

Comprehensive Safety Action Plan

for the Cher-Ae Heights Indian Community
of the Trinidad Rancheria



December 2024 Final

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For the Cher-Ae Heights Indian Community of the Trinidad Rancheria

April 2025

1 Introduction

In late 2022, the Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria) was awarded a Safe Streets for All (SS4A) planning grant through the US Department of Transportation (USDOT). Through this planning effort, the Tribe prepared a *Comprehensive Safety Action Plan* (CSAP) based on Vision Zero principles. This CSAP is intended to develop a holistic, well-defined strategy that will reduce the risk of death and injury crashes on the Tribe's transportation system. This includes a range of strategies: i.e., performance goals, specific safety-focused improvement projects, adjustments to policies/standards, education campaigns to target high risk behaviors, etc. Implementing the plan will improve transportation safety for the Tribe, its people, and visitors to the area.

A separate but concurrent *Long-Range Transportation Plan* (LRTP) is also under development, which will include a broader assessment of the Tribe's multimodal transportation network, documented in a series of technical reports. Additional information on the effort is available at [TR2045.com](https://www.tr2045.com).

Trinidad Rancheria is a federally recognized Tribe with 108 acres of property in coastal Humboldt County, California (**Figure 1**).

Five main properties comprise the Tribe's holdings:

Main parcel, 58.5 acres west of US 101, is the administrative hub for the Tribe. The Main parcel includes: Tribal Government Operations, the Victim Services Social Services Center, the Emergency Operations Center (which includes Public Safety), the Tribal Library, an RV Park, the Heights Casino, and Tribal member housing.



Figure 1: Trinidad Rancheria Vicinity Map

Trinidad Harbor parcel, 9.3 acres which includes Seascape restaurant, boat basin/pier, Memorial Lighthouse, a vacation rental, public restrooms, recreational access, and the future Interpretive/Visitor Center.

Westhaven parcel, 7.5 acres east of the main parcel and US 101, comprised of rural residential land use for Tribal members.

Trillium parcel, 4.8 acres east of the main parcel and US 101, with one rural residential home and the remainder forested.

McKinleyville parcel, 28.3 acres along Archer Road in McKinleyville, has a rural residential land use—home to approximately 15 single family homes for Tribal members with plans to expand in the future.

1.1 Study Area Limits

The analysis focuses on the Tribe's National Tribal Transportation Facility Inventory (NTTFI)—roads, trails, and other facilities that provide transportation and public access to, within, and through Indian reservations and native communities while contributing to health, safety, and economic development. Other modal connections within the larger regional network are also discussed as they impact the Tribe's mobility and access. As of April 2023, there are 61.5 centerline miles of facilities in the Tribe's NTTFI, stretching along 28 miles of California's coast.

- Streets, roads, and highways make up the largest component of the inventory; there are 60.7 miles of existing highway routes in the Tribe's current inventory (**Figure 2**). By mileage, the bulk of the inventory is comprised of state- or county-owned routes: 46% and 45% respectively. Overall, 1.8 miles are Bureau of Indian Affairs (BIA)-owned and 1.9 miles (including 1.6 proposed centerline miles) are Tribal-owned routes. US 101 provides the primary highway connection for the region though there is currently no direct access for the Trinidad Rancheria main property. Streets within Tribal boundaries tend to be low-speed, narrow facilities providing direct access to adjacent properties.
- The inventory also includes limited dedicated pedestrian or bicycle inventory: sidewalks along Main and Trinity streets in the city of Trinidad and recreational trails on Trinidad Head. Scenic Drive, which provides primary access for the main property but is subject to significant geological instability, is identified as a component of the 1,200-mile California Coastal Trail.
- None of the Tribal properties are directly served by public transit though several service providers operate in the region. The closest fixed-route stops are at the Trinidad Park and Ride Lot (0.9 miles along Scenic Drive), the Westhaven Post Office (1.9 miles along Westhaven Drive), and at Central Avenue (0.3 miles along Grange and Dows-Prairie roads) in McKinleyville. It is challenging for Tribal members to safely access these stops without pedestrian/bike paths connecting to Tribal member housing.
- The pier in Trinidad Harbor serves as a marine transportation hub for both recreational and commercial users; the harbor hosts a restaurant, vacation rental, boat launch, water taxi, fishing and eco-tour charters, and mooring field for both recreational and commercial vessels.

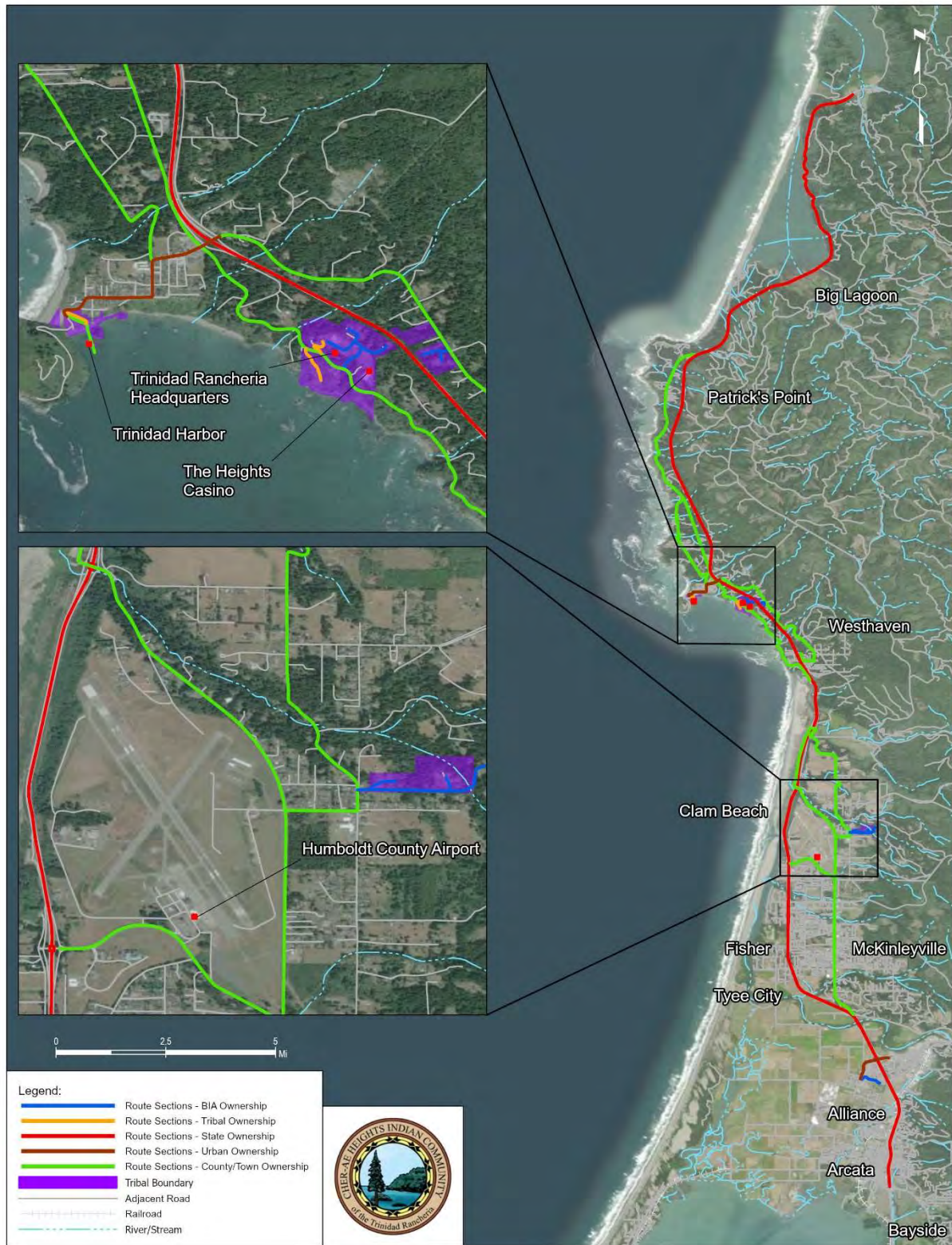


Figure 2: Existing NTTFI Highways

- The nearest public airport serving the region is CA Redwood Coast Humboldt County Airport (ACV) in McKinleyville. While ACV airport is close to tribal lands, service is limited to few destinations and limited departure windows. Maintenance and weather delays have a significant effect on travel delays.

