

What are Street Story Reports Telling Us in Humboldt County?

An Analysis of Almost 5 years of Data

Coalition for Responsible Transportation Priorities, Spring 2024

Background & Useful Information:

Street Story is a community engagement platform that allows residents, community groups, and agencies to collect information about transportation crashes, near-misses, general hazards, and safe locations to travel. The platform features a survey where people can record travel experiences. Once a record has been entered, that information is publicly accessible on the website with maps and tables that can be downloaded. Street Story is free to use and publicly accessible. It can be used in any city, county, tribal land, or unincorporated area in California and is available for California residents age 13 or older. The platform is also available in either English or Spanish. The program was created by a team of city planners, public health professionals, engineers, social welfare experts, and computer scientists at UC Berkeley's Safe Transportation Research and Education Center (SafeTREC).¹ Funding for Street Story is provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

The Coalition of Responsible Transportation Priorities (CRTP) has partnered with SafeTREC to promote Street Story on the North Coast since 2019. CRTP uses the reports to help advocate for safety improvements for people walking and biking on the streets. Further, CRTP has partnered with local agencies to use the tool as a reporting system for planning purposes.

Street Story provides many options for participants to provide an accurate and detailed report, including incident type and mode type, and gives the reporter an option to write a narrative of the occurrence or hazard.

Incident Type Options:

- Crash
- Near Miss
- Hazard unsafe)
- Safe Place

Mode Type Options:

- Biking

¹ UC Berkeley. (n.d.). *Street story: A platform for community engagement*. SafeTREC.
<https://safetrec.berkeley.edu/tools/street-story-platform-community-engagement>

- Walking
- Riding e-scooter
- Taking a bus
- Using a mobility device
- Riding in a vehicle
- Multiple modes
- Other

This report is an evaluation and analysis of the Street Story Data in Humboldt County up until March 25th, 2024. First there is a general summary of the overall data found in the county. Then the analysis dives deeper into particular trends within the data in Eureka, Arcata, and unincorporated areas (including McKinleyville). The report highlights many narratives from Street Story reports to give the reader direct insight into community members' experiences. It is noted that slight grammatical adjustments have been made to the narratives for easier readability but none of the content has been altered. All maps have a traditional orientation, with north at the top, south at the bottom, east to the right, and west to the left. We also want to note that the report is broken down by city and county jurisdiction, but that the roads may have different jurisdictions. For example, while 4th & 5th Street run through Eureka these roads are in Caltrans jurisdiction because they are segments of Highway 101. This is important to understand what roads are which agencies' responsibility to design, repair and maintain.

The purpose of this report is to provide an analysis of the Street Story data up to this date in Humboldt County. CRTP recognizes that some of the highlighted areas may have undergone safety improvements since the reports were made, or may have future improvements planned. This report is not intended to prescribe specific improvement solutions for these areas, but rather to provide a robust examination of community reports from the Street Story tool, draw attention to the information in these reports, and spark further conversations about how to address the issues identified by Street Story users.

Summary:

Up to March 25th, 2024, Humboldt County reports have totaled to 1167. 583 of those were hazard reports (50%), and the remaining half split up between crashes, near-misses, and safe areas. The second largest report type were near-misses, totaling to 404 reports (35%). Following were crashes at 140 (12%) and safe places at 40 reports (3%). The majority of reports are concentrated in the Arcata/Eureka area, which may be due to the fact that these areas are where the majority of residents live.

The majority of crash reports were made by those who were either walking or biking. From the reports narratives we can make the assumption that the majority of these reports involved a vehicle driver. While the most common mode type noted in hazard reports was multiple modes

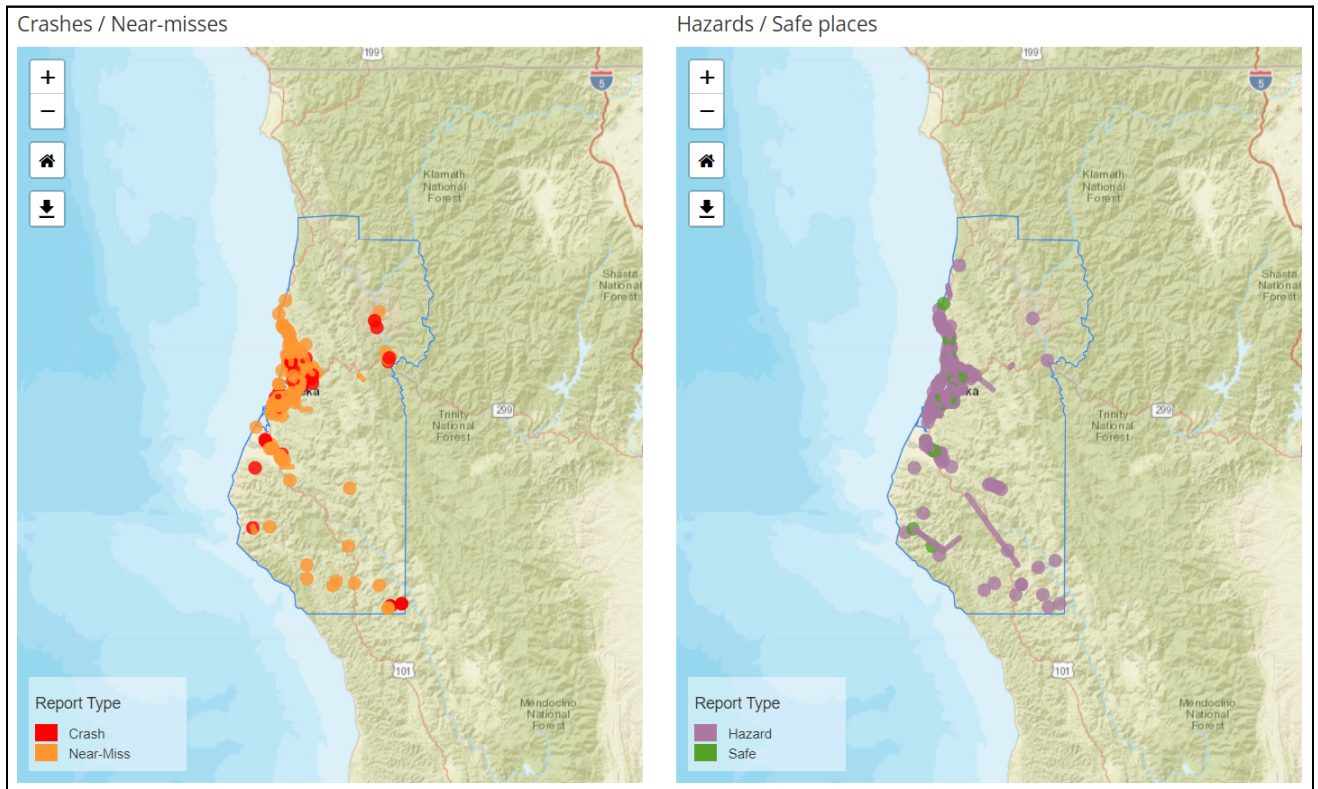
(316 reports), biking was a far second (130) over walking (68), riding in a vehicle (56), and the remaining mode options.

No reports were made from those taking a bus and few from those riding an e-scooter or mobility device. The population of Humboldt County residents who ride e-scooters is small but we see an opportunity for further engagement with transit riders and those who use mobility devices.

The two main causes of crashes and near-misses recorded were due to someone not yielding or speeding. 260 (26%) of crash/near-miss reports were recorded as being caused by people not yielding and 220 (22%) from someone speeding. We do have to keep in mind that participants are able to select multiple cause options when making a report, so there are overlapping causes for a lot of the reports. The majority of the time, the causes of incidents are complex. The Street Story survey allows for this complexity and gives participants options to make the record as accurate as possible.

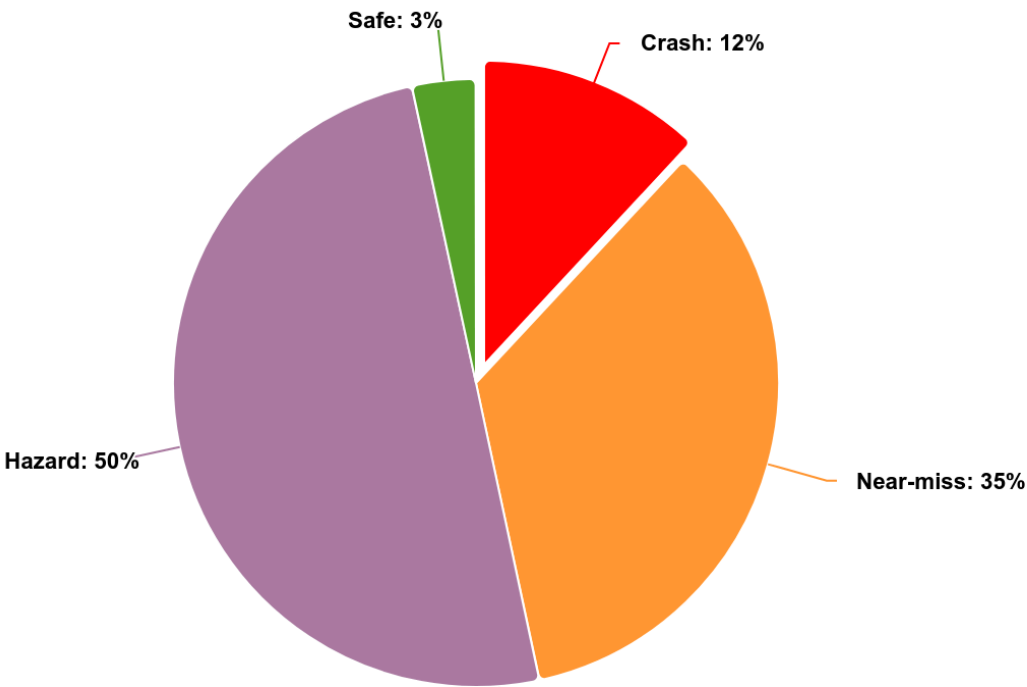
The top three improvement suggestions ranking at 15% each (totaling to 745) were: more enforcement of unsafe behavior, better or more bike lanes or pathways, and slower speeds.

All Humboldt County Data up to 3/25/24:



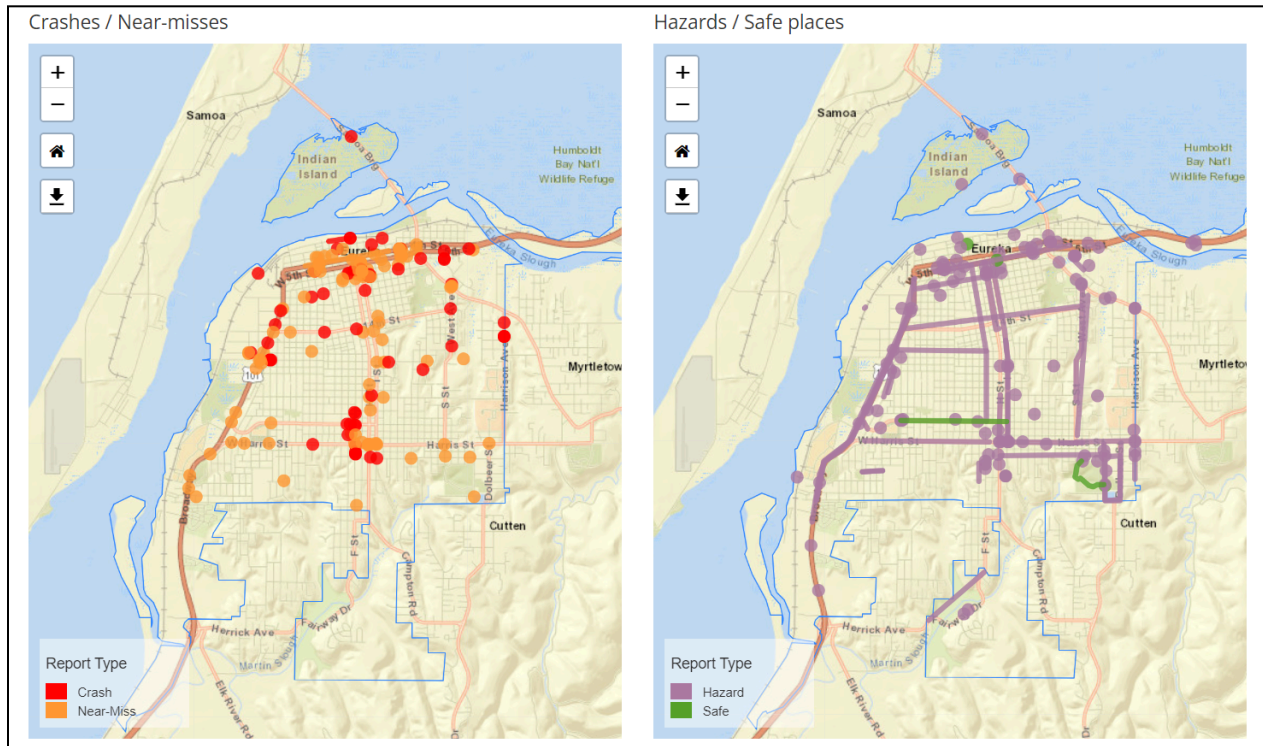
Report Type	Count	Percent
Crash	141	12 %
Near-miss	409	35 %
Hazard	589	50 %
Safe	40	3 %
Total	1179	

