Lane	Blueberry Lane / Evergreen Lane	County			1					1										1						6	6	1	1		
76	Blackwell Lane	Gale Lane	County		1							1															11	11	1	1		
77	Blackwell Lane	Sunrise Lane	County				1	1																	1	1	1	1	0	1		
78	Parkway Drive	Sandman Road	County			2						1	1								1				1	12	12	2	2			
79	Parkway Drive	Kate Lane	County				1					1												1		1	1	0	1			
80	Parkway Drive	Clayis Road	County				1					1									1						1	1	0	1		
81	Parkway Drive	Sherwood Lane	County				1					1												1			1	1	0	1		
82	Parkway Drive	Early Lane / Durdas Road	County	1		1	1					2	1						1		1	1					36	197	2	3		
83	Parkway Drive	Granite Road / Ferndale Lane	County			1	1				2				1			1									7	7	1	2		
84	Parkway Drive	Colton Street	County			1					1																6	6	1	1		
85	Parkway Drive	Parkview Lane	County				2					2						2				1					2	2	0	2		
86	Parkway Drive	Muncey Lane	County		1		2			1		1	1								2		1				13	13	1	3		
87	Parkway Drive	Jake's Way	County			2	2				2	2									1	1		2			14	14	2	4		
88	Parkway Drive	S Railroad Avenue	County		1		2				2	1						1	1	1							13	13	1	3		
89	Parkway Drive	Grace Lane	County		1	1	1					3									1				1	1	18	18	2	3		
90	Parkway Drive	McNamara Road	County		1							1									1						11	11	1	1		
91	Cooke Street	Lenore Way	County				1					1						1									1	1	0	1		
92	Elk Valley Road	Parkway Drive	County	1	1		2	1		1	2							1	2						1		42	203	2	4		
93	Elk Valley Road	Clyde Street	County				1					1												1			1	1	0	1		
94	Elk Valley Road	Cooke Street	County				3			1		2						1	1	1							3	3	0	3		
95	Elk Valley Road	Church Tree Road	County		1		1			1	1	1							2								12	12	1	2		
96	Elk Valley Road	Mayas Lane	County		1	1	1			1	2										1				2		18	18	2	3		
97	Elk Valley Road	E Jefferson Street	County		1		1					1						1			1						12	12	1	2		
98	Elk Valley Road	Harbor View Drive / Norris Avenue	County		3	1	4	1		2	4	1						1		1	1	1			3		1	43	43	4	8	
99	Elk Valley Road	Union Street	County		2	2	11				10	5						1	1	3	1		1	1	3	3	1	45	45	4	15	
100	Elk Valley Road	S Bend Avenue	County				1					1									1						1	1	0	1		
101	Elk Valley Road	State Street	County				1					1															1	1	0	1		
102	Elk Valley Road	Eau Claire Avenue	County			1					1								1								6	6	1	1		
103	Elk Valley Road	Madison Avenue	County	1								1													1		543	190	1	1		
104	Elk Valley Road	Michigan Avenue	County				1					1							1								1	1	0	1		
105	Elk Valley Road	National Boulevard	County				1					1									1						1	1	0	1		
106	Elk Valley Road	Iowa Street	County	1	1							1	1								2						40	201	2	2		
107	Elk Valley Road	Maiden Lane	County			1	1			1		1						1	1								7	7	1	2		
108	Elk View Road	Dundas Road	Other				1					1															1	1	1	0	1	
109	Elk View Road	Tsunami Lane	Other				1																		1		1	1	0	1		
110	Pine Grove Road	Cummins Lane	County				1								1						1						1	1	0	1		
111	Old Mill Road	Mallard Road / Dillman Road	County				1					1													1		1	1	0	1		
112	Old Mill Road	Harmony Lane	County			1	1					1	1						1	1							7	7	1	2		
113	Old Mill Road	Lagoon Street	County			1	1					2									2						7	7	1	2		
114	W Madison Avenue	El Monte Road	County				1					1						1									1	1	0	1		
115	W Madison Avenue	Del Mar Road	County				1					1											1				1	1	0	1		
116	Arlington Drive	W Jefferson Street	County				1			1								1									1	1	0	1		
117	Summer Lane	Winding Creek Circle	Other				1					1														1	1	1	0	1		
118	Summer Lane	Scenic Creek Drive	County				1				1																1	1	0	1		
119	N Pebble Beach Drive / W Washington Boulevard	Dale Rupert Road / N Pebble Beach Drive	County		1	1						2									1				1		17	17	2	2		
120	W Washington Boulevard	Riverside Street	County				2					2							1			1					2	2	0	2		
121	W Washington Boulevard	Inyo Street	County			1	1				1	1							1								7	7	1	2		
122	W Washington Boulevard	Arlington Drive / El Dorado Street	County/City			1	4				2	3						1			1	2			1		10	10	1	5		
123	W Washington Boulevard	El Monte Street	County/City				1					1							1								1	1	0	1		
124	W Washington Boulevard	Del Mar Road	County/City				4				1	2			1			1	1			1	1				4	4	0	4		

Intx ID	Primary Road	Secondary Road	Facility Type	Severity					Type								Pedestrian	Bicycle	Year											HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle / Pedestrian	Other/Nor Listed			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020					
125	W Washington Boulevard	Amador Street	County/City		1				1											1								6	6	1	1		
126	W Washington Boulevard	Breen Street	County/City		1	1				2										1								17	17	2	2		
127	W Washington Boulevard	California Street	County/City		2	2	4			5	2		1							1	1	1	1	1		1	1	1	38	38	4	8	
128	W Washington Boulevard	Oregon Street	County/City				3			2	1													2	1				3	3	0	3	
129	E Washington Boulevard	Harrold Street	County				1			1												1							1	1	0	1	
130	E Washington Boulevard	Bruschell Street	County				1					1																	1	1	0	1	