1.2 Transportation Safety in Indian Country

The 2017 **Tribal Transportation Strategic Safety Plan**¹ assesses national safety needs in Tribal areas, providing strategies and resources to improve safety and save lives, emphasizing that individual Tribe-specific plans are the starting point to begin implementing solutions. The report cites the statistical importance of transportation safety for the tribal community:

MOTOR VEHICLE CRASHES ARE THE LEADING CAUSE OF DEATH FROM UNINTENTIONAL INJURY FOR NATIVE AMERICANS AND ALASKA NATIVES AGES 1 TO 44. IN SOME STATES, NATIVE AMERICANS ARE OVERREPRESENTED IN FATAL CRASH RATES BY AS MUCH AS 4 TIMES THE GENERAL POPULATION. FROM THE FARS² DATA REPORTED FOR 2010-2014, AN AVERAGE OF 535 NATIVE AMERICANS AND ALASKA NATIVES ARE REPORTED TO HAVE LOST THEIR LIVES IN MOTOR VEHICLE CRASHES EACH YEAR. ALSO FOR 2010-2014 THE FARS DATABASE INCLUDES 3,278 FATALITIES IN AREAS WHERE TRIBAL GOVERNMENTS HAVE THE GREATEST INFLUENCE ON THE ENGINEERING, ENFORCEMENT, EMERGENCY MEDICAL SERVICES, AND EDUCATION. THESE STATISTICS ARE LIKELY UNDERSTATED DUE TO MISIDENTIFICATION OF NATIVE AMERICANS AND ALASKA NATIVES IN CRASH DATA AND UNDERREPORTING OF CRASH DATA IN TRIBAL AREAS.

Further, a 2017 USDOT **Report to Congress**³ begins by acknowledging that "Transportation safety issues have long plagued Native American and Alaska Native populations. Motor vehicle crash statistics describe fatality rates higher among the Native American and Alaska Native populations than other ethnic groups in many States...Additional transportation-related deaths are known to occur that are not captured in the available databases."

These macro-level trends illustrate the importance of this safety plan as well as one of the key challenges in its preparation: inconsistent and underreported crash records in Tribal areas.

1.3 Organization of the Plan

The purpose of this CSAP is to explore existing transportation safety concerns then define implementable strategies to improve safety. The plan was developed with collaborative input from key safety partners and the Tribal community and addresses safety issues through the four E's: Engineering, Enforcement, Education, and Emergency Medical Services.

¹ Online at <https://www.tribalsafety.org/safety-planning-resources>

² Fatality Analysis Reporting System, published by the National Highway Traffic Safety Administration

³ Online at <https://highways.dot.gov/sites/fhwa.dot.gov/files/docs/federal-lands/tribal-transportation-program/ttp-safety/8646/s10-171221-023-f.pdf>

Topics are organized into the following chapters, following SS4A guidance discussed in **Section 1.3.2**.



1.3.1 Vision Statement

This CSAP aligns with the Tribe's vision for its transportation system.

The Trinidad Rancheria envisions a **Safe, Sustainable, Integrated, and Efficient** Tribal transportation system for **All Users** that will increase equity for the disadvantaged Tribal community by identifying broad, community-informed goals/strategies to meet community health, employment, economic, cultural, educational, and environmental needs.

While this effort focuses primarily on the first of these facets, all are critical considerations in the development, operations, and maintenance of the Tribe's multimodal network.

1.3.2 Federal Requirements

SS4A guidance from USDOT⁴ identifies the following elements to be incorporated into a CSAP:



Each of the following chapters begins with USDOT's SS4A language identifying what a successful action plan should describe (purple text), followed by corresponding content.

2 Commitment and Oversight

Leadership commitment and goal setting is an official public commitment (e.g., resolution, policy, ordinance) by a high-ranking official and/or governing body (e.g., mayor, city council, Tribal council, metropolitan planning organization, policy board) to an eventual goal of zero roadway fatalities and serious injuries. The commitment must include a goal

⁴ Online at <https://www.transportation.gov/grants/SS4A>

and timeline for eliminating roadway fatalities and serious injuries achieved through one, or both, of the following: 1) the target date for achieving zero roadway fatalities and serious injuries, or 2) an ambitious percentage reduction of roadway fatalities and serious injuries by a specific date with an eventual goal of eliminating roadway fatalities and serious injuries.

A planning structure is a committee, task force, implementation group, or similar body charged with oversight of the Action Plan development, implementation, and monitoring.

Safety is an essential priority for the Cher-Ae Heights Indian Community of the Trinidad Rancheria. It underlies each decision and resonates throughout past transportation planning efforts. In November 2023, the Tribe passed Resolution TC-23-35 (**Appendix A**), unanimously adopting a Vision Zero strategy to formally demonstrate its commitment. The resolution formally approves and adopts “a holistic strategy to achieve the policy goal of eliminating all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.”

While external agency partners are engaged via a steering committee to help develop this CSAP, implementation and monitoring will rest entirely with Tribal leadership as discussed in **Chapter 7**.

What is Vision Zero?

*Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Its principles dovetail with USDOT’s **Safe Systems Approach**, discussed in **Chapter 6**.*

2.1 CSAP Steering Committee

Safety does not happen in a vacuum. A multi-jurisdictional highway network comprises the Tribe’s NTTFI with different enforcement agencies and first responders reacting to incidents. A host of neighboring towns and cities influence day-to-day travel patterns with essential links to schools, healthcare, services, housing, employment, and more. Therefore, the Tribe enlisted key agency partners to help develop this CSAP to ensure recommended strategies and concepts benefit through partnerships with complementary local/regional safety initiatives.

Members from a host of external agencies and other Tribal departments were invited to take an active role on the CSAP Steering Committee. Those marked with an asterisk opted to participate at one or more milestones:

- Trinidad Rancheria CEO and Administrative staff*
- Trinidad Rancheria Tribal Council*
- Trinidad Rancheria Tribal Programs*
- Heights Casino*
- Caltrans*
- Humboldt County Association of Governments (HCAOG)*
- Humboldt County Public Works Department*

- City Manager for Trinidad*
- McKinleyville Community Services District
- California Highway Patrol
- Cal Fire
- Volunteer Fire Departments for Trinidad and Westhaven
- Humboldt Transit Authority

The committee met at key milestones throughout the process, as discussed in **Chapter 4**.

3 Safety Analyses

Safety analysis is analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region. It includes an analysis of locations where there are crashes and the severity of the crashes, as well as contributing factors and crash types by relevant road users (e.g., motorists, pedestrians, transit users). Analysis of systemic and specific safety needs is also performed, as needed (e.g., high-risk road features, specific safety needs of relevant road users, public health approaches, analysis of the built environment, demographics, and structural issues). To the extent practical, the analysis should include all roadways within the jurisdiction, without regard for ownership. Based on the analysis performed, a geospatial identification of higher-risk locations is developed (a high-injury network or equivalent).