Report Type Summary



Reports by Mode						≡
Mode	Crash	Near-miss	Hazard	Safe	Total	
Biking	30	142	130	7	309	
Walking	46	157	68	10	281	
Riding an e-scooter	0	1	1	0	2	
Taking a bus	0	0	0	0	0	
Using a mobility device	2	1	2	0	5	
Riding in a vehicle	22	95	56	3	176	
Multiple Modes	0	0	316	20	336	
Other	40	8	10	0	58	
Total	140	404	583	40	1167	

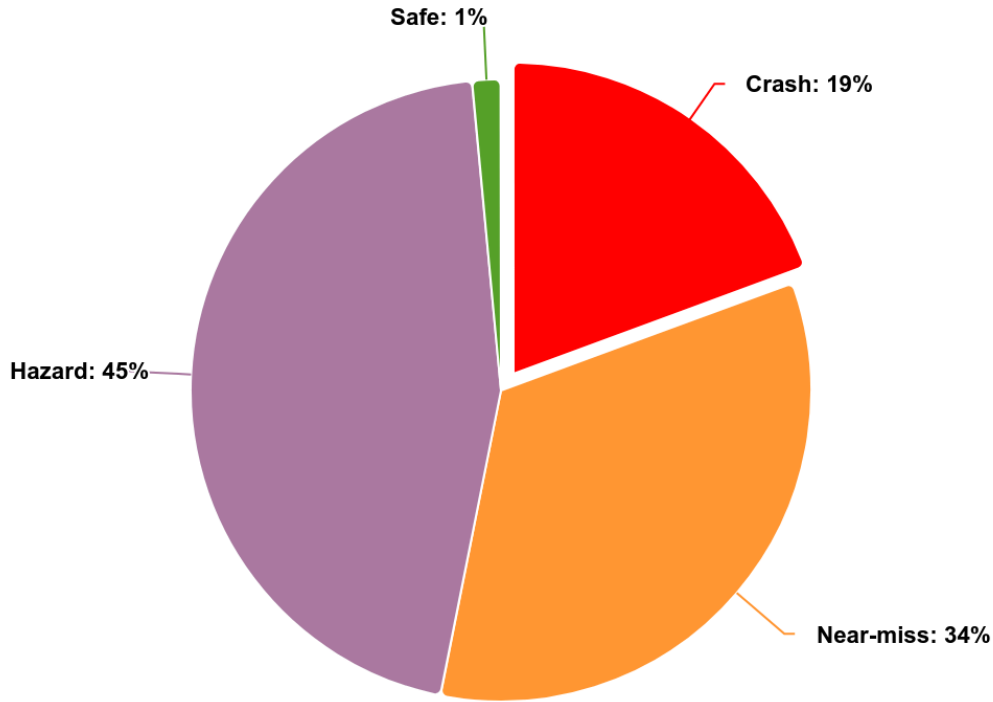
Eureka Report Highlights:



Report Information

Report Type	Count	Percent
Crash	65	19 %
Near-miss	113	34 %
Hazard	152	45 %
Safe	5	1 %
Total	335	

Report Type Summary



Reports by Mode

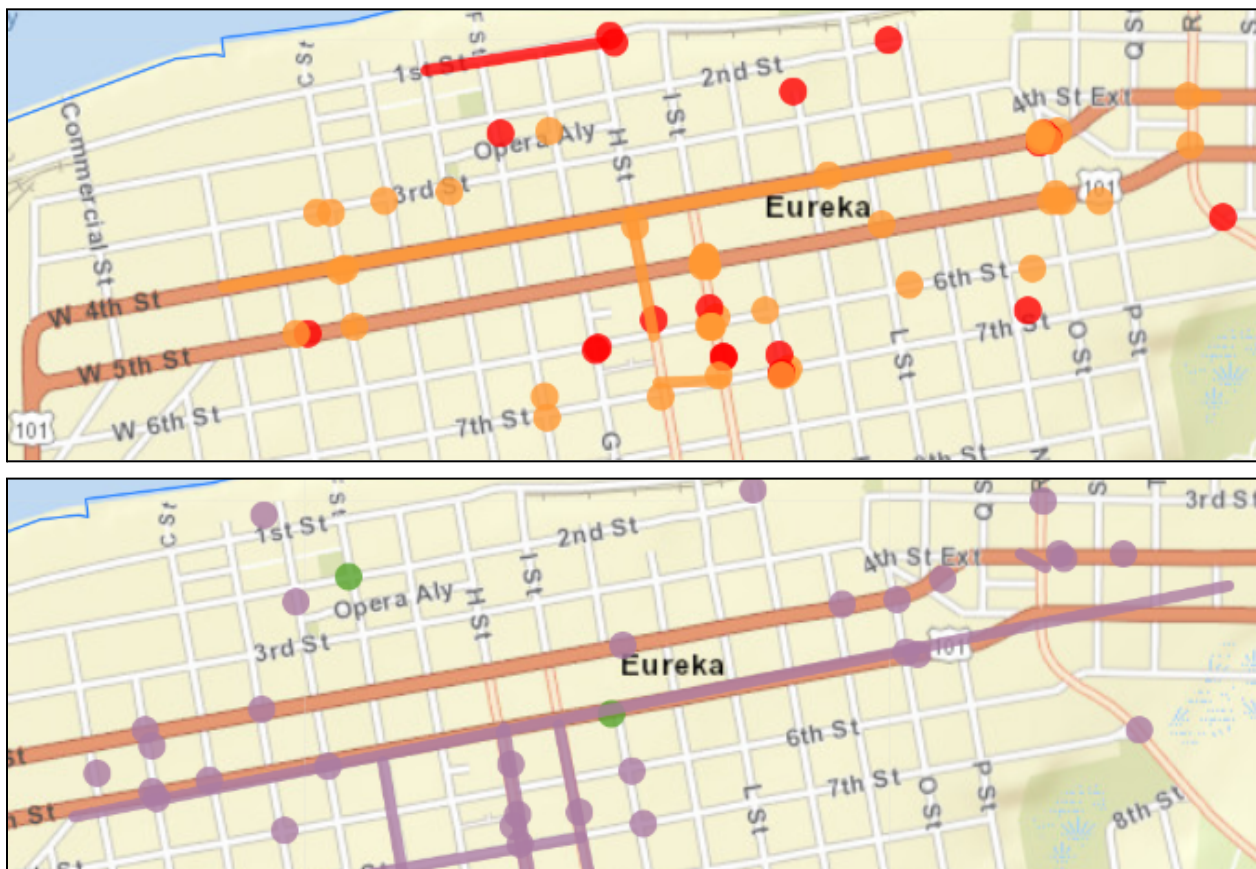


Mode	Crash	Near-miss	Hazard	Safe	Total
Biking	14	19	29	1	63
Walking	15	67	21	0	103
Riding an e-scooter	0	1	1	0	2
Taking a bus	0	0	0	0	0
Using a mobility device	2	1	0	0	3
Riding in a vehicle	10	22	9	0	41
Multiple Modes	0	0	85	4	89
Other	23	2	7	0	32
Total	64	112	152	5	333

Reports are concentrated on main roads in Eureka, which are designed for people to travel from one part of town to the next but have proven not to provide enough safety measures and facilities for those not traveling in cars. People who are driving cars are also at risk and are reported to present unsafe driving behaviors due to their dominance on the road and from unclear design and fear of their own safety from other drivers. Many of these crucial roads are reported to lack enough bike facilities, crosswalks, sufficient lighting, etc. This combined with drivers who are often speeding, stressed, and/or distracted has led to 64 crash and 112 near-miss reports, which is over half of all the reports made for Eureka.

4th & 5th Streets

A high concentration of reports in Eureka were made on 4th and 5th Streets. Since these roads are part of Highway 101, these areas would be under Caltrans jurisdiction. There are many jobs and services along these streets, along with affordable housing, which often houses those with disabilities, and other organizations that provide services to disadvantaged communities that need to be accessed regularly.



One of the more notable intersections is 4th and O St, which was found to have many crash and near-miss reports. Narratives showed that drivers are often cutting off pedestrians, bicyclists, as

well as other vehicles when making turns, etc. Street Story users report that drivers are not attentive when it comes to looking for pedestrians and bicyclists. They often drive fast and turn left into all 3 lanes. Reports indicate there is a crosswalk at this intersection but it does not seem to help the level of danger non-car travelers face here. We recommend CalTrans evaluate the helpfulness of this crosswalk. It is clear that Street Story users view this intersection as a major safety hazard.



There have been many reports of drivers speeding, driving too close to the curb, and running red lights on 4th & 5th. Reports indicate that people do not feel safe walking, biking, and rolling down these streets, and especially unsafe crossing them. Many crosswalks are not at stoplights and do not have signal lighting to alert drivers that there is a pedestrian in the road.

Highlighted Street Story reports on 4th & 5th:

“Vehicle drivers routinely try to run people down in the crosswalk at 4th and O. The library is nearby so many people use this crosswalk. Vehicles are speeding thinking it is still the highway. I have almost been killed here so many times I lost count.”

“A man was crossing 101 (4th Street) in a wheelchair. A driver in the near lane stopped to allow him to cross. Other drivers did not stop (as happens frequently at this intersection and others in this area). The guy in the wheelchair was almost hit by a fast-moving car in the center lane (pedestrians and drivers cannot see each other when someone has stopped in the near lane, especially if the stopped vehicle isn't small). As a bicyclist, I have had similar problems myself and often wave stopped vehicles on because others do not stop and it's too dangerous to risk it. However there are no nearby traffic lights and it's a long way for pedestrians to go to get to one, so you often see people running across the road here dodging traffic. In the last two months, improvements have been made with an advanced curb that allows pedestrians to see past parked vehicles better if they are not very large. But that doesn't help with that first lane. I think only a stoplight will help.”

“I walk through Old Town all the time and witness many people every day running red lights along 4th street. Sometimes right by the courthouse. They speed through the downtown area in a very dangerous manner.”

“Signal does not stay on “walk” long enough for pedestrians to safely cross. Cars turn from I onto 5th while pedestrians accessing the courthouse are still crossing, causing cars to force pedestrians to jump out of the way on a daily basis.”

“A driver on 5th Street ran a red light, drove through a pedestrian crossing as I was walking in it, and almost T-boned a car (which had the green light on I St.) inside the intersection.”

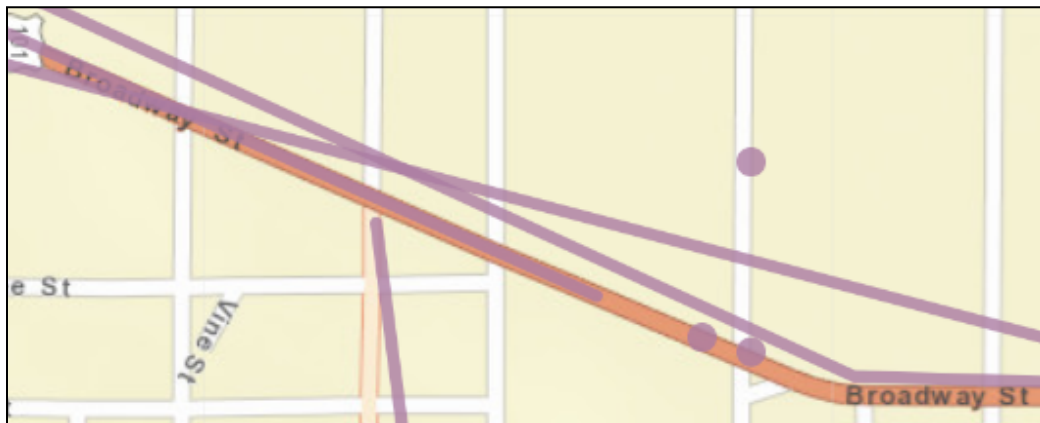
“I was on my bike waiting for a break in traffic to cross 5th Street. The driver in the lane nearest me stopped, causing the middle lane of traffic to stop as well. As I approached the middle of the intersection, an SUV changed to the 3rd lane and started to accelerate past the stopped cars. One of the cars honked and the driver of the SUV stopped, allowing me to proceed safely through the intersection. Due to the size of the vehicle, speed of acceleration and proximity of the car to me on the bike, it was a very near miss.”