131	E Washington Boulevard	Leif Circle	County			2	2				3		1																14	14	2	4	
132	E Washington Boulevard	Summer Lane	County				1	7			1	6																	13	13	1	8	
133	E Washington Boulevard	Parkway Drive	County	1	6	2	13		2	2	3	14	1																120	281	9	22	
134	E Hoover Avenue	Jordan Street	County					1					1																1	1	0	1	
135	E Hoover Avenue	Harrold Street	County				1						1																1	1	0	1	
136	E Hoover Avenue	Douglas Street	County			1	1				1																		12	12	1	2	
137	E Harding Avenue	Harrold Street	County	1	1	1	4		1			3	2		1														50	211	3	7	
138	E Harding Avenue	Douglas Street	County	1	1	1						1																	46	207	3	3	
139	E Harding Avenue	Burtschell Street	County					1					1																1	1	0	1	
140	Inyo Street	Captain's Hideout	County				1					1																	6	6	1	1	
141	Inyo Street	Sea Mist Circle	County				1					1																	6	6	1	1	
142	Inyo Street	Small Avenue	County				1	1				2																	7	7	1	2	
143	Inyo Street	Kenwood Lane	County				2				1																		2	2	0	2	
144	Inyo Street	McNamara Avenue	County			1		1				1																	12	12	1	2	
145	Inyo Street	Murphy Avenue	County				1					1																	1	1	0	1	
146	Inyo Street	Cooper Avenue	County				1						1																1	1	0	1	
147	Inyo Street	Macken Avenue	County				2				1																		2	2	0	2	
148	Inyo Street	Pacific Avenue	County/City			1	1					1																	7	7	1	2	
149	Humboldt Street	Childs Avenue	County				3				1	2																	3	3	0	3	
150	Glenn Street	Hamilton Avenue	County				3					2	1																3	3	0	3	
151	Glenn Street	McNamara Avenue	County			2						1	1																22	22	2	2	
152	Glenn Street	Keller Avenue	County				2				1	1																	2	2	0	2	
153	Fresno Street	Reddy Avenue	County				1	1			1		1																7	7	1	2	
154	Fresno Street	Childs Avenue	County				1					1																	6	6	1	1	
155	El Dorado Street	Hamilton Avenue	County				1	1				1			1														7	7	1	2	
156	El Dorado Street	Reddy Avenue	County				1						1																1	1	0	1	
157	El Dorado Street	McNamara Avenue	County				1					1																	1	1	0	1	
158	El Dorado Street	Keller Avenue	County				1	1				1	1																7	7	1	2	
159	El Dorado Street	Childs Avenue	County			1						1																	29	190	1	1	
160	El Dorado Street	Cooper Avenue	County	1				3				4																		546	193	1	4
161	El Dorado Street	Lauff Avenue	County			1	3					3	1																	14	14	1	4
162	El Dorado Street	Macken Avenue	County			1		1				1	1																	12	12	1	2
163	El Dorado Street / Margie Street	Pacific Avenue	County/City				1				1																			1	1	0	1
164	Del Norte Street	Keller Avenue	County				1	1				2																		7	7	1	2
165	Del Norte Street	Childs Avenue	County				3					3																		3	3	0	3
166	Del Norte Street	Cooper Avenue	County				1					1																		1	1	0	1
167	Calaveras Street	Cooper Avenue	County				2				1	1																		2	2	0	2
168	Calaveras Street	Macken Avenue	County				3					3																		3	3	0	3
169	Butte Street	McNamara Avenue	County				1	1					2																	7	7	1	2
170	Butte Street	Murphy Avenue	County				1						1																	6	6	1	1
171	Butte Street	Childs Avenue	County					2				1	1																	2	2	0	2
172	Butte Street	Cooper Avenue	County			1						1																		11	11	1	1
173	Butte Street	E Macken Avenue	County	1	1							1				1														40	201	2	2
174	Butte Street	Pacific Avenue	County			1	1					1																		17	17	2	2
175	Meridan Street	E Cooper Avenue	County					3				1	1	1																3	3	0	3
176	Meridan Street	Pacific Avenue	County/City				1	2					2																	8	8	1	3
177	N Pebble Beach Drive	Whaleview Court	County			1				1																				11	11	1	1
178	Pebble Beach Drive	Pacific Avenue	County			1						1																		11	11	1	1
179	S Pebble Beach Drive	Del Monte Street	County					1					1																	1	1	0	1
180	Modoc Street	Pacific Avenue	County			1							1																	11	11	1	1
181	Del Monte Street	Pacific Avenue	County			1		1				2																		12	12	1	2
182	Pacific Avenue	E Street	County/City			1	1	1				3																		18	18	2	3
183	E Cooper Avenue	J Street	County/City				1						1																	1	1	0	1
184	Murphy Avenue	Lake Street	County				1					1																		1	1	0	1
185	McNamara Avenue	Kern Street	County				2				1																			2	2	0	2
186	McNamara Avenue	Joaquin Street	County				1							1																1	1	0	1
187	Harding Avenue	El Dorado Street	County			1	1	5				4	2	1																22	22	2	7

Intx ID	Primary Road	Secondary Road	Facility Type	Severity					Type								Pedestrian	Bicycle	Year											HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle / Pedestrian	Other/Nor Listed			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020					
188	Norris Avenue	Wyentae Street	County/Tribes					1					1																1	1	0	1	