Throughout the analysis, safety is viewed through two different lenses:

*A **Reactive** perspective focuses on historic crash clusters at specific locations that suggest underlying safety issues, reacting to observed geographic trends.*

*A **Systemic** perspective takes a broader view of underlying risk factors, looking system-wide to target key crash types (e.g., pedestrian strikes after dark or sharp curves with 55+ mph speed limits) even at locations that may not demonstrate recent crash clusters.*

To understand safety concerns and systemic risk factors, analysts examined five years of recent crash data for NTTFI routes comprising the Tribe's highway network. The Transportation Injury Mapping System (TIMS) database hosted by UC Berkley⁵ provided access to geospatial data for each fatal and injury crash during 2018-2022.

⁵ Online at <https://tims.berkeley.edu>

Considering all of Humboldt County, there were 2,642 fatal and injury crashes during the five-year analysis period, including 99 fatality collisions. Of these, 10% involved a pedestrian and 6% involved a bicyclist, which represent vulnerable roadway users. Considering underlying factors, most crashes were attributed to improper turning (26%), unsafe speeds (19%), and impaired driving (16%).

Inconsistent and under-reported crash data is a recurring theme in the Tribal safety assessments, making it difficult to accurately analyze trends, particularly on Tribal lands. To account for this deficiency, conversations with local representatives (**Chapter 4**) provided anecdotal insights about safety concerns. In addition, a pilot project is underway to develop a more consistent crash reporting database for Tribes (**Section 6.1.1**).

3.1 Reported Crash Trends on Inventory Routes

Trimming TIMS crash records to only routes on the Tribe's NTTFI network, there were 197 fatal and injury crashes during the five-year analysis period, following the geographic distribution shown in **Figure 4**.

The distribution of TIMS crashes by year, shown in **Figure 3**, is generally trending downward. The pandemic in 2020 had long-lasting repercussions on travel patterns, skewing observed trends. Also, 2022 showed the highest crash rate but data is still considered provisional within TIMS at the time of this analysis.

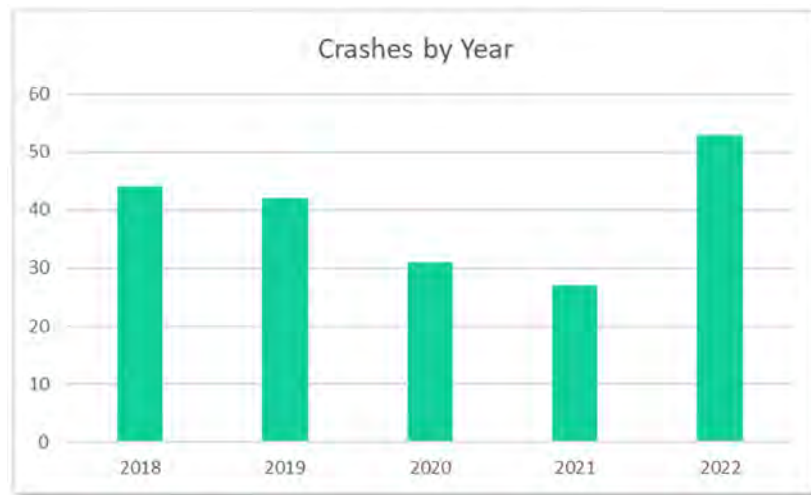


Figure 3: NTTFI Crashes by Year

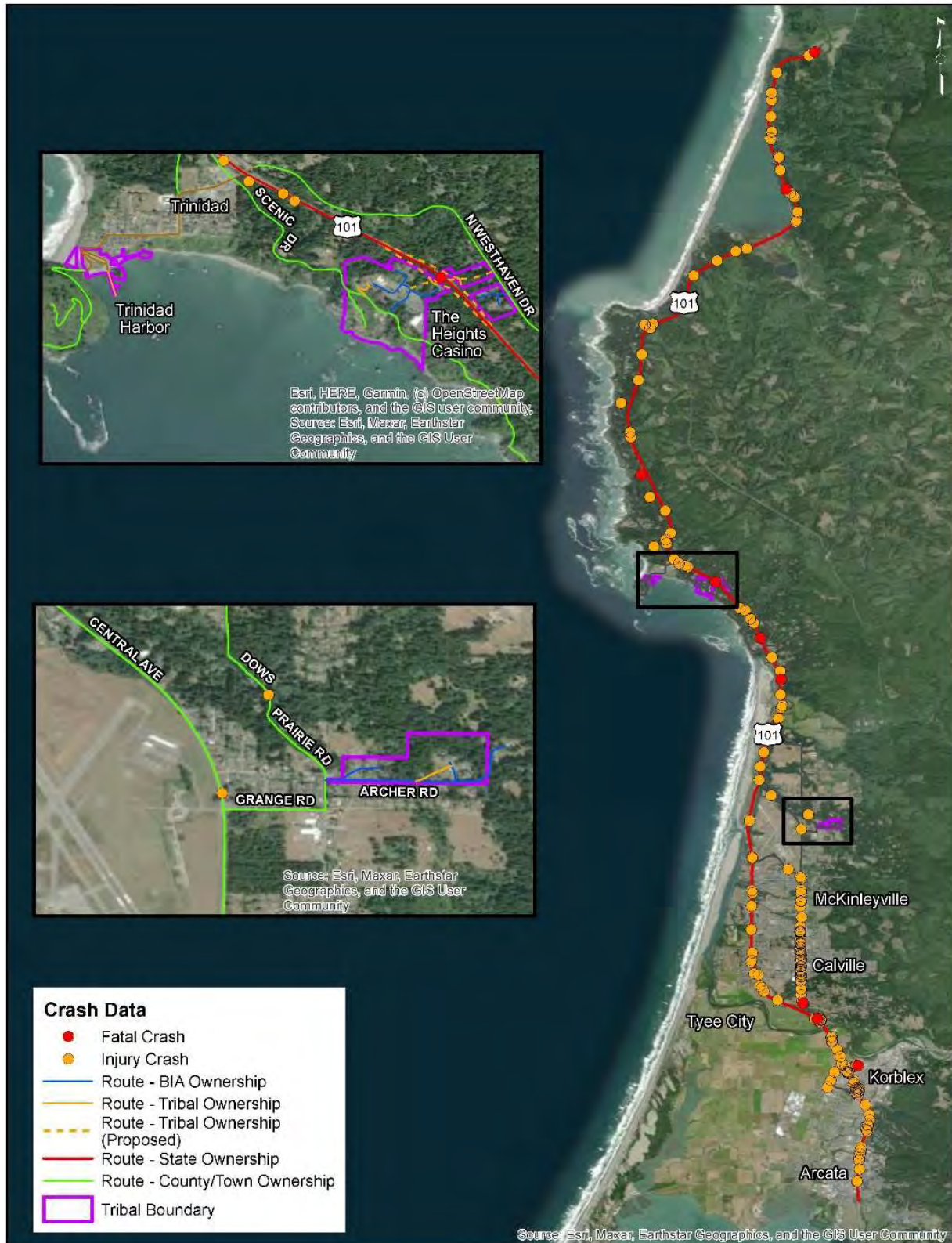


Figure 4: 2018-2022 Fatal/Injury Crashes on Inventory Routes

3.1.1 Geographic Distribution

Considering the geographic distribution of TIMS fatal and injury crashes, none occurred within Tribal lands.

The highest concentrations occur along US 101 (115 of 197 incidents), which is the longest route in the inventory and carries some of the highest traffic volumes. Crashes are fairly evenly distributed along the length of US 101 north of Mad River but show clusters at the SR 200 (Bank Road) and SR 299 interchanges.

Central Avenue through McKinleyville also exhibits high crash concentrations, particularly the 1.2-mile stretch between Bates and Bartow roads—characterized by numerous driveways and cross streets.

3.1.2 By Severity

By severity, nine crashes resulted in fatalities and the remaining 188 resulted in injuries.

Nine fatal crashes—shown as red dots in **Figure 4**—are distributed throughout the area but with six along 28 miles of US 101 on the Tribe's NTTFI network.