“Parking on the north side of 5th street makes oncoming traffic difficult to see. Cars do not stop for pedestrians. Visibility could be improved with a bulb out.”

“This spot is a death trap. You can't see traffic coming down from the bridge because of the house built on the corner and drivers are often doing 45+ in the 30mph zone. Drivers coming from the stoplight at 4th are accelerating to hit 55 ASAP to go over the bridge. Scary place to cross while walking a dog and the island in the middle is tiny and cannot safely accommodate a dog or person. The only safe way to cross on a bike is to get off and walk.”

Broadway

Broadway, which is a segment of Highway 101, is a particularly dangerous road. Along Broadway are many popular and necessary businesses, such as grocery stores, and the street also serves as a main connector to many other areas of Eureka and beyond. Street Story users have reported segments of the road lacking sidewalks, causing pedestrians to walk in the busy road, as well as an insufficient number of crosswalks and crosswalk infrastructure, and frantic and distracted drivers while speeding and driving too close to the curb, just to name a few. We are aware that CalTrans has plans to improve pedestrian safety on this road. Broadway is also a hot spot for many of the reports involving those using a mobility device, such as a wheelchair.





Highlighted Street Story reports on Broadway:

"I was crossing the street in my wheelchair and a driver had come to the stop sign, stopped, saw an opening in traffic and floored it to get out onto Broadway. They did not even look at the crosswalk, and hit my chair hard enough to throw me out into traffic lanes on Broadway. I had multiple contusions, but the worst was a fractured tailbone. It might sound funny but it took 4 months to mostly heal, and even now years later still hurts when I sit too long. this is a real problem for someone who sits in a wheelchair."

"Cars not yielding to bicyclists trying to cross Broadway via Wabash occurs very, very often. I ride through this intersection most days, and it is always sketchy and dangerous, with automobile drivers not wanting to give the bicyclist space or even yield if the auto driver is wanting to make a left turn onto Broadway."

"As I w/ my walker & my blind roommate w/ her dog were crossing Broadway (going East) we crossed the 1st three lanes & as we got to the last lane (which is Northbound) a car almost hit us as it attempted to turn right onto 14th. Luckily I noticed & stopped & yelled at my roommate to stop. When I told the driver to watch where he was going & slow down he became irate!"

"Vehicle purposefully sped up to intercept me on the sidewalk. I was barely able to jump away in time. We need safer crossings all along Broadway, 4th, and 5th streets!"

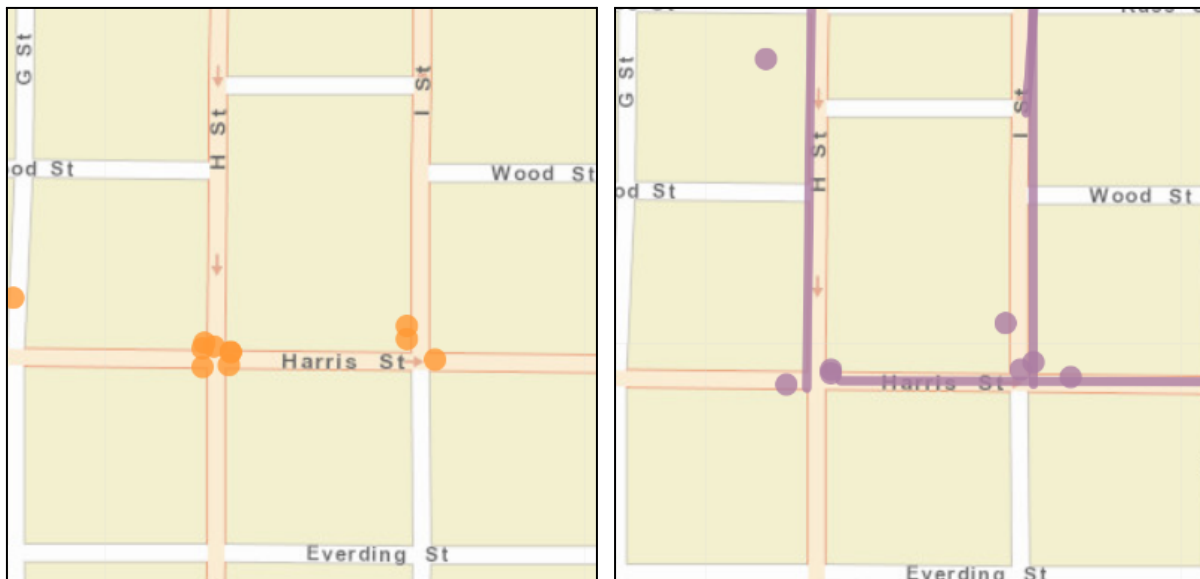
"If you're traveling northbound there is no bike lane and a very narrow shoulder/poor buffer space between bicyclists and vehicles (especially large ones). Google maps recommends bicyclists take a variety of side streets to avoid this area, but it is an inefficient way for bicyclists to get across town."

“There are many power poles, telephone poles, guy wires, electric boxes, etc. that are on the sidewalk throughout Broadway. This makes it very difficult to navigate walking, or riding, but especially with a wheelchair it is nearly impossible. In addition, having all these obstructions leads to poor visibility for drivers and pedestrians alike.”

“On the corner of Broadway and Wabash st, there is a high level of traffic turning up Wabash. This was one of literally dozens of times cars have been turning, and did not yield for the cross walk that does have a walk light (walk/don't walk symbols) drivers forget that even if they have a green light they are not allowed to enter the cross walk while a pedestrian is in it, and several times I have been within very few inches from being hit. What stands out about this specific date is that it was a city police officer in a marked cruiser that almost hit me.”

Harris Street, I St, & H St

Another concentration of reports is at the unique and confusing intersections where Harris Street crosses I St and H St. These intersections contain multiple-lane one way streets, non-standard turn lanes, lack of stop lights, etc. that are difficult for all users to navigate. This leaves little capacity for drivers to consider travelers on Harris that are on foot or wheels, greatly affecting their safety.



“At this intersection, Harris is a two-lane, one-way street, and on one side of the intersection, H is a two-lane, one-way street, and on the other side of the intersection, it is a two-lane street. People who are turning left from the left lane on the one-way side of H street onto Harris rarely yield to those turning right from the other side of H onto Harris. What is worse, within one block, Harris goes from two lanes one way to a two-way street. At the intersection of Harris and I Street, those in the left lane are forced to turn left, and those in the right may proceed down the newly two-lane street. What that means is that people turning left from Harris onto H often want to go to the right lane, so not only do they not yield, but they come all the way over to the right lane as they turn. There are near misses all the time when I am turning right from H onto Harris in the morning.”

"Traffic on northbound H St. and southbound H St. both turning onto Harris St. are facing each other competing to get in the left lane of Harris St. to be able to make immediate left onto I St. Vehicles on the left side of the solid white line on I St. having just turned off eastbound Harris St. often cross solid white lines to get to the middle lane of I St. early, nearly colliding with vehicles on the right side of solid white lane."

"This has happened several times, most recently 2 days ago. I will be traveling on Harris towards H St to turn left on H and someone coming from the opposite direction to turn right on H. We are both turning onto H which is 3 lanes all going in the same direction. There is a solid line in the middle for several feet before all 3 lanes are outlined. The other driver cuts across all 3 lanes, cutting across that solid line and almost causing an accident as they have just cut in front of me. I have had to slam on my breaks to avoid hitting people who do this."

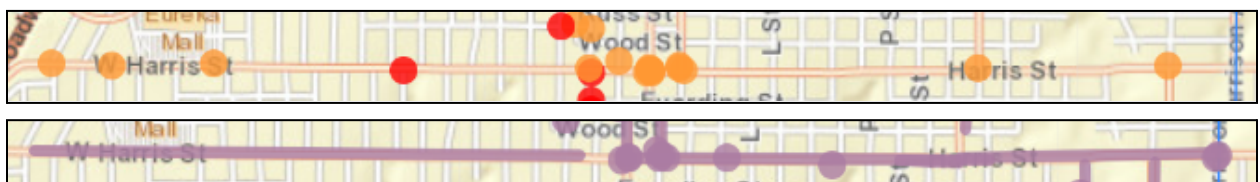
"This is an unsafe intersection where a two-way road converges with multiple one-way roads. There is no traffic signal. There is a confusing barricade in the middle of the street. There is no way for someone walking or on a bike or scooter to safely cross. People drive quickly and make turns without looking out adequately."

Since Harris is a one-way street with multiple lanes, drivers who are turning onto Harris are often not looking for pedestrians traveling the opposite direction.

"I work nearby and use this intersection frequently while scooting. Multiple times, I have been nearly hit while in the crosswalk and while the pedestrian symbol was on by a driver making a left turn onto the one way street and either not looking or not waiting to see if anyone was in the crosswalk."

"I was in my wheelchair, in the crosswalk when a truck came to the stop sign, looked for an opening in traffic, and without even looking at the crosswalk started to pull out into traffic. He was moving slowly, but he hit my chair, and pushed me sideways out into the street. Even before he hit me I was slapping the hood of his truck, but for whatever reason, he didn't see me. He had my chair lifted up on just the right side wheels, and I pounded on his hood hard enough to leave a couple dents before he looked at me. My chair was damaged enough that I had to call my wife to come get me."

Street Story users also report that Harris St lacks sufficient bike lanes and other bike facilities. Bicyclists find it difficult and unsafe to cross Harris. There are a couple of reports of the bike lane coming to an end with no warning, leaving bicyclists to figure out how to get across on their own, and many accounts of drivers speeding through this area, well over the posted speed limit, and not looking out for or yielding to pedestrians. Bicyclists often have to share the road with the drivers who are driving in this manner. People have also reported the overgrowth of vegetation at the Harris and Harrison intersection. The vegetation has narrowed the sidewalks and limits the corner sight distance.



Highlighted Street Story reports on Harris:

"There is no traffic light at this intersection. Someone was waiting to turn left and another car swerved into the bike lane to go around them and almost hit me."

"Driver heading West on Harris entered G street and made an immediate U-turn to park near the corner. I was heading South on G street and was not hit only because a driveway allowed me to flee to the sidewalk."

"People leaving the market and Harris and K frequently pull out into the bike lane on Harris without checking whether there is someone in the bike lane, creating a hazard and unsafe situation for bikers, people on scooters, etc. I have been nearly hit, or had to break suddenly, or had to divert out of the bike lane and into traffic many times."

"Drivers routinely speed through the area, the pedestrian crossing signal at Dolbeer and Harris is out of service, deer regularly cross the road between W and Dolbeer and there are no animal crossing signs."

Outside of the intersection of Harris, I St as a whole also has a lot of Street Story reports. As with most of the other areas in Eureka, I St drivers are reported to often be driving recklessly. This area also lacks a bike facility and stop signs. This street passes near Eureka High School so it gets a lot of traffic, including children and other pedestrians.