189	Howland Hill Road	Waldo Street	County				1	3				2	1	1						1									9	9	1	4	
190	Howland Hill Road	Barker Street	County		1				1			1								1									12	12	1	2	
191	Howland Hill Road	Mathews Street	County/Tribes				1					1																	1	1	0	1	
192	Howland Hill Road	Humboldt Road	County/Tribes		2	1	5		1		1	1	5									1				3	3	1	33	33	3	8	
193	Howland Hill Road	Wyentae Street	County/Tribes				1						1																6	6	1	1	
194	Howland Hill Road	Victory Lane	County/Tribes					1				1																1	1	1	0	1	
195	Howland Hill Road	Bertsch Street	County		1										1														11	11	1	1	
196	State Street	Olive Street	County					1					1																1	1	0	1	
197	State Street	Hill Street	County		1							1															1		11	11	1	1	
198	Humboldt Road	Alpaugh Avenue	County				1						1												1				1	1	0	1	
199	Humboldt Road	Boyet Avenue	County			1							1										1						6	6	1	1	
200	Humboldt Road	Le Clair Avenue	County			1						1											1						6	6	1	1	
201	Humboldt Road	Pine View Court / Nickel Avenue	County				1			1																1			1	1	0	1	
202	Humboldt Road	Peveler Avenue	County				2					1	1												1	1			2	2	0	2	
203	Humboldt Road	Sandmine Road	County/Tribes			1	5		1				4	1			1	4								1	1		11	11	1	6	
204	Bertsch Street	Roy Avenue	County				1						1										1						1	1	0	1	
205	Sierra Wood Road	Valley View Drive	County				1						1											1					1	1	0	1	
206	Northcrest Drive	Oak Road	County				1					1													1				1	1	0	1	
207	Duncan Road	Silco Drive	County				1						1							1									1	1	0	1	
208	Patrick J Murphy Memorial Drive	Matt Road	County/Tribes	1										1													1		29	190	1	1	
209	Chapman Street	Alder Camp Road	County/Tribes				1						1							1									1	1	0	1	
210	Klamath Boulevard / Salmon Road	Old Highway 101	County/Tribes				2			1			1												1				2	2	0	2	
211	Klamath Boulevard	Ehlers Way	County/Tribes				2			1	1									1							1		2	2	0	2	
212	Redwood Road	Hill Road	County/Tribes		1							1									1	1							11	11	1	1	
213	Terwer Riffle Road	Redwood Road	County/Tribes		2		2					1	3														1		24	24	2	4	
1001	US 101	Elias Way	US 101/Other		1						1														1				11	11	1	1	
1002	US 101	Ocean View Drive	County/US 101			1						1												1					6	6	1	1	
1003	US 101	Harmer Beach Road	US 101/Other				1					1												1					1	1	0	1	
1004	US 101	Shoreline Drive	County/US 101				1	2				1	1														1	1	8	8	1	3	
1005	US 101	N Indian Road	County/US 101/Tribes	1	2	1	2	3		1	1	1	3	1		2	2		1	1		1	1	1	1	1	2		627	596	6	9	
1006	US 101	Mouth of Smith River Road	County/US 101				2		1				1														1	1	2	2	0	2	
1007	US 101	Salmon Harbor Road	US 101/Other			1	1				1				1								1						7	7	1	2	
1008	US 101	Lopez Street	County/US 101		1							1				1									2				12	12	1	2	
1009	US 101	Sarina Road North	County/US 101		2	2	3				1	5	1								1	2			1		3		37	37	4	7	
1010	US 101	N Beckstead Avenue	County/US 101				1									1													1	1	0	1	
1011	US 101	S Fred D Haight Drive	County/US 101		2	1	3		1			4	1						1		2				1	1		1	31	31	3	6	
1012	US 101	Rowdy Creek Road	County/US 101				1	4		1	4											2				1	2		10	10	1	5	
1013	US 101	Timbers Boulevard	US 101/Other		2	2	2	1				6	1											1					93	415	6	7	
1014	US 101	E Denny Street	County/US 101		1	1	1				2		1							1			1	1					18	18	2	3	
1015	US 101	Wilson Lane	County/US 101		1	2	2					5												1	1	2			1	25	25	3	5
1016	US 101	Borough Lane	US 101/Other		1							1												1					11	11	1	1	
1017	US 101	S Fred D Haight Drive	County/US 101		1	1			1		1														1				40	201	2	2	
1018	US 101	SR 197	US 101/SR 197		2	3	5					6	2	2						2	2			2	3	1			45	45	5	10	
1019	US 101	Lake Earl Drive	County/US 101		1	2	3					3	2	1							1	1	1	1	3				26	26	3	6	
1020	US 101	Reynolds Lane	US 101/Other			1	1					1			1					1									7	7	1	2	
1021	US 101	Kings Valley Road	County/US 101		1		1			1		1														1		1	12	12	1	2	
1022	US 101	Kristian Lane	US 101/Other		1			1				1												1					12	12	1	2	
1023	US 101	Tamarak Drive	US 101/Other	1	1	1						1	1	1									1			1	1		560	207	3	3	
1024	US 101	Wonder Stump Road	County/US 101			2	2				2	1	1						1										14	14	2	4	
1025	US 101	Hytreet Lane	US 101/Other			1	1				2									2									7	7	1	2	
1026	US 101	Gavin Road	US 101/Other			2						1		1											1				12	12	2	2	
1027	US 101	KOA Campsite Entrance	US 101/Other					1		1											1								1	1	0	1	
1028	US 101	Dewey Lane	US 101/Other				1						1												1				6	6	1	1	
1030	US 101	Elk Valley Cross Road	County/US 101		2	6	4	11				1	18	4						1	1	4	3	3	3	2	2	2	159	481	12	23	
1031	US 101 SB Ramps	E Washington Boulevard	County/US 101		1		1	2	1			1				1								1			2	1	37	198	2	4	
1032	US 101 NB Ramp	E Washington Boulevard	County/US 101			2	2				2	1	1						1	2				1					14	14	2	4	
1033	US 101																																

Intx ID				Severity					Type									Year											HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total	
				Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint or Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overtuned	Vehicle / Pedestrian			Other/Not Listed	Pedestrian	Bicycle	2011	2012	2013	2014	2015	2016	2017	2018					2019
1039		US 101	Mill Creek Campground Access Road	US 101/Other	1	1	1	1				1	2	1				2	1		1							47	208	3	4		
1040		US 101	Wilson Creek Road	US 101/Other				1					1											1					1	1	0	1	
1041		US 101	Sanders Road	US 101/Other				1							1				1										1	1	0	1	
1042		US 101	Redwood Drive	County/US 101				1				1										1							1	1	0	1	
1043		US 101	Hunter Creek Road	County/US 101				1	4			3	2								2					3	10	10	1	5			
1044		US 101	Peine Road	County/US 101									1										1						1	1	0	1	
1045		US 101	Requa Road / Minot Creek Road	County/US 101					2				2					1			1								2	2	0	2	
1046		US 101	McMillan Road	County/US 101				1					1									1							6	6	1	1	
1047		US 101	Ehlers Way	County/US 101	1	3	1	3	2	1		6	2		1		1	1	3	2		1	1	2			661	791	8	10			
1048		US 101	Klamath Beach Road	County/US 101				1					1						1										6	6	1	1	
1049	US 101 SB Ramps		Newton B. Drury Scenic Parkway	US 101/Other					1				1																1	1	0	1	
1050		SR 197	Ruby Van Deventer County Park	SR 197/Other					1				1											1						1	1	0	1
1051	SR 197		Ginny Lane	SR 197/Other					1				1										1							1	1	0	1
1052	SR 197		Jed Smith Lane	SR 197/Other			1						1									1							11	11	1	1	
1053	US 199		Elk Valley Cross Road	County/US 199	1	1	2	5	8				11	6				2	2	1	4		1	1	2	1	3	632	440	9	17		
1054	US 199		Parkway Drive	County/US 199		1			5				4	2				2				2			1	1			34	195	1	6	
1055	US 199		Walker Road	County/US 199				3	4		1	2	1	2	1				1	1		1			3				22	22	3	7	
1056	US 199		SR 197	US 199/SR 197		1	1	4	7			4	6	3				3	1	1	1	2	1	1	1	2			71	232	6	13	
1057	US 199		Jedediah Smith State Park Entrance	US 199/Other		1	1	1						1	1		1				2		1						46	207	3	3	
1058	US 199		Hiouchi Mountain Road	US 199/Other			1		1					2							1						1		12	12	1	2	
1059	US 199		Monument Drive	US 199/Other				3				1		2					1	2									3	3	0	3	
1060	US 199		S Fork Road	County/US 199		1	1	3				2	1	2						1	1					1	1		20	20	2	5	
1061	US 199		Gasquet Mountain Road	US 199/Other				1				1							1										6	6	1	1	
1062	US 199		French Hill Road	County/US 199				2	2			1	3								1		1				1	1	14	14	2	4	
1063	US 199		Fire House Road / Wetherell Lane	County/US 199			1						1																1	11	11	1	1
1064	US 199		Botanical Trailhead	US 199/Other		1			1				1	1										1	1				30	191	1	2	
1065	US 199		Madrona Campground	US 199/Other				2					1	1												2			12	12	2	2	
1066	US 199		Patricks Creek Road	County/US 199			1	1			1				1				2										17	17	2	2	
1067	US 199		Siskiyou Fork Road	US 199/Other					1					1										1					1	1	0	1	
1068	US 199		Collier Rest Area	US 199/Other				1	1				1	1								1		1					7	7	1	2	
1069	US 199		Green Gate Road	US 199/Other		1								1											1				29	190	1	1	
1070	SR 169		Terwer Valley Road	County/SR 167			1						1													1				11	11	1	1
Total					8	36	117	166	112	21	38	176	252	211	18	18	24	19	25	84	78	79	72	73	81	61	77	85	68	-	-	-	758

Collisions at Selected Segments | 2011-2020

Segment ID	Location	Length (ft)	Severity					Type								Pedestrian	Bicycle	Year										HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total
			Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overturned	Vehicle/Pedestrian	Other/Not Listed			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020				
102B	Quinlan Ave (End to Humboldt Rd)	712		1							1			1				1								11	11	1	1		
102D	Oliver Ave (End to Humboldt Rd)	1989				2				1	1							1								2	2	0	2		
102E	Nickel Ave (End to Humboldt Rd)	2093				3				1	1		1					1								3	3	0	3		
102F	Mahe Ave (End to Humboldt Rd)	1992				3		1		1			1					2		1						3	3	0	3		
102G	Le Clair Ave (Bertsch Ave to Humboldt Rd)	2392		1		4		3				1	1	1	1		1	1		1			2		33	169	1	5			
102H	Hodge Ave (End to Humboldt Rd)	714				1		1					1	1	1								1		1	1	0	1			
102J	Alpaugh Ave (End to Humboldt Rd)	453				1				1							1								1	1	0	1			
102L	Enderst St (Roy Ave to Le Clair Ave)	1683				1				1								1							1	1	0	1			
102M	Darby St (End to Roy Ave)	1677			1					1									1						11	11	1	1			
102N	Olive St (State St to Howland Hill Rd)	1292				1				1										1					1	1	0	1			
106-1	Howland Hill Rd (Humboldt Rd to Elk Valley Rd)	3040			3		4			1	5	1				1	2	1		1		2	1		37	37	3	7			
106-2	Howland Hill Rd (Bertsch Ave to Humboldt Rd)	1706			1	2	3			1	4		1		1		1			2			1	2	26	26	3	6			
106-3	Howland Hill Rd (NP Bdry to Bertch Ave)	1450					1					1						1							1	1	0	1			
107-1	Humboldt Rd (Howland Hill Rd to Roy Ave)	5291	1		1	2	1	1	1	1	1		1	1	1	1		1	1	1			1		567	189	4	5			
107-2	Humboldt Rd (US 101 to Roy Ave)	2902		1	2	1	5					7	1		1		2		1	1	2		1	2	62	198	4	9			
107A	Pine View Ct (End to Humboldt Rd)	531					1		1											1					1	1	0	1			
107B	Forest View Ct	528				1				1															6	6	1	1			