Injury collisions are further divided by severity: severe, visible, or complaint of pain. The breakdown of crashes by severity along the NTTFI network is shown in **Figure 5**. Incidents resulting in property damage only are not represented in this dataset; these crashes are deemphasized under the Safe Systems Approach, prioritizing more severe incidents.

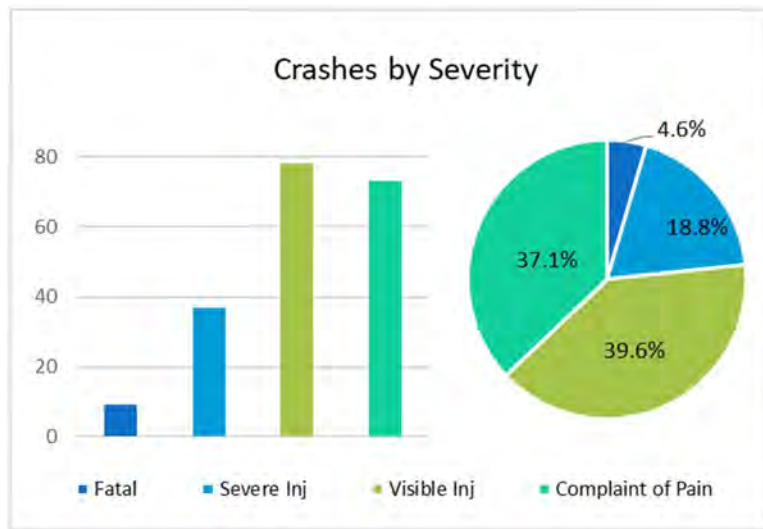


Figure 5: NTTFI Crashes by Severity

3.1.3 By Manner of Collision

As shown in **Figure 6**, the majority of crashes involved hitting an object (36.5%), followed by a broadside collision with another vehicle (18.8%).

The high number of hit object crashes suggests a need for increased clear zones, principally along US 101 where 61 of the 72 hit object crashes occurred. A clear zone is an unobstructed, traversable roadside area that allows a driver to stop safely or regain control of a vehicle that has left the

roadway. Recommended clear zone design guidelines vary based on design speed, terrain, traffic volumes and other factors. Where space is limited, guardrail can serve as a barrier to protect motorists from adjacent steep slopes or fixed objects.

Considering crash types for fatality collisions, four involved a pedestrian strike, three involved a hit object, and two were broadside.

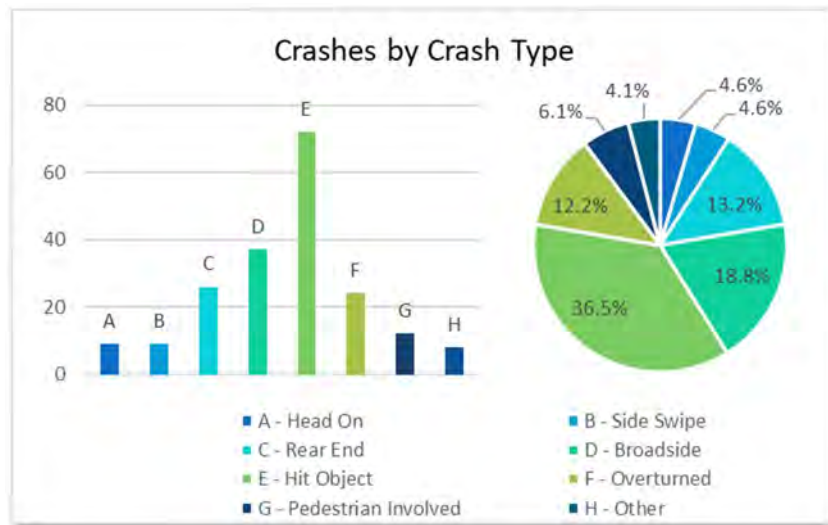


Figure 6: NTTFI Crashes by Type

Considering the underlying violation (**Figure 7**) for fatality and injury crashes on NTTFI routes, the most common factors were improper turning maneuvers (27%), unsafe speeding (24%), and driving/cycling while under the influence (15%).



Figure 7: NTTFI Crashes by Violation

The roadway surface and light condition play a role in performance as well.

- While the majority of crashes occurred in dry conditions, 27% of crashes occurred on wet or icy roadways. The TIMS data shows head on, hit object, and overturned crash types are overrepresented in wet/icy conditions.
- Though most crashes occurred during daylight hours, 34% occurred after dark and an additional 2% occurred at dawn or dusk. Nighttime crashes can be further subdivided between those occurring on highways with streetlights (14%) and highways without streetlights (20%). The TIMS data shows hit object, pedestrian, and “other” crash types are overrepresented in dark conditions. Two-thirds of pedestrian strikes occurred after dark though in most cases streetlights were present.

3.1.4 By Unit Type

Additional statistics identify which unit types were involved in each incident. Each is a focus area in the current statewide *Strategic Highway Safety Plan*.⁶

- Bicyclists were involved in 13 of 197 crashes. The distribution is shown as yellow dots in **Figure 8**.
- Pedestrians were involved in 13 of 197 crashes. The distribution is shown as blue dots in **Figure 8**. Eleven of these pedestrian strikes were concentrated on two routes: US 101 and Central Avenue.
- Commercial vehicles were involved in three of 197 crashes, each located along US 101. The *Strategic Highway Safety Plan* notes that “California has a

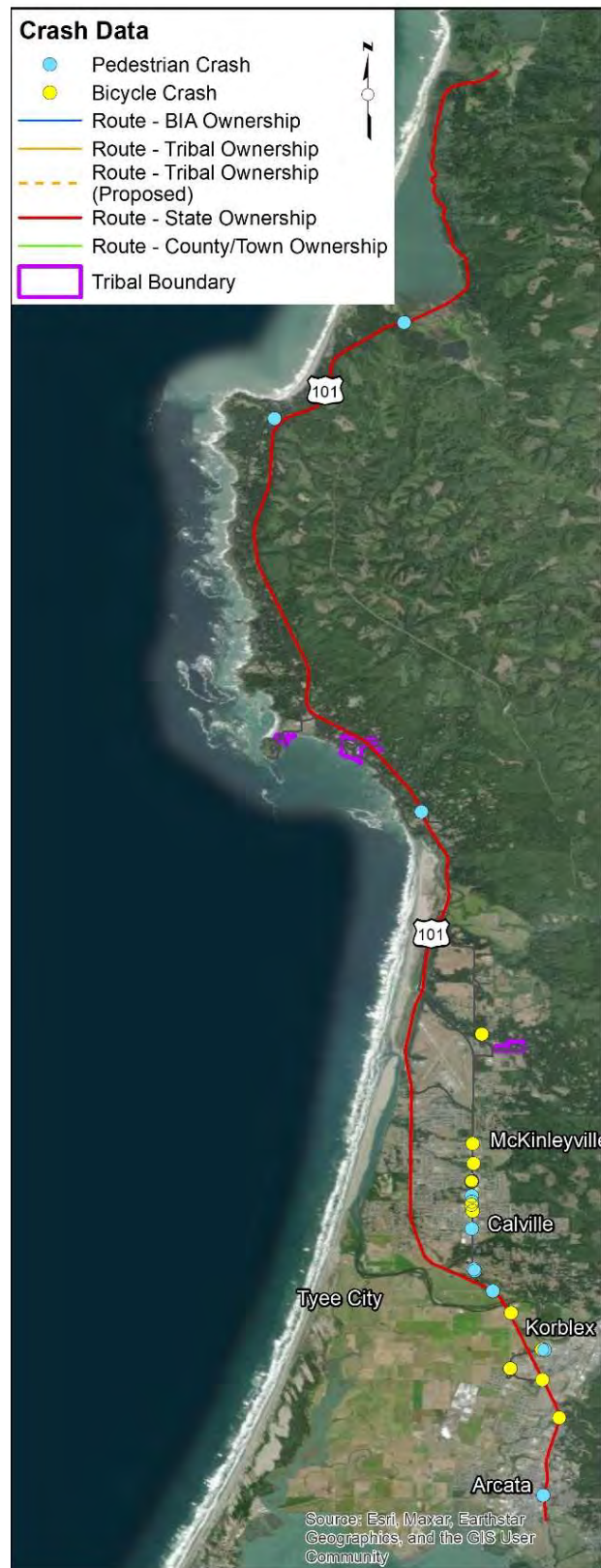


Figure 8: 2018-2022 Bike/Ped Crashes

⁶ Online at <https://dot.ca.gov/programs/safety-programs>

significant number of commercial vehicles that transport goods from marine ports and Mexico. Many crashes involving commercial vehicles are caused by passenger vehicles not accounting for the time and ability that a commercial vehicle has to slow down or speed up. Due to the size of trucks and buses, the severity of a commercial vehicle crash is often substantial.”