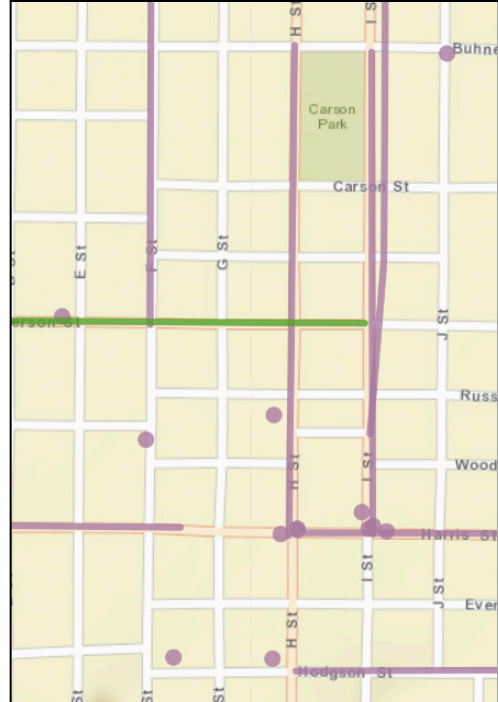
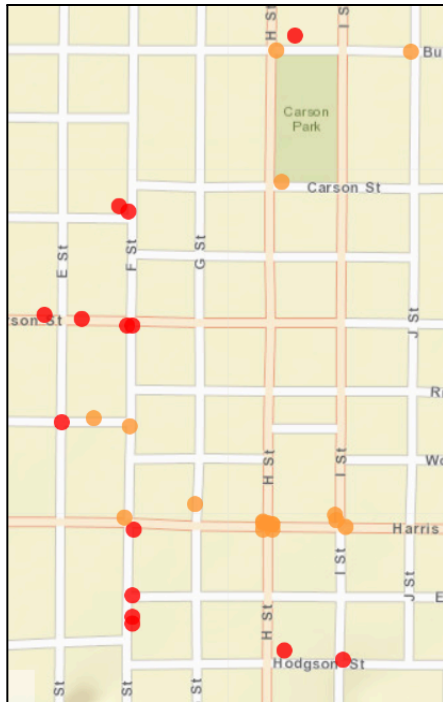
Highlighted Street Story reports on I St:

"I was traveling by vehicle today westbound down I Street at around 7:45 am. As a driver, I stopped multiple times on this street this morning to allow children and some adults who were waiting at street corners where there were crosswalks, to allow them to cross. Traffic was very heavy. As a driver, I received several honks and gestures from other drivers, even though I made safe stops at these crosswalks. It felt like everyone on this street didn't want to be interrupted by pedestrians. I recommend that these cross walks include flashing lights to notify drivers of their intention to cross and to notify drivers that they must prepare to stop."

"Cars on I Street on 1 lane did not stop for kids crossing on crosswalks on I street. It's a 3 lane road. One car almost hit the group of kids. One kid pulled his friend out of the way and narrowly missed being hit by a car that never stopped."

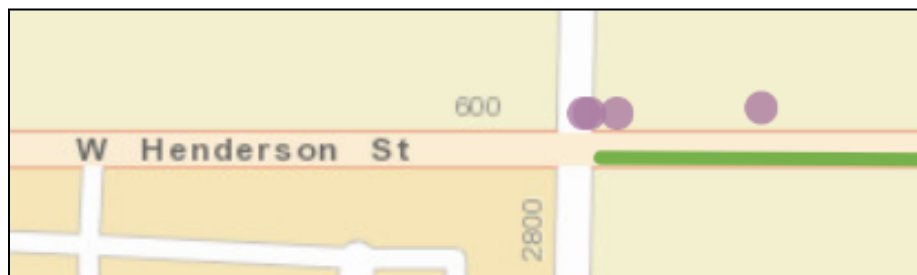
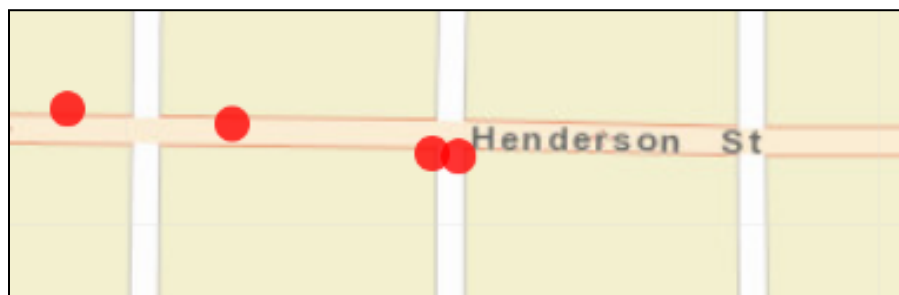
"Child tripped and fell trying to hurry due to the speed of cars approaching the intersection. It is a difficult intersection to cross on foot."

"Frequently drivers are not yielding to pedestrians in the crosswalk and are pulling into the intersection while people are crossing, safely and legally. Too often I see vehicles failing to yield to pedestrians and risking pedestrian lives. We have so many crashes on 6th at the H and I street intersections. There have been two just this week!"



Henderson Street

Henderson Street has another concentration of Street Story reports. Narratives mention accounts of bike lanes abruptly ending, pedestrians getting hit and almost getting hit by drivers while in the crosswalks, and drivers speeding. Many reporters request traffic calming measures here.



Highlighted Street Story reports on Henderson St:

"I am reporting this for my neighbor who was a pedestrian crossing the street at Henderson and F street and was hit by a car turning left. She had the legal right of way and was in a marked crosswalk. She went to the hospital and died a few days later due to complications from her injuries."

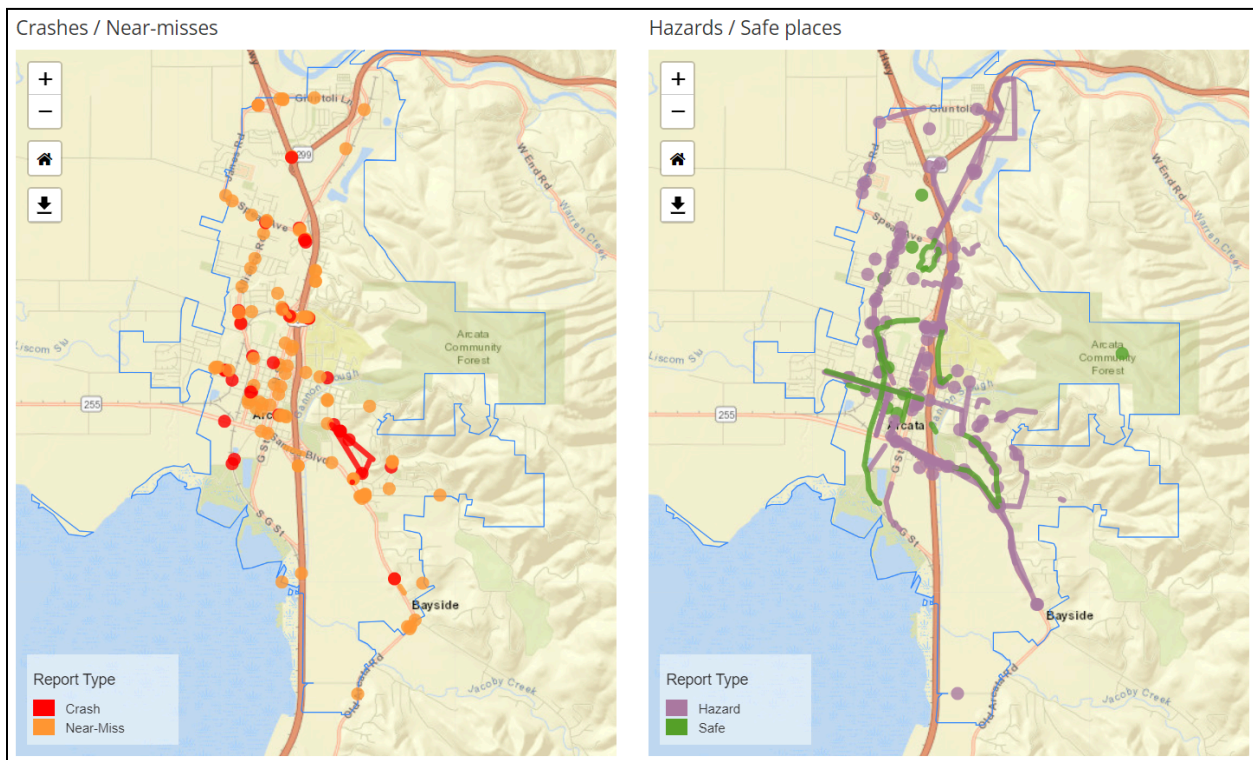
"I was crossing the street in a marked crosswalk with the legal right of way when a car turning left hit me and seriously injured me. When they realized how injured I was they fled the scene."

"Every time I cross the street here I almost get hit by a car. Literally every time. No one pays attention to people crossing the street."

"Bike lane ends at Fairfield St. and steep hill puts bikers at greater risk of being hit by a car. Bikers going straight must stay in the right turn lane for cars, creating tension."

"Drivers frequently fail to yield to pedestrians at this intersection. intersection heavily traveled due to proximity to the grocery store."

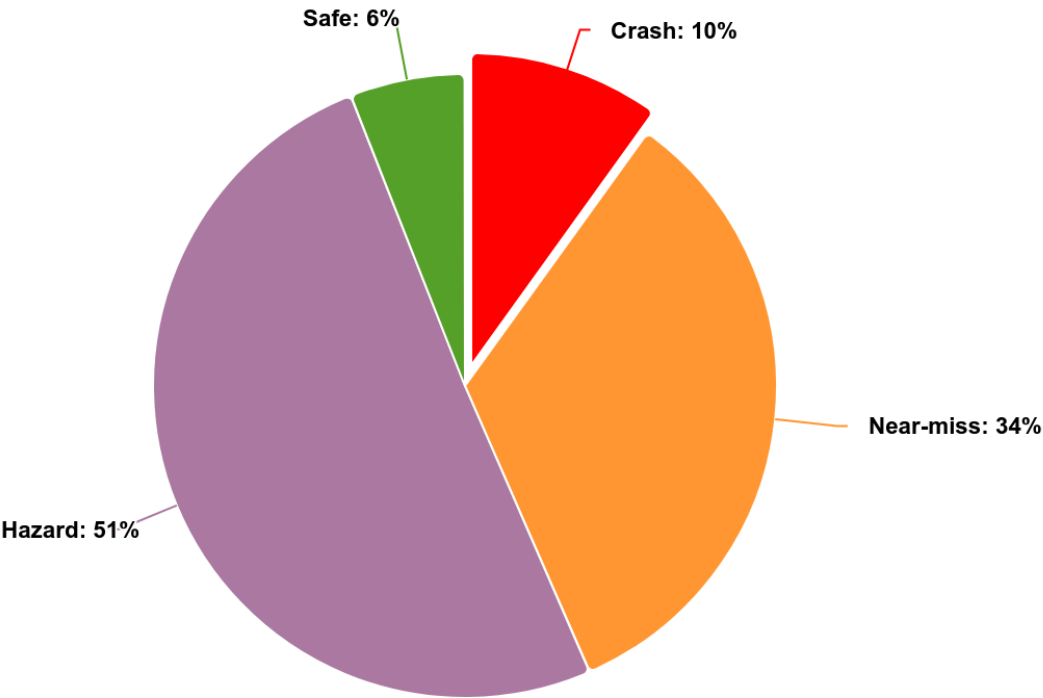
Arcata Report Highlights:



Report Information

Report Type	Count	Percent
Crash	35	10 %
Near-miss	118	34 %
Hazard	178	51 %
Safe	21	6 %
Total	352	