111B	Harding Ave (El Dorado St to CRC)	1212			1		2				3					1	1			1		1			13	13	1	3			
111B-E	Harding Ave (Northcrest Dr to Burtchell St)	993			1		1			1	1										1		1		12	12	1	2			
111C-1	Burtchell St (End to E Washington Blvd)	390					1							1					1						1	1	0	1			
111C-2	Burtchell St (US 101 to E Harding Ave)	611				1	1		1					1		1		2							7	7	1	2			
111D	Harrold St (E Washington Blvd to Wilson Ave)	2654			1		2			1	1	1					1		1			1			13	13	1	3			
111E	Hoover Ave (End to Northcrest Dr)	992				2					2								1			1			2	2	0	2			
111G	Jordan St (Harding Ave to Hoover Ave)	1347				1					1										1				1	1	0	1			
111H	Coolidge Ave (Burtchell St to Northcrest Dr)	1124					1				1														1	1	0	1			
112	Sand Mine Rd (US 101 to Humboldt Rd)	1640				1					1									1					1	1	0	1			
115	Maiden Ln (End to Elk Valley Rd)	964				1	2			1	1			1		1	1		1			1			8	8	1	3			
116-1	Elk Valley Rd (Howland Hill Rd to US 101)	5686	1	2	1	1	6	1	2	2	2	1		1	2	1	2	2		1		1	3	4	624	518	5	11			
116-2	Elk Valley Rd (Parkway Dr to Howland Hill Rd)	18008		2	7	11	26		2	3	1	34	2		4		1	4	6	6	7	1	4	4	7	6	227	499	20	46	
116A-2	Church Tree Rd (End to National Park Way)	2342			1							1				1								1	11	11	1	1			
120A	Norris Ave (Wyentae St to Elk Valley Rd)	2292					1					1									1				1	1	0	1			
120AA	Wyentae St (Howland Hill Rd to Norris Ave)	1321			1		1					1		1		1			1						12	12	1	2			
121	E Washington Blvd (Parkway Dr to Northcrest Dr)	5641			6	4	7	2	2	2	5	4		2		2	5	1	1	4	1	1	1	3	4	1	97	97	10	17	
125	Pine Grove Rd (End to Northcrest Dr)	720								1										1						1	1	0	1		
126	Blackwell Ln (Railroad Ave to Lake Earl Dr)	5085					2					1		1					1				1		2	2	0	2			
128-2	State St (End to Elk Valley Rd)	2149					3					2	1					1						1		3	3	0	3		
201-1	Pebble Beach Dr (End to Washington Blvd)	5749			2	2	16	1	1			18							3	3	2	2	4	2	2	2	50	50	4	20	
201-2	Pebble Beach Dr (Hemlock Ln to Washington Blvd)	4536			1	1	1							1	2	1	1							1	2	18	18	2	3		
201-3	Pebble Beach Dr (City Limits to Hemlock Ln)	5308				2	5				1	5			1		1	1	1	1		1	1	1		17	17	2	7		
203	Summer Ln (Winding Creek Cir to E Washington Blvd)	1287	1			2	5			1	3	1		1	2	1	2	2		2		1	1	1	1	560	182	3	8		
203A	Scenic Creek Dr (End to Summer Ln)	2829				4			1		1	2						1		1			1			4	4	0	4		
204-1	Washington Blvd (Riverside St to Pebble Beach Dr)	4690		3	2	2	6					12	1					3		2	2	1	2	1	1	1	127	535	7	13	
204-2	Washington Blvd (Lake St to Riverside St)	1474			1										1		1						1			11	11	1	1		
204-3	Washington Blvd (Northcrest Dr to Lake St)	4394				1	7		2	4		2					1	1	2		1		2	1		13	13	1	8		
205-9	Pacific Ave (Pebble Beach Dr to CRC)	4900			1	2	2		3		1	1					1			1		1	1		1	25	25	3	5		
207AB-1	Keller Ave (End to Butte St)	2636					1				1												1			1	1	0	1		
207AE-2	Childs Ave (Joaquin St to Butte St)	2427					1							1						1						1	1	0	1		
207AF-2	Meridian St (Cooper Ave to Pacific Ave)	859				1				1										1						1	1	0	1		
207AG-2	Amador St (End to Macken Ave)	1128					1					1								1						1	1	0	1		
207AH-1	Cooper Ave (El Dorado St to Inyo St)	1196				1						1												1		1	1	0	1		
207AH-2	Cooper Ave (J St to El Dorado St)	2291				1	6	1	3	1		2					1	1	1		2			2		12	12	1	7		
207AK	J St (CRC to Cooper Ave)	870					2				1	1						1								2	2	0	2		
207AM-1	Lauff Ave (Meridian St to K St)	1040					1		1														1			1	1	0	1		

Segment ID	Location	Length (ft)	Severity					Type							Pedestrian	Bicycle	Year										HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total	
			Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overtaken	Vehicle/Pedestrian			Other/Not Listed	2011	2012	2013	2014	2015	2016	2017	2018	2019					2020
207AN-2	Macken Ave (Butte St to Juaquin St)	2397					2					2					2									2	2	0	2		
207AR	Hamilton Ave (El Dorado St to Inyo St)	1231					1						1						1							1	1	0	1		
207M	Murphy Ave (Modoc St to El Dorado St)	2401					1						1					1								1	1	0	1		
207R-5	Kern St (End to McNamara Ave)	812					2			1				1								2				2	2	0	2		
207U-1	Glenn St (Hamilton Ave to Pacific Ave)	2713					3	1	1			1					1					1				3	3	0	3		
207V-1	Fresno St (Pacific Ave to Hamilton Ave)	2712					1				1								1				1			1	1	0	1		
207X	Del Norte St (Pacific Ave to Reddy Ave)	2422					3				1	1			1						1	1				3	3	0	3		
207Y	Calaveras St (Keller Ave to Pacific Ave)	1809					2		1			1						1						1		2	2	0	2		
208	Madison Ave (Arlington Dr to Northcrest Dr)	3060		1			3					3			1			1	1		1					14	14	1	4		
208A	Victoria Ln (End to Madison Ave)	568					1					1					1									1	1	0	1		
209-2	Inyo St (Washington Blvd to Cooper Ave)	4768		4			2	1	1	1		2	1					1		2	1		1	1		46	46	4	6		
211-4	Adams Ave (Bethesda Way to Arlington Dr)	1248				1						1														6	6	1	1		
213	Arnett St (end to Northcrest Dr)	833					1				1											1				1	1	0	1		
214	Small Ave (End to Inyo St)	1085				1						1														6	6	1	1		
257-1	Patrick Creek Rd (Patrick Creek Rd to US 199)	60703					1					1												1		1	1	0	1		