- Motorcycles were involved in ten of 197 crashes, seven located along US 101 or its ramps. With little protection beyond a helmet, motorcyclists along with bicyclists and pedestrians are typically considered vulnerable roadway users.

3.2 Scenic Drive Crashes

Knowing underreported crashes are a common concern for Tribal lands, the Tribe made a concentrated effort in 2022 to engage with enforcement agencies—Humboldt County Sheriff’s Office, California Highway Patrol, and the TIMS database referenced earlier—to collect data about crashes, DUIs, and other related citations in support of a Tribal Transportation Safety grant opportunity.

Shown in **Figure 9**, assembled data covers 2017-2022, focusing on Scenic Drive. Coordination with these agencies identified 32 crashes over six years—six of which overlap TIMS records discussed above—plus 25 other moving violations (i.e., DUI or reckless driving). Seven of the records occurred on Trinidad Rancheria lands. Sixteen occurred along Scenic Drive between Main Street in Trinidad and Cher-Ae Lane; this stretch of road provides primary access to the main Tribal parcel.

This incident data should not be considered exhaustive but provides 1) an illustration about the limitations of consistent crash reporting and 2) objective evidence supporting anecdotal input on Scenic Drive safety concerns. Scenic Drive has been cited as a priority safety concern in each Tribal safety study prepared over the past two decades and its improvement is one of the driving needs supporting the US 101 Trinidad Area Access Improvements Project discussed in **Section 6.2.1**.

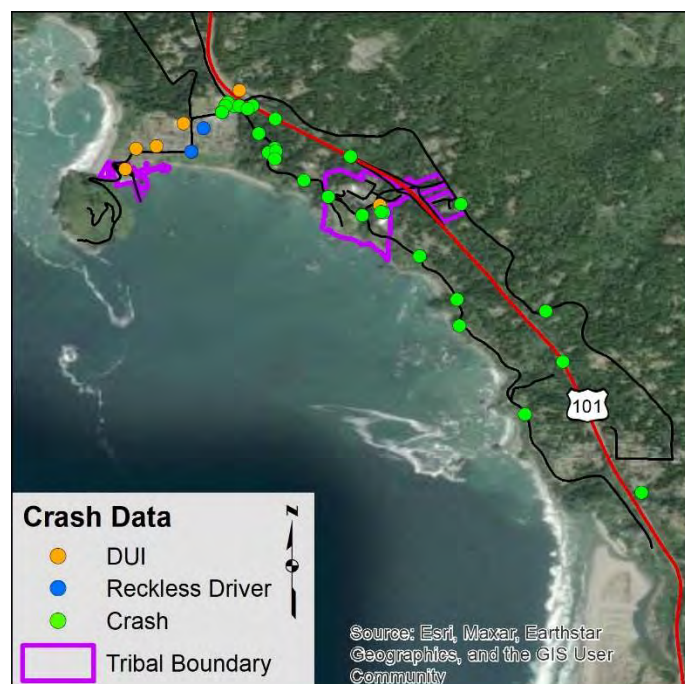


Figure 9: Scenic Drive Crashes per 2022 Grant Research

4 Engagement and Collaboration

Engagement and collaboration involve robust engagement with the public and relevant stakeholders, including the private sector and community groups, that allows for both community representation and feedback. Information received from engagement and collaboration is analyzed and incorporated into the Action Plan. Overlapping jurisdictions are included in the process. Plans and processes are coordinated and aligned with other governmental plans and planning processes to the extent practicable.

With known limitations of crash reporting on Tribal lands, anecdotal input on safety concerns from the community is a critical component in developing this CSAP. Throughout the course of its development, the project team coordinated with Tribal leaders, community members, and agency partners to identify areas of concern and potential improvement opportunities. Engagement opportunities will continue throughout the process; the discussion below presents an overview of meetings and comments received to date. Meeting summaries are arranged chronologically in **Appendix B**.

In addition to facilitating new conversations, the CSAP process also included extensive review of past transportation safety studies conducted by the Tribe and other local/regional initiatives to promote safety. Each of these predecessors help define area needs and stakeholder/public concerns. Additional details are discussed in the *White Paper on Safety Trends*.

4.1 March 2023 Kickoff Meetings

On March 21, 2023, a series of kick-off meetings were held to engage with the project team, other Tribal leaders, and interested Tribal community members. Several existing safety issues were identified alongside other LRTP emphases, including:

- Pedestrian safety and geotechnical stability along Scenic Drive.
- Sidewalks needed along multiple roadways, especially those connecting Tribal parcels to school bus stops.



Figure 10: March 2023 Tribal Kickoff Meeting

Every transportation safety study the Tribe has conducted over the past decades emphasizes the critical need for safety improvements to Scenic Drive.

- Safe spaces for different modal users—including driving and parked cars, pedestrians, and cyclists—accessing the pier and Seascape restaurant.
- Teh-Pah Lane on the Westhaven parcel is narrow and often further constrained by on-street parking; improved emergency access would be beneficial.
- Numerous places along US 101 have unprotected steep drop-offs.

- Roadside vegetation is attractive but can present hazards for motorists: falling branches, obstacles in clear zones, and flashes of sunlight through foliage impairing visibility.

4.1.1 Crowdsourc Input Online

As part of the website launched in Summer 2023, an interactive crowdsourcing map collects public comments, letting users drop a pin on the map to note transportation concerns related to one of four preset categories: congestion, roadway design, safety, or other.

While the data collection website remains open for public comments as this plan is being developed, 194 pins have been shared to date. Of the collected data through November 2024 (**Figure 11**), 134 pins represent concerns along Scenic Drive, specifically noting concerns about slope failures, travel speeds, visibility, intersections, narrow widths, runoff, roadway departure crashes, other modal users, gravel sections, and on-street parking/camping near beaches.



Figure 11: Crowdsourc Data on Existing Transportation Needs as of October 2023



Figure 12: Views of Scenic Drive

Overall, 137 of 194 survey pins (70%) represent safety issues. Besides Scenic Drive, safety comments are clustered at the Harbor/pier property, the Trinidad Main Street interchange (**Figure 13**), and along narrow streets at the McKinleyville property.



Figure 13: Trinidad Interchange Area

4.2 February 2024 Tribal Coordination

The project team held two meetings on February 21, 2024, to engage with the Tribal community regarding the development of this CSAP. An afternoon session included Tribal leadership and staff, followed by an evening session for the Tribal community.

Each session began with a review of the study's scope and an update on the current planning status. Afterward, attendees explored potential systemic safety focus areas, enhancing limited crash data with first-hand insights from the local community:

- Bicyclists and pedestrians are a special concern along Scenic Drive and crossing US 101. People walk, bike, and run along Scenic Drive in all weather conditions and at all times, even when visibility is limited by sun glare, rain, or darkness.
- Impaired drivers (operating a vehicle under the influence of drugs or alcohol) and distracted drivers pose similar risks on the roadway.
- Roadway departure crashes—rough pavement conditions, ponding, and debris are recurring concerns influencing these crash types.
- Intersections, particularly at the US 101 interchange in Trinidad where several closely spaced access points create confusion for motorists.