Report Type Summary



Reports by Mode

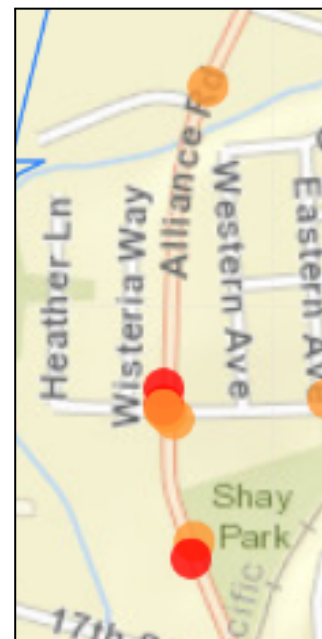
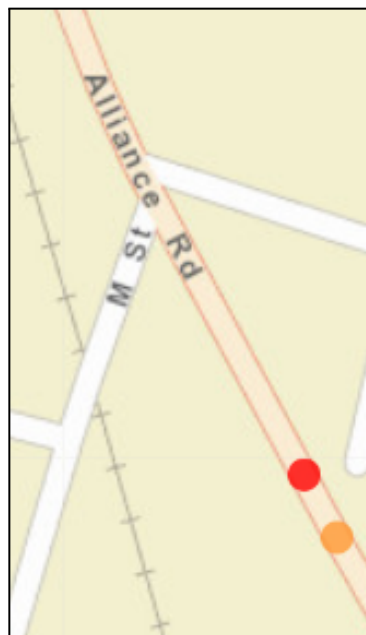
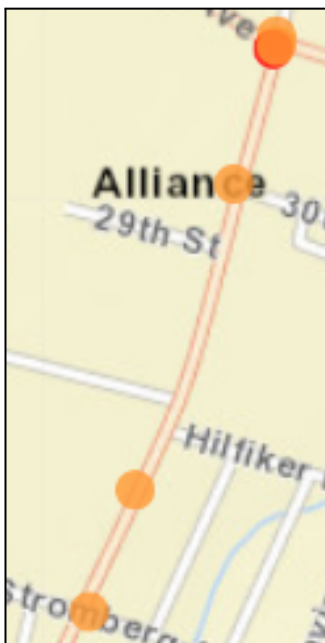
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Mode	Crash	Near-miss	Hazard	Safe	Total
Biking	9	58	45	2	114
Walking	19	34	30	8	91
Riding an e-scooter	0	0	0	0	0
Taking a bus	0	0	0	0	0
Using a mobility device	0	0	1	0	1
Riding in a vehicle	2	22	14	0	38
Multiple Modes	0	0	83	11	94
Other	5	1	1	0	7
Total	35	115	174	21	345

Report data in Arcata was similar to Eureka in that reports were mainly concentrated on the main roads and thoroughfares. Participants reported speeding and other risky behavior from vehicle drivers. Much of this is due to the design of the roads built for speeds well over posted limits and long stretches of roads without stoplights or crosswalks, as well as drivers not taking bicyclists and pedestrians into account when driving through town. Reports indicate that many of the intersections of Arcata are hazards. Most of the intersections do not have signals, however many of them have stop signs. There was a trend of bicyclists and pedestrians reporting drivers not paying attention, not stopping at stop signs, etc., causing near-misses frequently. There are many reports of poor visibility and blind spots. The Street Story data shows us that the Arcata infrastructure encourages unsafe driving of vehicles and lacks sufficient safety measures for non-car travelers.

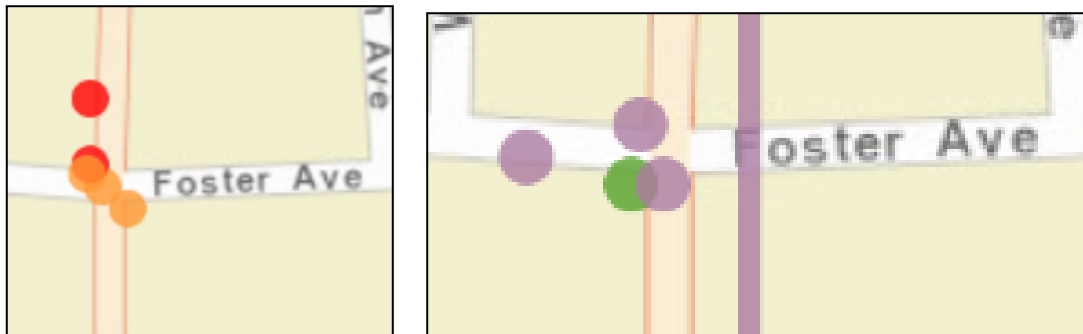
Alliance Road

Alliance Road is one of the Street Story report hot spots in Arcata. Street Story participants report numerous accounts of heavy traffic and drivers speeding. The street is built for much higher speeds than posted, so drivers drive fast. Many reports disclosed the lack of and need for crosswalks. Even at crosswalks already established drivers are reported to be speeding through and not considering people on foot and wheels. Reports also indicated that drivers are parking along Alliance in areas not designated for parking, taking up the bike lane and forcing bicyclists into the road. Bicyclists have reported drivers often cutting in front of and passing them too closely. On certain segments of Alliance, the pavement in the bike lane is damaged and there is an overgrowth of vegetation which pushes bicyclists into the road with drivers.





A notable intersection is Foster and Alliance. This intersection gets a lot of traffic throughout the day as it is right down the street from a pick-up area for Arcata High School and a populated residential area.



Highlighted Street Story reports on Alliance Road:

"I was using a crosswalk associated with a bike and pedestrian trail to cross Alliance road. A driver approaching in the far lane did not stop even though I was already on the street within the crosswalk and they had plenty of distance to stop for me. I had to stop in the middle of the other lane of traffic so that I did not get hit by the car."

"There is no crosswalk at this location to go down 30th street. There are often two large trucks parked there so it is very difficult to see to cross the road. The other side of Alliance road there is no sidewalk and very little shoulder to walk on as an alternative to trying to cross over from the west side."

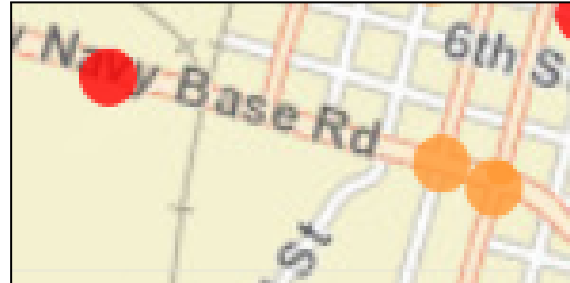
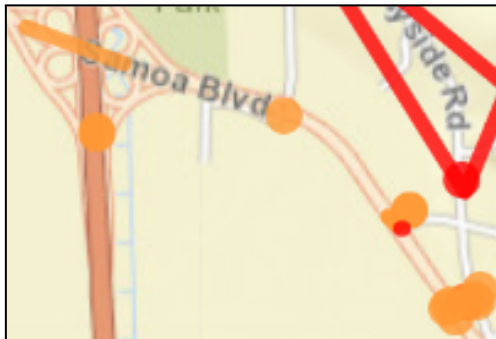
"The bike lane here is marked as such and has signs that indicate that parking is not permitted but people park here constantly, mostly during morning commute hours and bikers are forced to enter traffic to go around when this street is already very busy."

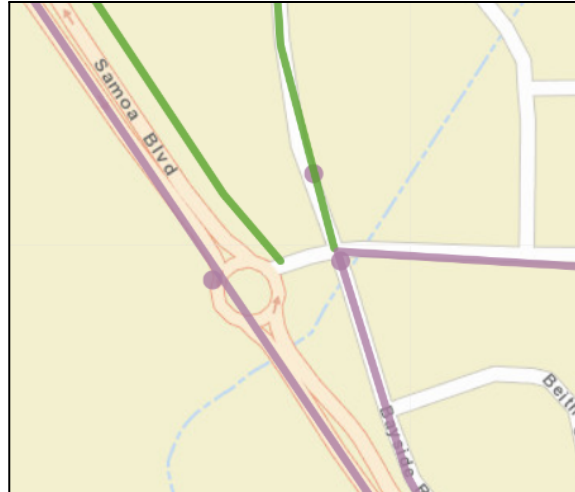
"I ride my bike to work here daily. The verge is overgrown into the bike lane, creating a narrow bike line, and creating unsafe conditions because drivers go too fast. There are frequent buses, wide trucks with trailers, and speeding cars."

"I was further out into the road due to vegetation. A car passed me so close I was able to knock on the rear turn signal."

Samoa Boulevard

Another Arcata road with major reported safety concerns is Samoa Boulevard, part of which is a segment of State Highway 255. This road is an alternative route to and from Eureka, but is also used as a connecting route to other areas within Arcata. The street is wide which encourages drivers to speed. Bicyclists report feeling unsafe at the roundabout in Sunnybrae, and that drivers often do not slow down and regularly fail to yield to them. Street Story users also report that the Highway 101 overpass is not pedestrian and bicyclist friendly. There is no bike lane or sidewalk, poor visibility, and drivers are often speeding through here even though it is a tight area with sharp off/on ramps.





Highlighted Street Story reports on Samoa Boulevard:

"My 11-year-old and I were on bikes, headed west in the bike lane on Samoa Blvd. A Prius heading east failed to yield as it turned left onto Crescent Way, directly in front of us. My kid braked hard to avoid the collision. She went over her handlebars. The Prius driver did not stop or return to the scene of her lying face-down on Samoa Blvd."

"I was waiting for the signal to cross Samoa Blvd northbound on the west side of G Street. When the walk signal came, I was stepping out into the street when a driver sped around the corner, turning right onto G St and barely missing me and my dog. The driver did not stop, yield, or even slow down. This is enabled by a curb that provides a wide turning radius so that drivers can take it very fast. It's made worse by the fact that the pedestrian signal doesn't provide much time to cross Samoa, so you want to step out into the crosswalk as soon as you get the signal."

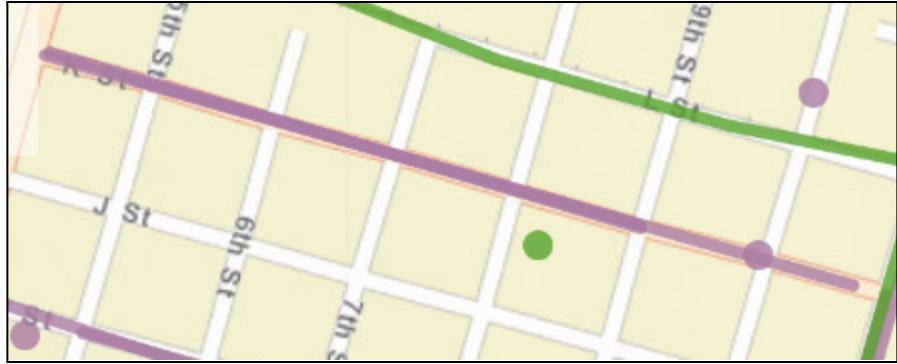
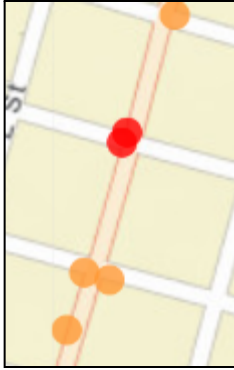
"Telephone/utility pole obstructing sidewalk use of wheelchair users who must enter the street to pass at risk of vehicle drivers turning north in I Street, from either direction on Samoa Boulevard."

"Sometimes I just opt to take the gas-guzzler instead so I don't have to risk biking there."

"Road and bike lane falling apart - filled with constant debris and overgrown vegetation where bicyclists have to either stay off saddle or jump into traffic."

K Street

K St is another notable street with reported safety hazards. Street Story users report that this street has very poor visibility, especially when crossing or turning onto K from another street. However, there are not many stop signs or street lights, so users report that drivers go fast down K St.

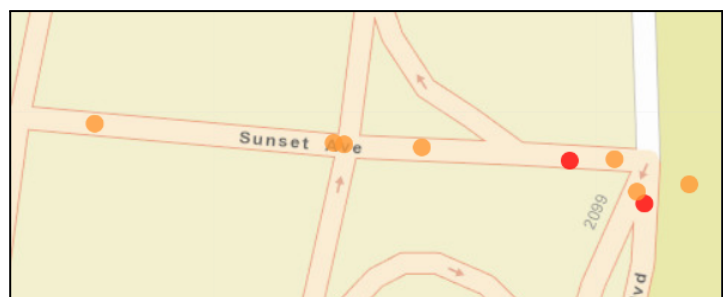
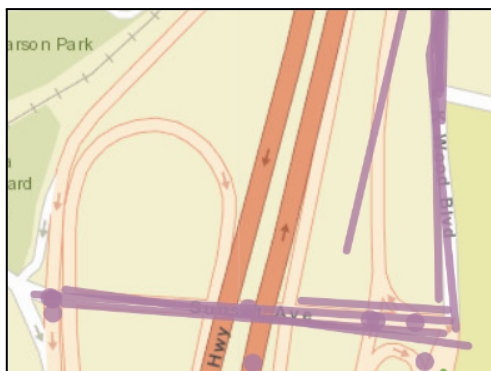


Highlighted Street Story reports on K Street:

"Traveling southbound on K on a bike or car and turning east onto any of the sidestreets is not ideal. Also crossing K from any of the sidestreets is risky due to this being a heavily traveled road and major thoroughfare. it may be time for another 4 way stop sign, maybe at 7th."