304A-1	Indian Rd (Ocean View Dr to US 101)	4266				1	1						1		1	1										7	7	1	2		
304A-2	Indian Rd (Mouth smith river Rd to US 101)	1028			1										1									1		11	11	1	1		
305-1	Low Divide Rd (0.33 miles to SR 197)	1720	2									2														58	330	2	2		
305-2	Low Divide Rd (End to 0.33 Miles)	155486	2				6	2	1			3	2				1			1		2	1	1	1	1	64	336	2	8	
306-2	Mouth of Smith River Rd (Indian Rd to US 101)	1555					1					1										1				1	1	0	1		
307A-1	Fred D Haight Dr (Rainbow Ln to US 101)	15302		3		3	14		1	3	1	12	1		2		1	3	2		1	2	4	2	4	2	119	527	6	20	
307A-2	Fred D Haight Dr (Rainbow Ln to First St)	1640					1					1											1			1	1	0	1		
307B	First St (Westbrook Ln to Fred D Haight Dr)	2654	1				2	1	1	1							1		1							545	167	1	3		
307C	First St (Sarina Rd to Westbrook Ln)	2645			1		1				1	1											1		1	12	12	1	2		
307D-1	Ocean View Dr (1.62 miles to US 101 North end)	8549			1							1											1			11	11	1	1		
307D-2	Ocean View Dr (0.28 miles S of Spyglass Rd to Mouth of Smith River Rd)	7140	1	2			8					9			2		2	3	1		1	1	2		1	573	195	3	11		
307D-3	Ocean View Dr (US 101 south end to Mouth of Smith River Rd)	13725		5	1		5				1	9	1			1	2	1	2	1				2	2	1	66	66	6	11	
308-2	Rowdy Creek Rd (Low Divide Rd to End of Pavement)	20529		1	2							2	1							1	1					51	187	3	3		
309-1	Sarina Rd (First St to US 101)	2565					1					1							1							1	1	0	1		
309-2	Sarina Rd (End to First St)	5198		1			1					2										1			1	30	166	1	2		
310D	Second St (Beckstead Ave to Wallace Ave)	903					1					1					1									1	1	0	1		
310E	Beckstead Ave (First St to US 101)	1690				1		1										1								6	6	1	1		
310G	Highland Ave (Beckstead Ave to Third St)	1411					1				1												1			1	1	0	1		
314-1	Old Gasquet Toll Rd (Patrick Creek Rd to 0.20 miles)	69734			1								1							1						11	11	1	1		
314-2	Old Gasquet Toll Rd (0.20 miles to North Fork Rd)	1083					1					1												1		1	1	0	1		
318-2	Middle Fork Gasquet Rd (Azalea Ln to US 199)	1945					2	1				1								1	1					2	2	0	2		
328	English Ln (End to Parkway Dr)	1923					1					1											1			1	1	0	1		
329	Tan Oak Dr (SR 197 to SR 197)	4528					1					1											1			1	1	0	1		
401	Boulder Ave (Railroad Ave to Lake Earl Dr)	3295			1		1					2						1					1			12	12	1	2		
401A	Alder Ave (Boulder Ave to Lake Earl Dr)	3155			1							1										1				11	11	1	1		
403	Bailey Rd (End to Lake Earl Dr)	7332			2	1	4					6			1		1			2					2	32	32	3	7		
405-1	Big Flat Rd (French Hill Rd to South Fork Rd)	70128				1						1												1		6	6	1	1		
406	Malone Rd (End to Lake Earl Dr)	3290					3					2	1									2			1	3	3	0	3		
408-2	Elk Valley Cross Rd (Parkway Dr to US 199)	3141				1	1					2											1			7	7	1	2		
408-8	Elk Valley Cross Rd (US 101 to Lake Earl Dr)	4998			2	1	7					7			3		1	1		2						35	35	3	10		
413-1	Kellogg Rd (Tell Blvd to Lower Lake Rd)	4485					4					4											2			4	4	0	4		
413-2	Kellogg Rd (End to Tell Blvd)	2625				1	1			1		1											1			7	7	1	2		
414-1	Kings Valley Rd (Lake Earl Dr to US 101)	3188		1	2	1	4				1	6	1					4	1			1		1	1	61	197	4	8		
414-2	Kings Valley Rd (US 199 to US 101)	22243	2	1	6	2	15		1			21			4		1	4	2	1	3	1		6	1	3	5	1208	588	11	26
418	Morehead Rd (Lower Lake Rd to Lake Earl Dr)	9717				6	2	9		1	1	14	1			1	2	2	3	2	2		1	3	2	87	87	8	17		
419	Moseley Rd (Bailey Rd to Lower Lake Rd)	9329		1			2				1	2									1				1	31	167	1	3		
421	Old Mill Rd (Sand Hill Rd to Northcrest Dr)	8156		1			2	2				5							1	1			1		1	43	179	3	5		
425	South Bank Rd (End to Lake Earl Dr)	15607		1	1	1	2		1			4					1	1			1	1	1			48	184	3	5		
427-1	South Fork Rd (Douglas Park Dr to US 199)	2434			1	1	1					3					1		1	1	1					18	18	2	3		

Segment ID	Location	Length (ft)	Severity					Type								Pedestrian	Bicycle	Year											HSM Severity Ranking (EPDO)	LRSM Severity Ranking (EPDO)	Fatal + Injury	Total		
			Fatal	Injury (Severe)	Injury (Other Visible)	Injury (Complaint of Pain)	Property Damage Only	Head-on	Sideswipe	Rear End	Broadside	Hit Object	Overtaken	Vehicle/Pedestrian	Other/Not Listed			2011	2012	2013	2014	2015	2016	2017	2018	2019	2020							
427-2	South Fork Rd (3.7 miles to Douglas Park dr)	16985	1				2					3														1	1			1	31	167	1	3
427-4	South Fork Rd (7.55 miles to 3.9 miles)	19154				2						1	1																12	12	2	2		
429	Walker Rd (End to US 199)	9712	1	1								1	1					1										1	40	176	2	2		
430-1	Wonder Stump Rd (Donna De Clue Rd to Elk Valley Cross Rd)	5717				1						1																	6	6	1	1		
430-2	Wonder Stump Rd (US 101 to Donna De Clue Rd)	5594				2						2																1	22	22	2	2		
432-1	Lower Lake Rd (Kellogg Rd to Lake Earl Dr)	13524	1	2			1	4				1	5	2				2		1	1	2						1	611	505	4	8		
432-2	Lower Lake Rd (Moseley Rd to Kellogg Rd)	4353						2				1	1					1										1	2	2	0	2		
432-3	Lower Lake Rd (Pala Rd to Moseley Rd)	10831	1	1				1				1						1											41	177	2	3		
438A-1	Northcrest Dr (Washington Blvd to Harding Ave)	2017			1	2	6	1		1	2	3			2	1	1	4	2			2		1					29	29	3	9		