Discussion then shifted to potential project priorities, presented in **Section 6.2**.

4.3 May 2024 Steering Committee Meeting

The Steering Committee meeting held its initial meeting May 1, 2024, to outline the CSAP process, present existing safety data, and collect input on local needs/priorities. Group discussions were organized around four topics, with the top-rated concerns in each listed below.



4.4 June 2024 Steering Committee Meeting

A second Steering Committee meeting was held to discuss potential implementation strategies (**Chapter 6**) and compare Tribal priorities alongside key safety strategies for other agency partners.

HCAOG will begin developing its own CSAP this fall. Meanwhile, the City of Trinidad and Humboldt County Public Works are in the beginning process of changing the functional

classification to reclassify Scenic Drive to an “On System Priority Road,” which will qualify it for additional Federal Highway Administration (FHWA) funding opportunities.

4.5 November 2024 Public Meeting

The project team hosted a public open house meeting on November 6, 2024, with afternoon and evening sessions. Meetings were advertised via direct mailing postcards to 1,500+ residents, social media campaigns, posters in local gathering places,⁷ the project website, and email blasts.

Most conversations during the open house focused on Scenic Drive and impacts associated with the proposed interchange, both of which are addressed as part of the ongoing US 101 Trinidad Area Access Improvements Project. Other topical themes included:



Figure 14: November Public Input

- The Tribe offers a variety of services, particularly focused on elder needs, that are open to the larger community. Accessible, convenient transit connections are especially needed.
- Despite a legacy of discrimination, the Tribe has made—and continues to make—significant investments that benefit the local economy and quality of life for its neighbors.
- Some of the survey questions can be interpreted in different ways; responses may reflect confusion.

A survey was distributed to in-person attendees and posted on the study website with a 4+ week comment period. In total, ten responses were collected. A similar survey was distributed at the September Sovereigns Day festival with 16 forms returned.

All ten responses agreed (60%) or strongly agreed (40%) with Vision Statement language. The highest rated project priorities were US 101 Trinidad Area Access Improvements Project, safety improvements along Scenic Drive, and improved transit services. Written-in comments focused on the need for increased bike/pedestrian mobility and elder access to services. Additional information is summarized in **Appendix B** alongside other meeting summaries.

⁷ Posters displayed at Seascape restaurant, the City of Trinidad office, three local grocery stores, two post offices, a library, and a park.

5 Equity Considerations

Equity considerations include plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

Safety and equity considerations are a long-standing concern for Indian Country; systemic racism has cast its shadow across every aspect of everyday life at the individual, community, and population levels. Over the past 5-6 years, equity is moving to the forefront of federal policies to begin to have an open, candid conversation about minoritized populations, disproportionate opportunities, disinvestment, and fair representation. Many research studies are underway to understand and document the problem, to identify causalities, and to explore opportunities to improve.

One 2023 research report⁸ states: “the United States has a complex relationship with [its Native American and Alaska Native] population. A critically important aspect is that the 574 federally recognized tribes are sovereign nations and have a formal nation-to-nation relationship with the U.S. government with a trust responsibility that has not been fully upheld. The traumas that have unfolded over generations have resulted in untold cumulative harm, the effects of which are still being felt.” While the research focuses primarily on health equity, the conclusions address and apply to transportation infrastructure as well: “The lack of oversampling of underrepresented racial, ethnic, and tribal populations in national health surveys and other relevant federal data collection efforts...limits the availability of reliable data, and therefore meaningful action, by federal programs, researchers, and advocates to advance health equity for these communities.”

The Transportation Research Board’s 2021 *Racial Equity Addendum to Critical Issues in Transportation*⁹ identifies several research opportunities as national trends continue to evolve, such as how transportation connectivity, infrastructure, and modal opportunities affect access to employment, health care, education, healthy food, and other opportunities—particularly by people of color. Other suggested topics explore equitable measures to engage with traditionally underserved communities, to coordinate projects/programs between multiple jurisdictions, and enforcement bias. One section of the briefing is dedicated to Tribal transportation equity:

NATIVE AMERICAN LANDS AND COMMUNITIES OFTEN FACE RESTRICTED MOBILITY, ISOLATION, AND UNDERDEVELOPED INFRASTRUCTURE INCLUDING ROADS, BRIDGES, AVIATION, INTERNET CONNECTIVITY, AND ELECTRICITY. THESE ACCESS AND MOBILITY SHORTCOMINGS CONTRIBUTE TO THE HEALTH, EDUCATION, SOCIAL WELFARE, AND ECONOMIC DEVELOPMENT DEFICITS OF MANY TRIBAL LANDS AND COMMUNITIES. HOWEVER, TRANSPORTATION ISSUES, LIKE MANY OTHER ISSUES, ARE DIFFERENT FOR NATIVE AMERICANS THAN OTHER COMMUNITIES OF COLOR, IN PART BECAUSE OF THE SOVEREIGN STATUS OF TRIBES AND THEIR LANDS. NATIVE AMERICANS LIVING ON TRIBAL LANDS AND RESERVATIONS FACE STRUCTURAL AND POLITICAL IMPEDIMENTS TO THE DEVELOPMENT, EFFICIENT OPERATION, AND

⁸ National Academies of Sciences, Engineering, and Medicine. 2023. Federal Policy to Advance Racial, Ethnic, and Tribal Health Equity. Washington, DC: The National Academies Press. <https://doi.org/10.17226/26834>.

⁹ National Academies of Sciences, Engineering, and Medicine. 2021. Racial Equity Addendum to Critical Issues in Transportation. Washington, DC: The National Academies Press. <https://doi.org/10.17226/26264>.

GOVERNANCE OF THEIR TRANSPORTATION INFRASTRUCTURE. WHILE THE REASONS FOR THESE IMPEDIMENTS AND THE RESULTANT LACK OF ACCESSIBILITY NEED TO BE BETTER UNDERSTOOD TO DEVELOP EFFECTIVE REMEDIES, THEY REMAIN AN UNDERSTUDIED AREA OF RESEARCH, BOTH WITHIN AND OUTSIDE THE TRANSPORTATION DOMAIN.

THE DISTINCT NEEDS OF NATIVE AMERICAN PEOPLE AND TRIBES NEED TO BE BETTER UNDERSTOOD BY TRANSPORTATION DECISION MAKERS. EQUITABLE PROVISION OF TRANSPORTATION IS A VEXING PROBLEM FOR NATIVE AMERICANS MUCH AS IT IS FOR OTHER COMMUNITIES OF COLOR AND UNDERREPRESENTED RACIAL GROUPS; HOWEVER, DIFFERING CIRCUMSTANCES PRESENT DIFFERENT POLICY AND PROGRAM DELIVERY REQUIREMENTS AND OPPORTUNITIES. A STARTING POINT FOR RESEARCH TO INFORM POLICY CHOICES WILL BE TO IDENTIFY THE KINDS OF DATA THAT ARE UNIQUELY NEEDED TO ADDRESS EQUITY ISSUES RELATED TO TRIBAL LANDS AND COMMUNITIES TO BRING ABOUT AND MANAGE HIGH-PERFORMING MODERN TRANSPORTATION SYSTEMS.

By taking the lead to develop this CSAP and intentionally directing engagement opportunities (**Chapter 4**) towards the traditionally underserved Tribal community, Trinidad Rancheria leadership is embracing an inclusive, consensus-built approach to equity to ensure its voices are heard and its needs are fairly met.

5.1 Demographic Makeup of the Cher-Ae Heights Indian Community

As of December 2024, the Tribe has 282 enrolled members with about 100 living on Tribal lands.