Sunset Avenue & LK Wood Boulevard

The intersections on Sunset Avenue at LK Wood Boulevard and the Highway 101 ramps are widely reported on Street Story as a significant safety hazard for any mode of transportation. There is generally a high volume of traffic due to the highway entrance and its location right next to Cal Poly Humboldt. Participants report many crashes and near-misses due to drivers being distracted by the complexity of the intersections. Bicyclists report a bike lane leading them to the intersection but then no other indication of what or how they are supposed to engage with the intersection safely. To turn, bikers need to ride through a very wide intersection competing with cars coming off the freeway at high speeds.



Highlighted Street Story reports on Sunset Avenue:

"I stepped into the crosswalk before the driver arrived at the intersection. She stopped but then continued without ever looking at me, even though I was very close to her car and walking into her path, and I had to almost jump out of her way."

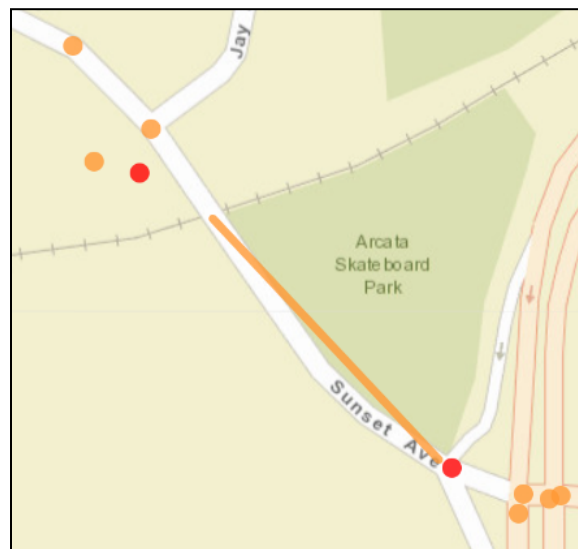
"I was attempting to walk east on Sunset avenue, and there were two cars at the LK Wood intersection, one attempting to turn left, one attempting to turn right. They had been sitting there a while waiting for an opportunity to turn as there was a lot of pedestrian/bike traffic. Rather than waiting for me to cross they both turned right as I entered the crosswalk, with the left turning car almost hitting me."

"There is a very dangerous roundabout in this location, I am often almost hit both while driving and walking through this area. The grass is often overgrown and makes it impossible to see if there is a pedestrian trying to cross and it makes it impossible for pedestrians to anticipate cars coming. Often vehicles ignore yield signs and just drive right through at high rates of speed, I have almost been hit at least once a month in this location."

"The bike lane is too small or nonexistent. There is no way to avoid traffic. The traffic is too fast and there are too many confusing intersections. Not safe for walking or biking."

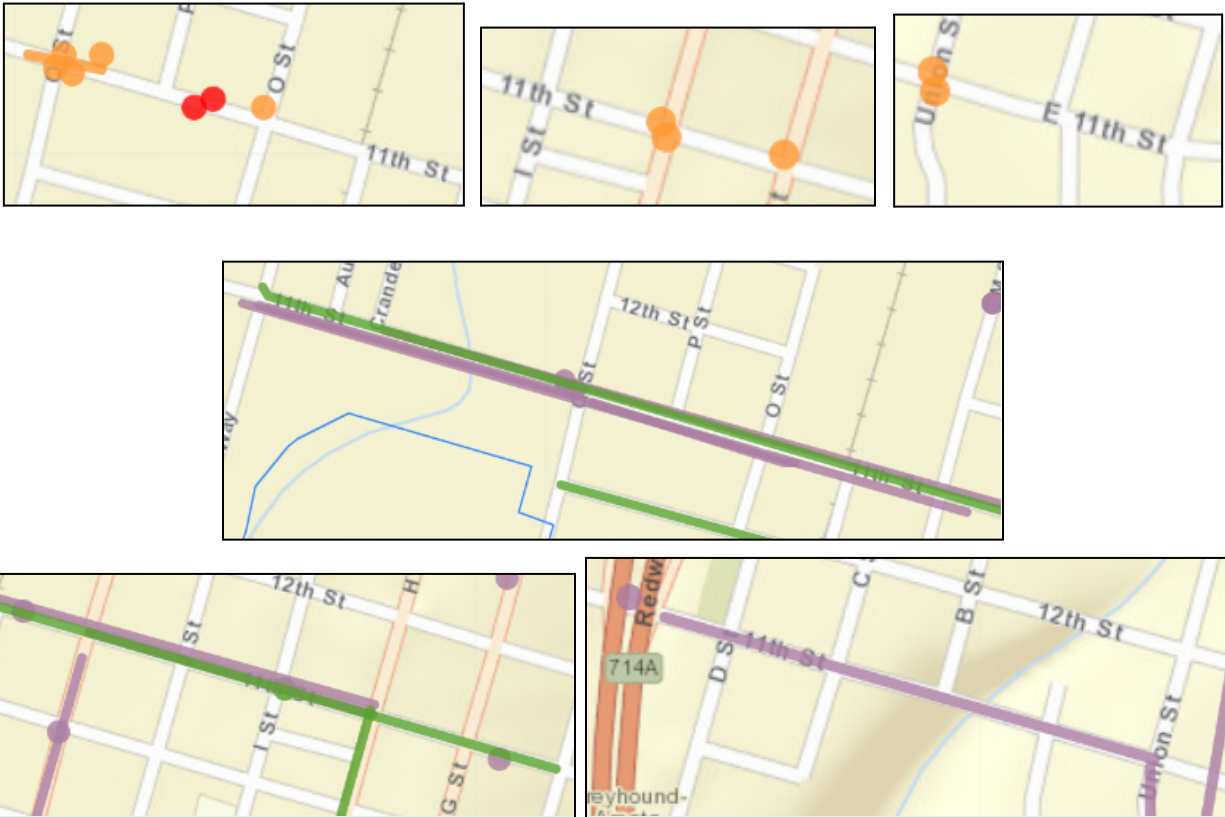
"Between the student/pedestrians, bicyclists, and lack of a traffic signal, it can easily take up to 10 minutes to make a turn off this off ramp onto Sunset ave. I often feel I have to "punch it" when it's really busy, or else I won't get a chance."

"They are designed primarily and poorly for cars."



11th Street

11th St is another road with a significant number of Street Story reports. It is reported that many drivers speed down 11th. This is also a straight residential road with little to no stop signs or street lights, so drivers fail to keep within the posted limit. This results in a great deal of reported near-misses with pedestrians, bicyclists, and other folks on wheels. The sidewalk is also in rough condition having uneven sidewalks, cracks, and overgrown vegetation which has resulted in pedestrians falling. The L Street trail leads bicyclists and pedestrians to cross 11th St. With the heavy traffic, poor visibility, and speeding, Street Story users report that it is dangerous to cross.



Highlighted Street Stories on 11th St:

"A bicyclist was merging from O st to ride west on 11th St. A car was excessively speeding driving west on 11th, and the bicyclist didn't have enough time to cross safely. The bicyclist ended up getting trapped between an east driving car and the speeding west driving car as the two cars passed each other with the bike caught in the middle of 11th St. Fortunately there was enough room for all three of them to fit."

"It's a very hazardous crossing with cars backed up on Q in the drop off time at the nearby school. There are no stop signs on 11th Street for any of these cars trying to cross 11th Street and drive east."

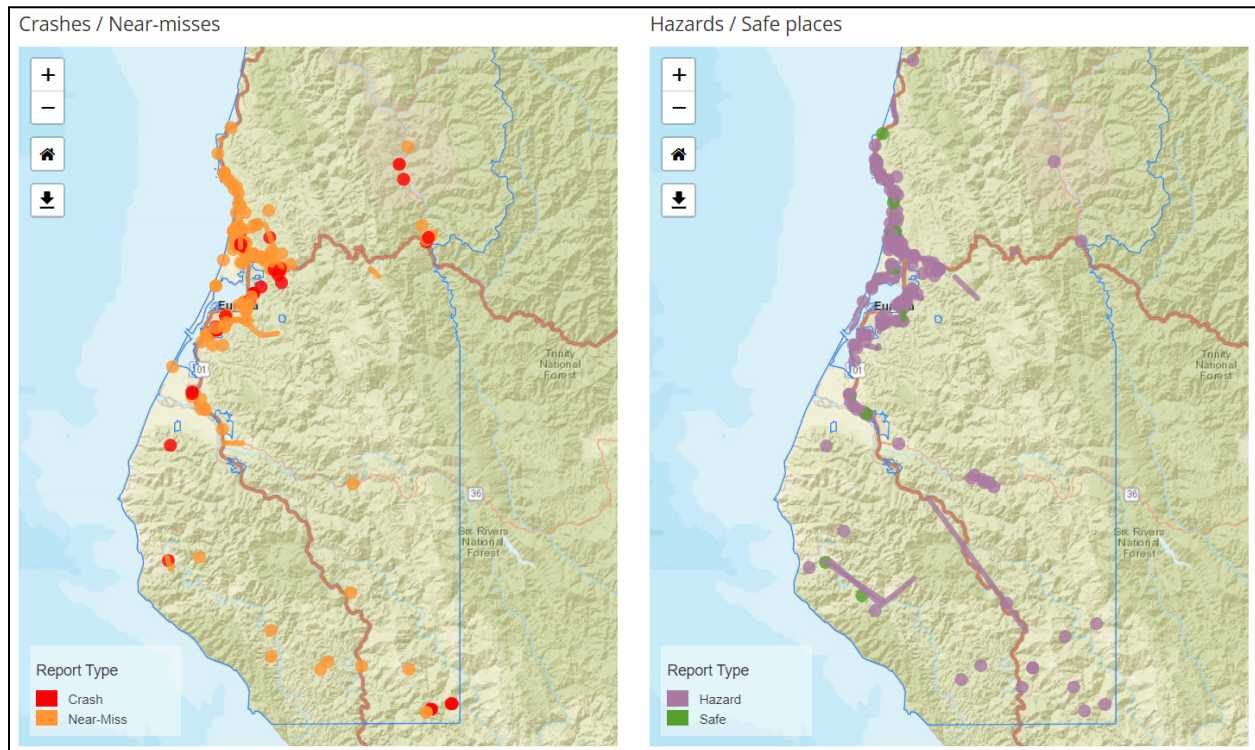
"This intersection is quite dangerous. 11th is a residential street but also main thoroughfare going through Arcata, the speed limit is 25 but people often drive 30-40 mph here."

"Drivers drive quickly racing up 11th with no stop until K. The alternative bike route doesn't start until Q street. Very scary as there are cars parked along the road also."

"This road from D St. up to Union has become a raceway. I can hear the cars/motorcycles racing up the hill and bombing down. It is dangerous."

"It is risky backing out of driveways onto 11th Street. This is on the south side in this section. Unsafe driving speed and poor visibility because of parked cars makes this very difficult. Backing into the driveway when parking is not always a possibility during busy traffic times, because traffic is too dense and fast to allow the time to stop in the middle of the street and back in."