438A-2	Northcrest Dr (Old Mill Rd to Washington Blvd)	3338			5	9	21	1	7	8	9	8			2		2	6	7	3	2	2	4	2	5	2	2		130	130	14	35		
438A-3	Northcrest Dr (Blackwell Ln to Old Mill Rd)	2447	1		2	2				3	1	1									1	1	2	1					43	179	3	5		
438B-1	Lake Earl Dr (Bailey Rd to US 101)	2189			2	1					1	1	1					1	2										13	13	2	3		
438B-2	Lake Earl Dr (Purdy Ln to Bailey Rd)	6004				2	12		2	1			10	1				1	2	1	2	1	3	2	1			1	24	24	2	14		
438B-3	Lake Earl Dr (Bachelor Rd to Purdy Ln)	5853			2	1	8		2		2	3	3		1			3	2			1		1	2	1	1		36	36	3	11		
438B-5	Lake Earl Dr (Buzziini Rd to Mckay Ln)	4609				1	3					1	2			1		2				1				1			9	9	1	4		
438B-6	Lake Earl Dr (Elk Valley Cross Rd to Buzzini Rd)	4971	1	2	1	2	1		2			1	3			1		1				2		3					59	195	4	6		
438B-7	Lake Earl Dr (Blackwell Ln to Elk Valley Cross Rd)	13239	1	3	4	20	2	1	2	2	2	16	2		3			2	4	2	3	1	5	2	3	3	3		106	242	8	28		
440	Vipond Dr (Lakeside Lp to Lake Earl Dr)	3134					1						1												1				1	1	0	1		
447	Lesina Rd (Kings Valley Rd to Elk Valley Cross Rd)	1920					1						1										1						1	1	0	1		
449	Hights Access Rd	3102					1						1									1							1	1	0	1		
450	Cummins Rd (End to Railroad Ave)	1393			1		3						3		1			1							2	1			14	14	1	4		
452	Sand Hill Rd (Sand Hill Rd to Old Mill Rd)	1970			1								1										1						11	11	1	1		
453-1	Railroad Ave (Blackwell Ln to Parkway Dr)	5514			4	1	4		1	1	1	5			1		2	1		2	1		1	1	1		2	54	54	5	9			
453-2	Railroad Ave (Boulder Ave to Blackwell Ln)	3044			2		2		1	2						1							1		2	1			24	24	2	4		
454	Del Mar Rd (Madison Ave to Washington Blvd)	1985					1		1														1						1	1	0	1		
464	Valentine St	4868					1								1			1						1					1	1	0	1		
468	Lagoon Ave (End to Old Mill Rd)	1228					1		1										1										1	1	0	1		
473	Carson Pl	733					1						1													1			1	1	0	1		
476	Cloutier St	3936	1										1										1						543	165	1	1		
497	Stukey St	4866			1								1										1						11	11	1	1		
502	Hunter Creek Rd (End to US 101)	9712			1		2					1	1	1					1							1			13	13	1	3		
504	McBeth Way (Trinity Way to Terwer Riffle Rd)	1931					1							1							1								1	1	0	1		
506	Mynot Creek Rd (End to US 101)	3123					1						1									1							1	1	0	1		
510A	Requa Rd (Mouth of Klamath Rd to US 101)	4715			3	1	2					4	2						3	1					1		1		41	41	4	6		
510B	Patrick J Murphy Memorial Dr (End to Requa Rd)	8879			1		2					2	1					1	1						1				13	13	1	3		
511-1	Klamath Beach Rd (NP Bdry to US 101)	19059		1			6					3	3		1			1	1	2		2	1						35	171	1	7		
511-2	Kalmath Beach Rd E (END to US 101)	6047			1		1					1		1		1							2						12	12	1	2		
514-1	Terwer Riffle Rd (Maple Rd to SR 169)	4175	1									1													1				29	165	1	1		
518	Redwood Rd (End to Terwer Riffle Rd)	3645					2						2										1				1		2	2	0	2		
518A	Trinity Way	3434	1										1						1										29	165	1	1		
519	Blake Rd (End to Terwer Riffle Rd)	997	1										1									1							29	165	1	1		
526	Zwierlein Dr (Weber Dr to Duncan Dr)	1255			1							1					1	1											11	11	1	1		
529	Ehlers Way (Klamath Blvd to US 101)	326					1						1												1				1	1	0	1		
533-1	Parkway Dr (US 199 to US 101)	19389	1		5	6	15	2	1	2	5	13	2	2		2	2	1	2	4	4	4	6	2	1		3		649	271	12	27		
534	El Monte Rd (Madison Ave to Washington Blvd)	1990					1					1						1												1	1	0	1	
542	Alder Camp Rd	28910		1									1							1									29	165	1	1		
552	Arlington Dr (Madison Ave to Washington Blvd)	2014				1	2					2			1					1		1							8	8	1	3		
554	Bradford Ave (End to Fourth St)	835					1		1														1						1	1	0	1		
557	West Jefferson Ave (End to Del Mar Rd)	1136					1		1													1							1	1	0	1		
Total			11	37	114	97	422	21	52	44	68	378	43	15	60	17	32	77	74	60	71	57	71	79	64	61	67	-	-	-	-	681		

Appendix C

Field Reconnaissance

Crescent City and Del Norte County LRSP Site Visits

Road Segment/Intersection: Highway 101 at Timbers Blvd	Date: 02/23/2022	Time: 10:00
Recommended Countermeasures: None. Site visit based on public comment.		
Notes: Sidewalk is not complete up to intersection. No existing sidewalk along Highway 101 in either direction. No existing turn lanes on Highway 101. Timber Blvd dead ends just west of Dollar General. No cross traffic from east of Highway 101 (property on east side is private and gated).		
Road Segment/Intersection: S. Fred D. Haight Road near house number 465	Date: 02/23/2022	Time: 10:15
Recommended Countermeasures: Install delineators, reflectors, and/or object markers. Install edge-lines and centerlines. DUI enforcement.		
Notes: Narrow to no shoulder. Existing center and side lines are faded. Driveways come out on to main road and irregular intervals. No apparent speed calming measures. Tractor seen on roadway.		
Road Segment/Intersection: Lake Earl Drive at Redwood Elementary School	Date: 02/23/2022	Time: 10:30
Recommended Countermeasures: At Redhawk Lane just north of school: Monitor location over next five years.		
