

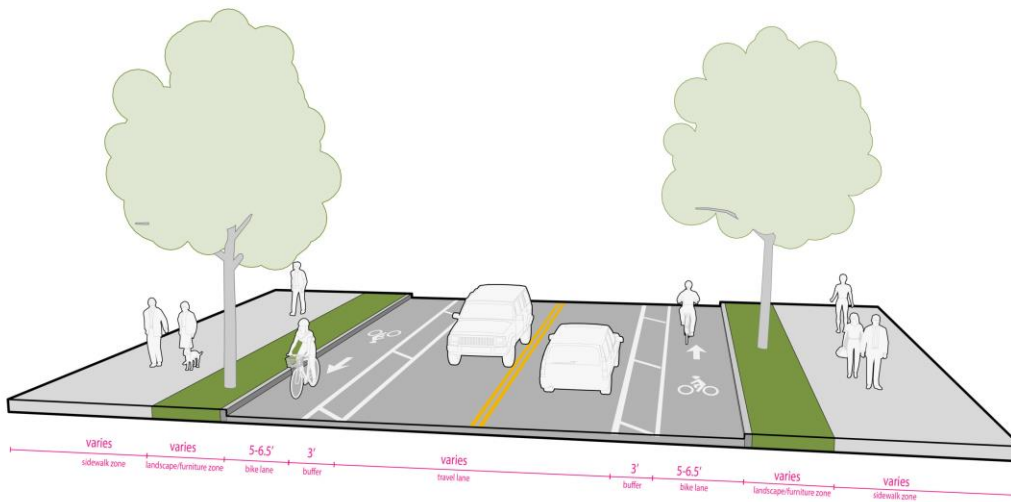
## Giuntoli Ln – Valley West Blvd to Boyd Rd



### Suggested Remedy:

Remove center lane  
Add a buffered bike lane

### Example:



### Reasoning:

Removing the center turn lane would encourage drivers to approach turns more slowly along Giuntoli Ln giving them more time to see bikes and pedestrians walking along or crossing the street.

Focusing on oncoming traffic and removing overly forgiving recovery zones will force drivers to slow their speed.

Buffered bike lanes will enhance safety for cycling and add distance between cars and pedestrians on the sidewalk allowing for a low stress experience.

## Alliance Rd & Foster Ave



### Suggested Remedy:

Protected intersection configuration

Green painted bike lane

### Example:



### Reasoning:

This configuration reduces the crossing distance for both cyclists and pedestrians, while the painted bike lanes enhances visibility of crossings. Islands on the corners of the intersection encourage drivers to make turns at slower speeds giving both those crossing and those driving more time to see hazards. Eliminating the cyclist merge lane reduces the number of potential conflict points in the intersection and allowing cyclists to move slightly ahead of stopped vehicles gives them more visibility to drivers making a right turn.

## 11th St & Q St



### Suggested Remedy:

4 – Way Stop

### Example:



### Reasoning:

11<sup>th</sup> Street has long been a problem area for excessive vehicle speeds causing danger to pedestrians, cyclists and vehicles alike. Currently 11<sup>th</sup> street has a over half a mile of continuous, uninterrupted driving distance between its two nearest stop signs (K St & Janes Rd). Adding a stop sign at this location will give drivers less distance to gain speed as they make their way East or West. This location, which is highly accessed by bikes and pedestrians, given its proximity to residences and North Coast Prep Academy will allow for a safer crossing point for road users. Additional remedies will need be made to 11<sup>th</sup> street such as continued daylighting at intersections and reductions in lane width however, stopping vehicles at this frequently reported conflict point is a first, low-cost solution.

## TSC 2025 Perspective Projects

### Janes Rd & Heindon Rd



#### **Suggested Remedy:**

Enhanced medians  
Slow turn wedges

#### **Examples:**



#### **Reasoning:**

This intersection has been marked as an area with the most collisions reported. Vehicles moving on and off the freeway are reaching unsafe speeds for pedestrians, cyclists and other vehicles. Creating a centerline and forcing turns to slow when entering and exiting side streets would allow drivers to see other road users. Longer term solutions should include lane narrowing, class IV bike lanes and bump outs at intersections to encourage drivers to slow when turning.

## Alliance Rd – At marked crossings from 15th St to Spear Ave



### Suggested Remedy:

Wave delineators in 50 feet of either direction at marked crossings.

### Example:



### Reasoning:

Alliance acts as a highly traveled corridor from downtown to Arcata High School, residences and services (Murphy's Market, OpenDoor Clinic and more). Excessive speeds and non-emergency parking in marked No Parking zones lowers visibility to the variety of road users along this corridor. Adding Wave Delineators (Saris) at marked crossings creates a visual narrowing of the road encouraging drivers to slow speeds giving them time to see pedestrians and cyclists crossing. Wave Delineators also discourages non-emergency parking along marked No Parking Zones which occurs frequently along this corridor. Addition of a Class IV separated bikeway would be an ideal, longer-term solution on this corridor but temporary delineators in the interim provides a lower cost solution for traffic calming.

Below are my suggestions for additional areas to address. Grant funding through Caltrans' Local Highway Safety Improvement Program (HSIP) will allow the Engineering Department to address many of the trouble areas highlighted in the LRSP, notably 11th Street, 17th Street, Alliance Road, and Old Arcata Road. It seems to me that additional funding may allow the City to continue to improve connectivity through additional projects in other areas of Arcata. I have not listed Samoa, but I think it would be beneficial for the group to gain a better understanding of the process for funding/proposing projects on Samoa.

Location	Strategies
Giuntoli Ln frm Valley West to Boyd Rd	Connectivity Install/Upgrade Sidewalk Install Raised Pedestrian Crossing Improved bike lanes
Janes Rd & Heindon	Improved pedestrian crossing Traffic calming recommendation
MLK & Union	In addition to bulb outs, additional strategies should be considered
Union & E. 17th	Speeding Awareness Events Traffic calming recommendation
Valley East and Valley West	Improved focus on pedestrians and bikes Traffic calming recommendation Address improper yielding (See Packet Pg 107 of LRSP)

Thank you,  
Nia