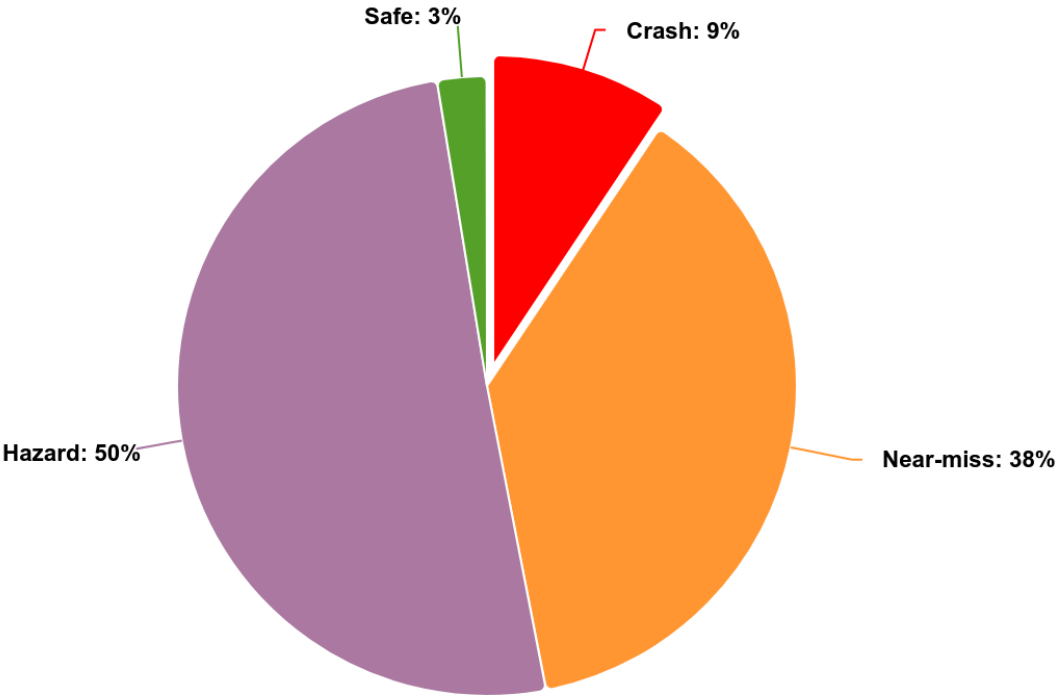
Unincorporated Humboldt County Report Highlights:



Report Information

Report Type	Count	Percent
Crash	40	9 %
Near-miss	160	38 %
Hazard	215	50 %
Safe	11	3 %
Total	426	

Report Type Summary



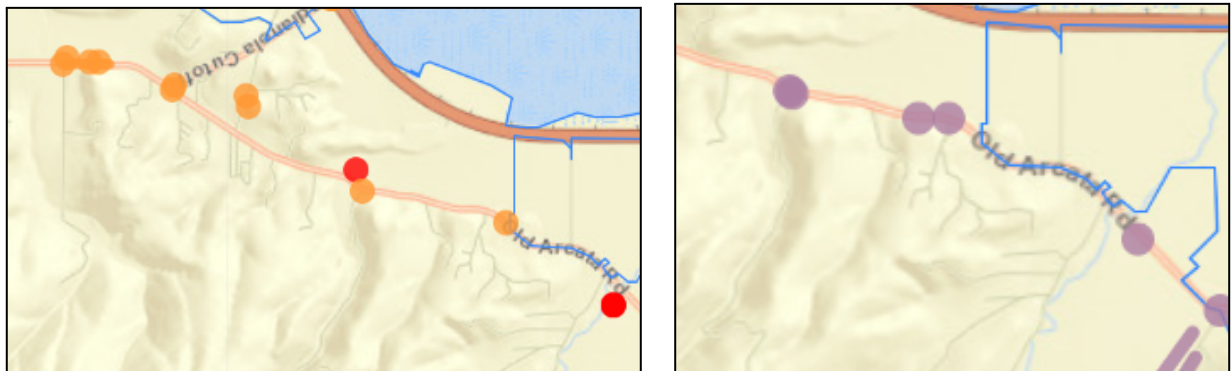
Reports by Mode

						≡
Mode	Crash	Near-miss	Hazard	Safe	Total	
Biking	7	59	47	2	115	
Walking	12	49	14	2	77	
Riding an e-scooter	0	0	0	0	0	
Taking a bus	0	0	0	0	0	
Using a mobility device	0	0	1	0	1	
Riding in a vehicle	9	46	30	3	88	
Multiple Modes	0	0	121	4	125	
Other	12	5	2	0	19	
Total	40	159	215	11	425	

Reports in the unincorporated areas of Humboldt County were concentrated mainly in McKinleyville and the Bayside Area, with some south of Eureka including Fortuna. Just like in Arcata and Eureka, there were a lot of reports about drivers speeding, often on long straight roads and near on-off ramps of the highway. Reporters feel unsafe biking and walking on these roads due to the unsafe behavior of vehicle drivers. Many of the roads in the unincorporated areas are back roads that are not accommodating enough for bicyclists. Reports indicate that drivers on these roads will often illegally pass, drive too close, and even harass the bicyclists they come in contact with. Including driving close on purpose to scare bicyclists and even run them off the road, shout at them, and aggressively tailgate. Illegally passing was one of the main causes of near-misses on these roads. Some reports even indicated this was happening at blind spots and other poor visibility segments of the roads.

Old Arcata Road

Leaving Arcata, Samoa Blvd turns into Old Arcata Road. Street Story users report that the road is winding, dark at night, and often floods with heavy rain. Many drivers are reported to be unsafely and illegally passing other vehicles so they can speed down the road without an obstruction. The road contains many blind curves, and bicyclists report that there is no room for them on the shoulder. Many Street Story participants reported leftover debris in the bike lane from previous road construction. Reporters mentioned that following the construction, chunks of the pavement have broken off leaving a very uneven pavement. Pedestrians report feeling unsafe when walking down this road due to the speed levels of passing drivers. Vegetation in some areas is reportedly overgrown into the bike lane.



Highlighted Street Story reports on Old Arcata Road:

“A vehicle (passenger truck) passed me, going south, on a curve, where there is a double-yellow line, when I was driving a motorized vehicle in the same direction—driving the speed limit of 45 mph.”

“There’s no room on the shoulder for bicyclists or pedestrians traveling south on Old Arcata Road at this blind curve where Rocky Creek Road t-intersects.”

“Passed by a full logging truck that was hugging the white line where there was only a VERY narrow shoulder ... tight squeeze! Scary! Old Arcata Rd/Myrtle going from Arcata to Eureka is great all the way until you get to Freshwater Rd (Three Corners/Freshwater Corners). From there into Eureka has some sketchy sections starting with the road being recently paved part way into what functions as the bike lane, making the bike lane worse ... sections with a narrow shoulder ... and berry brambles growing into the shoulder area where the bikes travel. Loose gravel, wood chips, and glass are common on the shoulder/bike lane.”

“Very hazardous shoulders on both sides of Myrtle/Old Arcata Road, no ability for bikes to run off road due to guardrails on north side and embankment of south side. Absolutely dangerous for all bicyclists in all conditions.”

“Bike lane is bad in both directions, on the west side it is close to non-existent and completely overgrown.”

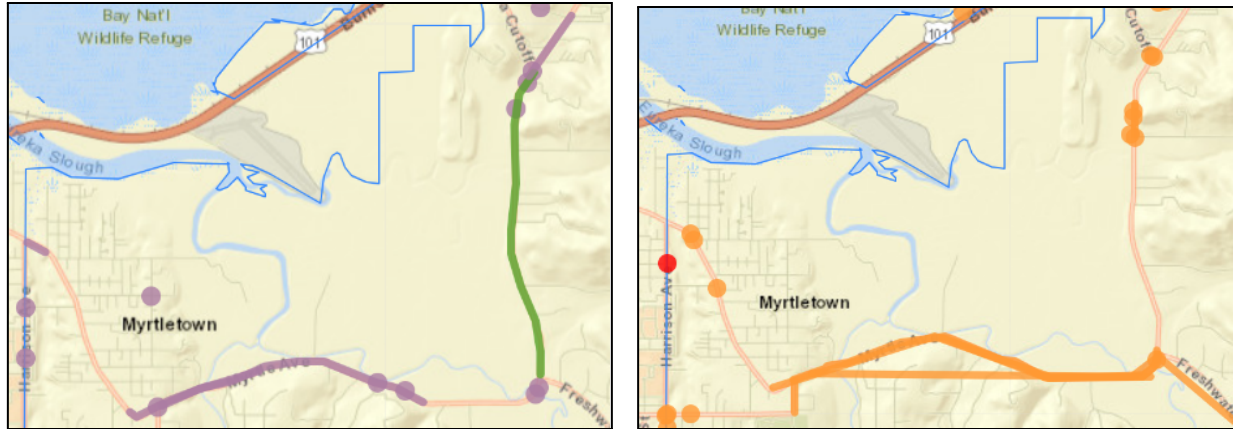
“This intersection is so dangerous that I take Old Arcata Road during my daily commute. Traffic gets extremely backed up during peak hours on the 101 turn lane onto Indianola.”

“In the South direction, the road shared with cars has uneven pavement, abrupt edges and speeding vehicles. Opposite side is a blind curve with a narrow debris-filled bike lane.”

“When walking with a walking stick on Old Arcata Road near Rocky Creek Road, there is a blind turn for travelers at this curve in the road and motorcycles were speeding well beyond the 45 mph speed limit. I felt unsafe walking on the side of the road next to speeding traffic where there is both a blind turn and a t-intersection.”

Myrtle Avenue

Old Arcata Road becomes Myrtle Avenue, which continues into the heart of Eureka. Street Story reports indicate that drivers do not yield to bicyclists, especially at the roundabout in the Indianola intersection. In certain sections of Myrtle in Eureka drivers are reported to be parking in the bike lane even though there is no parking signage. This forces the bicyclists into the road in unsafe conditions. The parked cars are also reported to limit the visibility for drivers to see oncoming traffic and non-car travelers. Many people have mentioned that the speed limit seems too high for the road. Repaving of the bike lane is reported to have left a great deal of debris and loose gravel. One community member wrote that it has created a lip that is dangerous for bicyclists.



Highlighted Street Story reports on Myrtle:

"Vehicles do not yield to bicyclists in roundabouts, a chronic ongoing common danger for all bicyclists."

"I have problems with people parking in the bike lane here and have almost been hit when having to ride in the street on several occasions. The bike lane is clearly marked with a sign directing drivers to not park beyond the sign and yet people park in the bike lane here EVERY DAY!! So frustrating for me as a frequent biker on this street/resident in this neighborhood and makes me feel very unsafe."

"I was turning left onto Myrtle from Park and a vehicle coming down Myrtle did not slow down when I entered the intersection. There are frequently vehicles parked along the street, which may have obstructed the driver's view."

"Car speeding and illegally passing in the oncoming lane of a two way street. The speed limit is too high for the street and it is barely patrolled."

"Car trying to pass in the wrong lane speeding directly into me as I went to take a right turn. Had I taken the turn without noticing he would have collided into me head on. This happens regularly."

"There is a big bad bump in the southbound bike lane at Pigeon Point that is very dangerous if you're just cruising at regular bike speed and unaware it is coming!"

"Speed limit is too high. There is barely a shoulder, no bike lane, no lights. People pass on the wrong side of the road, cross double lines into oncoming traffic."

"Sidewalk on the south side of the street unexpectedly ends with no nearby safe place to cross to the sidewalk on the other side. Overgrown vegetation stops me from being able to walk on grass for that stretch."

West End Road

West End Road is a main connector for those biking between Arcata and points east, such as Blue Lake, but it lacks a bike lane. The majority of the road is a winding road with many blind

curves. Bicyclists on Street Story report being run off the road by cars, getting cut off, and other dangerous situations with drivers.



Highlighted Street Story reports on West End Road:

"Commuting via bicycle to work. There is no bike lane so roadside is the only way to bicycle on West end road. A car driver behind me became impatient from the blind corners and curves and decided to speed around me and nearly caused a traffic accident with an oncoming truck."

"The driver of a full sized pickup pulled around me to pass. Suddenly there was an oncoming car and the pickup driver had to take most of the road to pass me. The other driver acted correctly in slowing to almost 0 mph and pulling over to the right side of the road. It could have ended very badly for me. West End Road has exceptionally poor visibility, many curves, and no room for a car to pass a bike safely. As this was Memorial Day weekend I'm lucky that both drivers were alert and had good reflexes. This incident demonstrated that W End Rd is the preferred local route to/from the Mad River even though Hwy 299 is available. It also convinced me to support the A&M trail project."

"West End Rd. is a major bike-way and alternative transportation route to get between the towns of Blue Lake and Arcata. There is no bike lane, or road lines at all and cars often drive as if it is a one-way street."

"Blind corners and residents who drive aggressively contribute to near-misses on a regular basis. This situation is incredibly intimidating for casual/inexperienced riders."

"We were a group of 5 bicyclists heading east on West End Rd just leaving the Arcata Fire District; our group was kind of staggered; some riders were further ahead. A car was heading west and ran the first riders off the road and flipped them off, then the car was coming at me head on but for some reason veered away and kept going."