For comparison, American Community Survey (ACS) 2021 estimates from the US Census Bureau show a population of 116 associated with the Reservation and Trust lands, representing 40 households. Key socioeconomic metrics are summarized in **Table 1**, alongside thresholds for Humboldt County and the city of Trinidad for comparison. As shown, the Tribal population tends to be less affluent, with lower educational attainment and higher disability rates than the encompassing county or adjacent city.

Table 1: 2021 ACS Demographic Estimates

Metric	Trinidad Rancheria	City of Trinidad	Humboldt County
Population	116	307	137,014
Race: Native American	73%	8%	4%
Age: 65+ Years	14%	35%	18%
High School Graduate or Higher	83%	100%	91%
With a Disability	25%	20%	17%
Civilian Unemployment Rate	16.3%	7.2%	9.4%
Median Household Income	\$34,688-\$46,964*	\$76,705	\$53,350
Per Capita Income	\$18,096-\$21,220*	\$57,408	\$31,044
Families below Poverty Level	N/A	N/A	11%
Zero-Car Households	8%	2%	7%

* Statistics reported separately for Reservation and Trust Lands

Further, Caltrans launched its **Transportation Equity Index** screening tool¹⁰ to identify transportation-based priority populations at the Census block level—highlighting geographic areas burdened by the existing system or facing the greatest gaps in multimodal access. Outside the Harbor area, Tribal properties flag in the mapping tool for access to destinations screenings, i.e., poor accessibility to public transit access and bicycle/pedestrian infrastructure. Rancheria lands also meet the definition of “disadvantaged communities” per Senate Bill 535.

6 Actionable Strategies for Improving Safety

Policy and process changes include assessment of current policies, plans, guidelines, and/or standards (e.g., manuals) to identify opportunities to improve how processes prioritize transportation safety. The Action Plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards, as appropriate.

Strategy and project selections include identification of a comprehensive set of projects and strategies—shaped by data, the best available evidence and noteworthy practices, and stakeholder input and equity considerations—that will address the safety problems described in the Action Plan. These strategies and countermeasures focus on a Safe System Approach and effective interventions and consider multidisciplinary activities. To the extent practicable, data limitations are identified and mitigated. Once identified, the projects and strategies are prioritized in a list that provides time ranges for when the strategies and countermeasures will be deployed (e.g., short-, mid-, and long-term timeframes). The list should include specific projects and strategies, or descriptions of programs of projects and strategies, and explains prioritization criteria used. The list should contain interventions focused on infrastructure, behavioral, and/or operational safety.

In 2022, USDOT formally adopted the **Safe Systems Approach**, a paradigm shift to anticipate human mistakes and proactively incorporate layers of protection to reduce risk and the severity of outcomes. The approach is built around six principles and five elements, outlined in **Figure 15**.

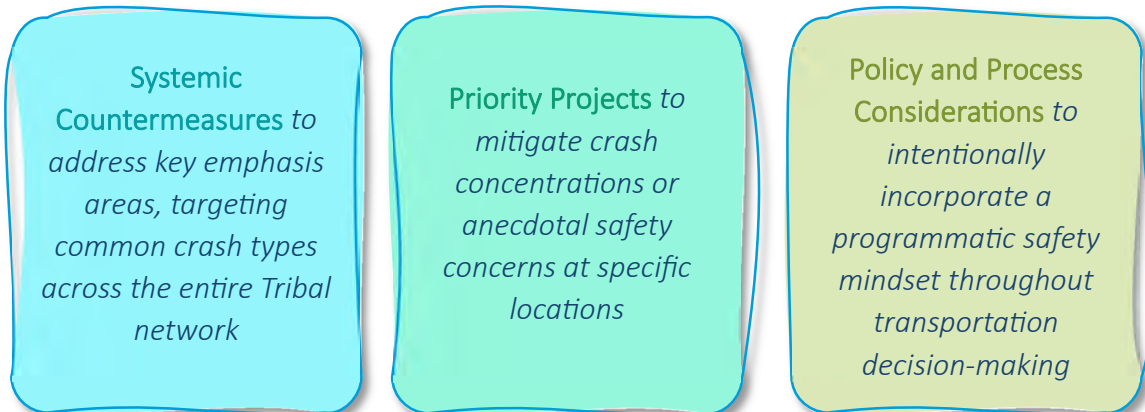
Whereas traditional road safety strives to modify human behavior and prevent *all* crashes, the Safe System approach refocuses design and operation on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives. It also emphasizes shared responsibility: everyone—from government agencies, industry, and advocacy groups to road users and the general public—has a role to play in prioritizing safety.

¹⁰ Online at <https://dot.ca.gov/programs/esta/race-equity/eqi>



Figure 15: Safe Systems Approach

Strategies to improve safety are organized into three categories in this Plan:



6.1 Emphasis Areas & Countermeasures

Reviewing previous Tribal project-specific safety plans and other agencies' programmatic safety strategies reveals a collection of potential emphasis areas for consideration. **Table 2** compares common safety emphasis areas explicitly mentioned in studies by more than one jurisdiction.

Table 2: Safety Emphases from Previous Planning Documents

Target Area		Tribe	County	State	Federal
Vision Zero Pledge		•	•	•	•
User Type	Bicyclists/Pedestrians	•	•	•	•
	Aged Drivers		•	•	•
	Young Drivers		•	•	•
	Emergency Responders	•		•	•
	Other Modes of Travel		•		•
Behavior	Distracted Driving			•	•
	Impaired Driving			•	•
	Occupant Protection			•	•
	Speeding		•	•	•
Other	Crashes at Intersections			•	•
	Lane or Roadway Departures			•	•
	Consistent Crash Reporting	•			•

Summarized in **Figure 16** and **Figure 17**, Input from agency partners in May 2024 highlighted similar top priority emphases.