Notes: Two lanes of one way traffic exist through school parking lot. Existing turn lane for northbound traffic on Lake Earl Drive. No separate turn lane for southbound traffic. No sidewalks present on Lake Earl. Existing crosswalk with signage near school parking lot exit to the south. Approximate 6 ft shoulder on either side of Lake Earl near school.		
Road Segment/Intersection: Elk Valley Crossroad at Cunningham Ln (near Sunset HS)	Date: 02/23/2022	Time: 10:50
Recommended Countermeasures: None. Site visit based on public comment.		
Notes: No stop pavement marking on Cunningham Ln. Low visibility turning right onto Elk Valley Crossroad. Narrow shoulders. Visible drainage issues along roadway. High speed traffic observed on Elk Valley Crossroad near Sunset HS. No visible markings or signage for school zone/ intersection.		
Road Segment/Intersection: Kings Valley Road at Highway 199	Date: 02/23/2022	Time: 11:05
Recommended Countermeasures: For Kings Valley Road: New/ upgraded signs. Speed warning signs. Widen shoulder. Install delineators. Install edge lines.		

Notes: Narrow shoulders along all roadways. Existing markings are clear but there are a lot of them which makes it difficult to tell where lanes are. Crossing Highway 199 from north to south there is dip before traveling slightly uphill. High speed westbound traffic on Highway 199 (traveling downhill likely increases speed in this area). Kings Valley Road is narrow with limited to no shoulder.		
Road Segment/Intersection: Elk Valley Road at Parkway Drive	Date: 02/23/2022	Time: 11:15
Recommended Countermeasures: For Parkway Dr: Road segment recently went through safety updates and should be monitored to track improvement.		
Notes: Existing bike lanes on Parkway. Narrow shoulders on Elk Valley Crossroad where it meets Parkway Dr. No merging lane for Elk Valley Crossroad traffic turning left onto Parkway Dr which then merges quickly with Elk Valley Rd traffic turning right onto Parkway (all northbound). No edge lines on small connector between Elk Valley Road and Parkway (connecting with Elk Valley Crossroad).		
Road Segment/Intersection: Parkway Drive at Washington Blvd	Date: 02/23/2022	Time: 11:28
Recommended Countermeasures: Roundabout or upgrade signs and intersection markings.		
Notes: Existing approximate 5 foot sidewalk by DMV parking lot. Existing bike lanes on Parkway Dr. Center turn land on Parkway before and after intersection. Raised cement/ asphalt island has limited markings or object markers which may make it difficult to see at night. Parkway Dr traffic does not stop.		
Road Segment/Intersection: E. Washington Blvd at Summer Lane	Date: 02/23/2022	Time: 11:45
Recommended Countermeasures: Improve signal hardware.		
Notes: Traffic coming from ACE and WalMart parking lots. Existing sidewalks along Summer Ln. Crosswalk pavement markings are faded. No sidewalk on south side of E. Washington Blvd (sidewalk to west starting at 785 E. Washington). Push button crosswalk lights with count down timer. Observed limited traffic coming from Summer Lane (mostly vehicles coming out of WalMart parking lot).		
Road Segment/Intersection: E. Washington Blvd at Northcrest Drive	Date: 02/23/2022	Time: 11:55
Recommended Countermeasures: Improve signal hardware. Provide advanced dilemma zone. Install vehicle/ bicycle detection system.		
Notes: Four way signaled intersection. Push button crosswalks. ADA sidewalks/ curb could be updated to create easier use. Pavement markings are fading.		

Road Segment/Intersection: E. Washington at Arlington Drive	Date: 02/23/2022	Time: 12:05
Recommended Countermeasures: None. Site visit based on public comment.		
Notes: Sidewalk does not continue down Arlington to high school. No edge lines present on Arlington Dr. Existing four-way signaled traffic stop. Existing pavement markings are fading/ chipping away. Westbound E. Washington sidewalk stops just after light. No bike lane markings present at intersection.		
Road Segment/Intersection: Butte Street from Keller to E. Macken	Date: 02/23/2022	Time: 12:25
Recommended Countermeasures: At E. Macken: evaluate conversion to all way stop or; upgrade signs and crosswalks.		
Notes: No pavement markings along much of Butte St. No existing curb or sidewalk along majority of roadway. Deep drainage channel along western edge of road. Edge of pavement is deteriorating in some locations (observed near Childs Ave.		
Road Segment/Intersection: H Street at 10 th Street	Date: 02/23/2022	Time: 12:30
Recommended Countermeasures: For H and 8 th : Upgrade signs and pavement markings/ Re-evaluate parking near intersection and stop sign positions.		
Notes: Sidewalk incomplete near 10 th Street. Pavement markings are fading. Uneven sidewalk. Existing parking and street name signs are present.		
Road Segment/Intersection: Front Street	Date: 02/23/2022	Time: 14:30
Recommended Countermeasures: None. Site visit based on public comment.		
Notes: Near E Street: roadway has recently been upgraded. Two lanes of traffic with separated parking along park. Short crosswalk distance. Even pavement with clear markings. Near Play Street: Four lanes of traffic with a center turn lane. Existing crosswalks are long and, in some places, uneven. Uneven pavement with multiple dips in roadway on southwest corner of intersection near park. Pavement markings are fading. Existing sidewalk along park is wide and allows room for multiple users. Street pavement quality is deteriorating.		

Road Segment/Intersection: Elk Valley Road at Howland Hill Road	Date: 02/23/2022	Time: 15:30
Recommended Countermeasures: Install street lighting and improve sight triangles or install a roundabout.		
Notes: Elk Valley traffic does not stop. Stop sign on Howland Hill is faded and likely non-reflective. Pavement markings are faded. No bike lane markings at intersection (existing markings further east on Howland Hill). High speed traffic observed coming off of Elk Valley onto Howland Hill.		
Road Segment/Intersection: Howland Hill Road at Humboldt Road	Date: 02/23/2022	Time: 15:40
Recommended Countermeasures: Install/ upgrade signs. Install/ upgrade pedestrian crossings.		
Notes: Narrow shoulders. Existing sidewalk in front of tribal office does not connect to crosswalk across Howland Hill. No existing intersection lighting. Limited crosswalk signage. Bike lane and crosswalk pavement markings are very faded. No sidewalk along Humboldt Road.		