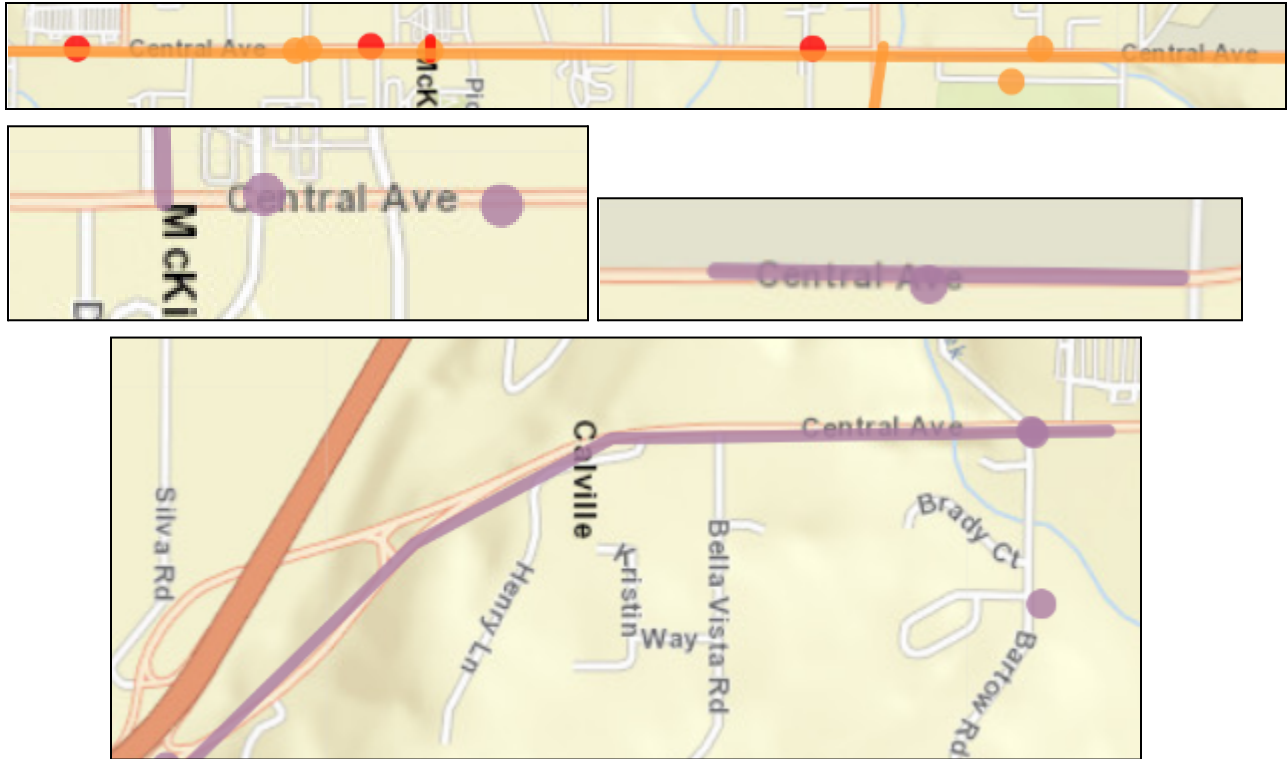
"It's a narrow area without a safe turnout available. Cars going in the opposite direction in a hurry don't always care or see a bicyclist. It's why I drive to blue lake and don't ride even though I love the ride there. I would never allow my daughter to ride west end road or Glendale and when I do I'm scared."

"There is a huge root that has heaved the road up. It is very unsafe on bicycles or motorcycles as you either hit the bump hard or go into the opposite lane."

Central Avenue

Central Avenue is the main road that runs through McKinleyville. Many people on Street Story report the fast speed of drivers coming off the freeway into town. Bicyclists who use this section of Central Avenue report that the shoulder for bikes is narrow. Combined with speeding drivers and a steep hill, bicyclists report that this is not a safe road to bike but is sometimes their only option. Often drivers are reported to continue at high speeds down the length of Central Ave, even with the high traffic and stop lights. There are numerous reported incidents of bicyclists and pedestrians being cut off by drivers who are either not paying attention or trying to get ahead of the non-car travelers. People report not feeling safe biking down Central even with the bike lane because of the high traffic and the speed at which the drivers are going. One of the more busy sections is near the fire station, a school, and multiple shops including grocery stores. Reports indicate that crashes and incidents happen here regularly. One Street Story report mentions that the traffic light in front of the fire station is bent and not visible prior to the intersection.





Highlighted Street Story reports on Central Avenue:

"Multiple cars have driven into the ditch here due to it not being marked during the day and lighting is bad at night."

"I was bicycling southbound in the bike lane on Central Avenue when a vehicle crossed my path into a parking lot so close to me that I had to brake abruptly and went over the handlebars, injuring my hand and shoulder."

"I was crossing the street and a car turned left from Gwin Rd onto Central Ave and almost hit me. They were driving fast and I don't think they looked for pedestrians. The walk signal was on while I was crossing the street."

"Biking with a bike trailer carrying my grand-daughter. Felt very unsafe as car traffic was routinely going significantly over the limit. One car came very close to us. It does not feel safe to ride a bike on Central Ave at all, even with marked bike lanes because traffic is too close and habitually goes well over the speed limit. Please redesign this road to accommodate bicycles and pedestrians."

"This intersection is frequently backed up from the stoplight at busy times of the day. When cars are driving through, they often approach at an unsafe speed. Without traffic control at the intersection, it is often difficult to enter Central Ave. from Bartow and vice versa. The shoulder on Central all the way from the exit off 101 to this location is far too narrow to accommodate safe pedestrian or bicycle traffic. There have been fatalities and major injuries to non-motorists in the past."

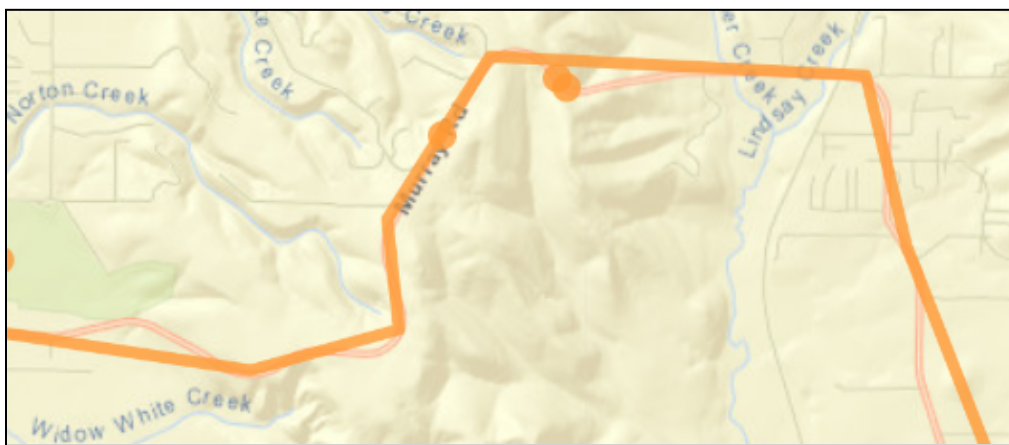
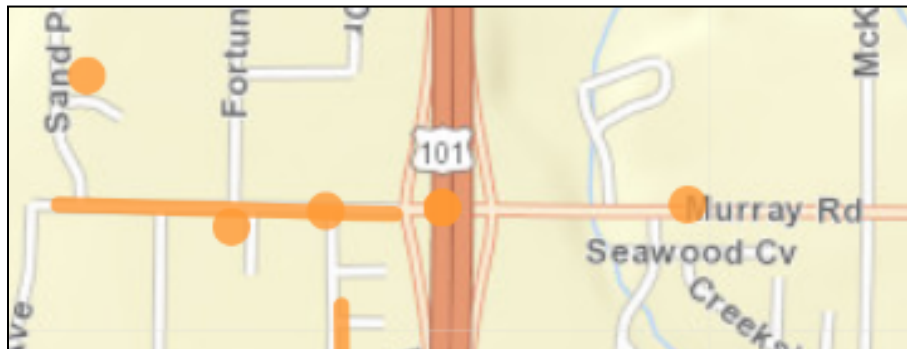
"The way the two lanes merge here is not clear to many drivers. People speed up as they know they will be getting on the freeway soon."

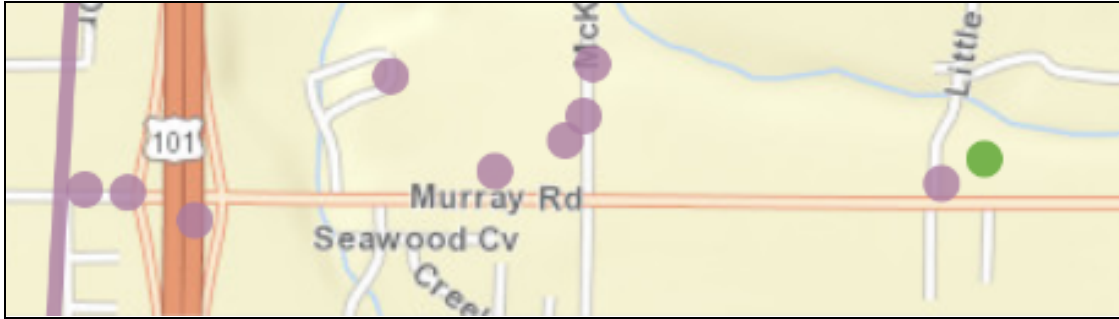
"This is the exit of the Middle School. The visibility for turning right onto Central Ave is very poor. Many pedestrians and bicyclists have been involved in near-miss accidents. People don't always observe speed limits posted in the school zone. Poor sidewalks on Central Ave."

"Unsafe for bicycles. Central Avenue is too busy and fast to safely share a lane with cars. This is a road that children biking to Dows Prairie Elementary School might use."

Murray Road

Murray Road in McKinleyville is another hot spot for Street Story reports. The road intersects the north section of Central Avenue and continues east eventually turning into Fieldbrook Road. On the west side, Murray Road is a main connection to the Hammond Trail which is a popular biking and pedestrian trail that one can take to Arcata. The exit from Highway 101 at Murray Road is reported to have poor visibility and be risky for pedestrians and bicyclists to cross over. There is no shoulder available for bicyclists or pedestrians to move into to avoid cars, causing numerous reported incidents. Street Story users report that drivers don't slow down to allow non-car travelers to pass safely and are often not expecting them. Reports say that there are not enough crosswalks, especially on the west side toward the Hammond Trail. There is a sign telling drivers to share the road with hikers and bikers, but it is reported to be largely ignored. Many reports stated the drivers fail to stop completely at the stop signs when exiting the freeway.





Highlighted Street Story reports on Murray Road:

"Near-collisions are a frequent occurrence at the Murray Rd on-ramp. Have seen many drivers fail to yield at the stop sign and cause near-accidents. It can be difficult to see west-bound traffic when approaching from the south-bound Murray Rd onramp."

"As a person who has a permanent physical disability, I have never felt safe leaving my house. I cannot drive because of my disability and moving here has totally eliminated my ability to go on walks alone. I am in a wheelchair and if it was not for my attendants I would be dead. The cars are too fast and I am too short so often these big cars just don't see me. Frequently I am affected by road rage because my wheelchair takes too long to cross the road, and more than once I have been verbally assaulted by drivers who have no issue telling me so. The grading on the sidewalks are too steep and the sidewalks are very narrow too. Especially on McKinleyville Ave. I am terrified my wheelchair will fall off the sidewalk. Right outside the highschool, next to the bus stop, there is a telephone pole centered in the sidewalk. I literally have no way to use the sidewalk, when I get off the bus I must be in the bike lane. The bike lane is one of the many too small and I am inches away from cars."

"There's a cable box on the left while getting off the Murray road exit creating a blind spot turning into McKinleyville. Almost had multiple crashes. I'm sure others have too."

"The 101 off ramp onto Murray rd in Mckinleyville is dangerous. Hard for pedestrians walking over fwy and autos on murray rd coming from McKinleyville rd are traveling 40 to 60 mph. I live on Murray Rd and this is a residential area adjacent to the Hammond Trail, yet autos consistently travel 50 mph in this residential area. Not enough sidewalks, ones that are only wide enough for 1 person. The school recently opened across from 101 off ramp and is a dangerous situation for children. From the off ramp to Kelly going west limited sidewalk, no crosswalks and cars speeding 50 us per mile. It's dangerous for me to cross the street and get my mail."

The publicly accessible Street Story data is readily available to concerned community members, advocates and agencies. The data can be used by local agencies and community members for outreach or advocacy, for planning and design efforts, and in support of applications for funding. Street Stories provide robust and qualitative safety information that is not available from traditional data sources, such as police-reported crash data.

This report was prepared in cooperation with SafeTREC and the California Office of Traffic Safety (OTS). The opinions, findings, and conclusions expressed in this publication are those of the author(s) and not necessarily those of SafeTREC or OTS.

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