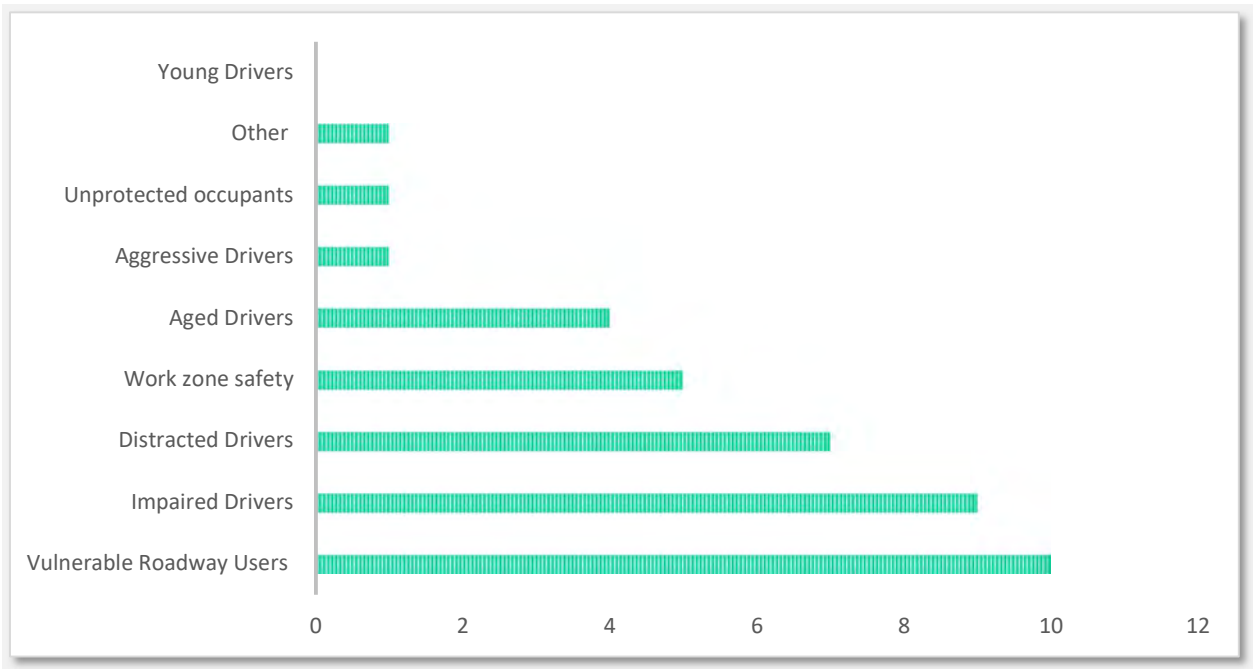


Figure 16: Agency Priorities for User Type Safety Emphasis Areas

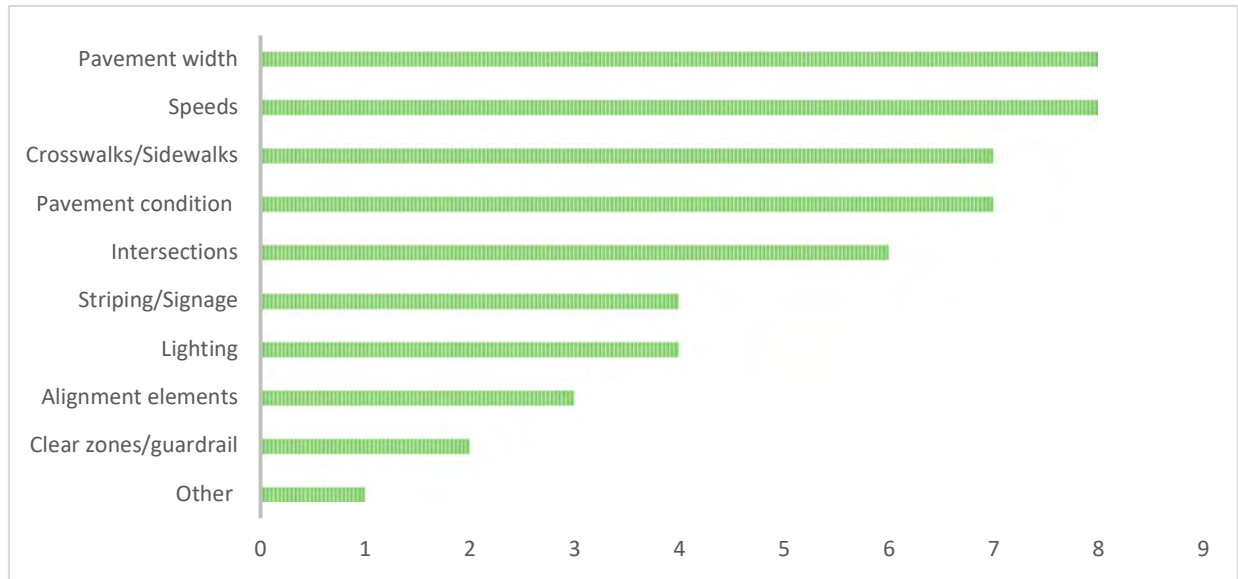


Figure 17: Agency Priorities for Safety Emphasis Areas related to Roadway Design

Limitations with crash reporting complicate a data-driven correlation between recent crash history and potential emphases areas listed above. Anecdotal observations and robust communication with day-to-day system users can help overcome these limitations and prioritize strategies moving forward.

Considering each of these sources, four main focus areas emerged as recurring themes:



6.1.1 Tribal Crash Database

The first focus area corresponds to the top-priority emphasis area identified in the 2014 *Tribal Transportation Safety Plan*. The plan states, “There is an almost complete lack of data on crashes, fatalities, and injuries that occur in and around the Trinidad Rancheria parcels. It is known that many accidents are unreported due to the remote locations and discrepancies in jurisdictional authority.” The 2014 plan established a goal to “Improve the collection and availability of crash data on the Rancheria’s roadways and nearby roadways to improve the effectiveness of future safety efforts.”

To this end, the Tribe pursued and was awarded Tribal Transportation Program Safety Funds to implement a **National Tribal Crash Management System**. A concurrent effort at NHTSA produced the Tribal Crash Reporting Toolkit.¹¹ This effort will produce a Tribal Crash Reporting

¹¹ Online at <https://www.tribalsafety.org/tribal-crash-reporting-toolkit>

Toolkit, version 2.0, which builds upon existing tools by improving the user interface, integrating analysis reports, and working with Tribes to implement the products. It will be easy to use, more responsive to the needs of decision makers, and will help Tribes increase the safety of transportation networks by determining with greater precision where and how transportation safety needs to be improved. The system will support new, robust approaches to roadway safety like systemic safety studies, which help to determine how to distribute low-cost treatments such as rumble strips and high visibility signage over high-risk elements of the roadway system. The system will also allow contributing factors analysis and the identification of high-crash locations.

From the primary interface (**Figure 18**), users can enter crash reports for individual incidents, export data to share with other agencies/platforms, run analysis tools to identify risk factors overrepresented in statistical trends, generate crash tree diagrams, assess internal data management practices, and more.

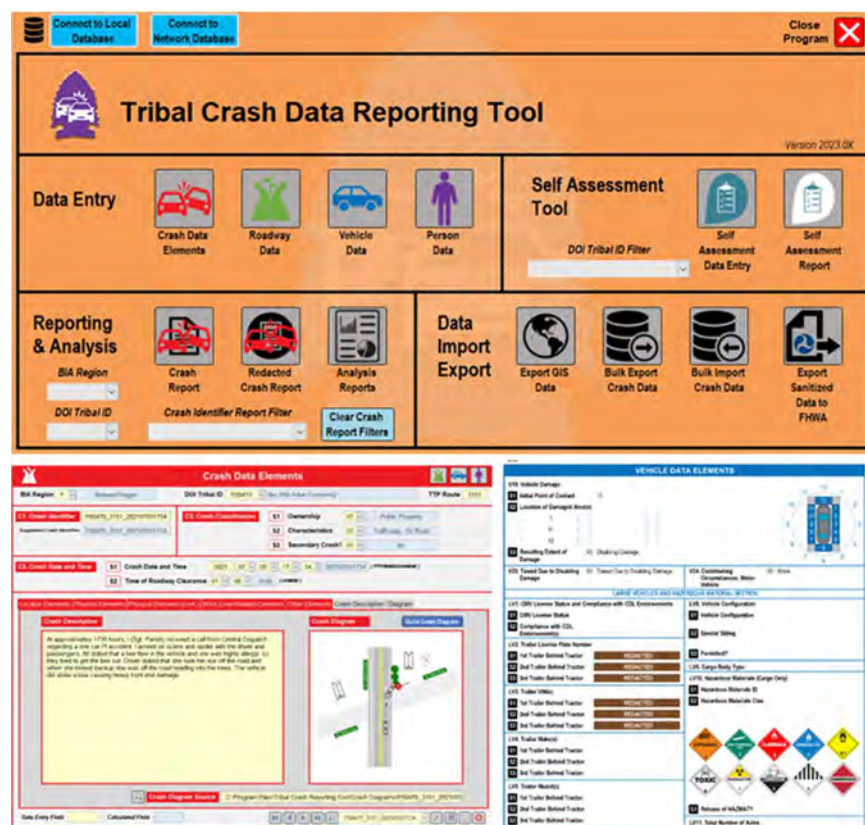


Figure 18: User Interface and Screenshots from new Tribal Crash Management System

Despite the known disparities in crash data and the heightened risk faced by Native Americans, many competitive grants depend on data-driven analyses to demonstrate merit. Therefore, consistent and reliable access to crash data is crucial to ensure an equitable footing. Beyond funding, accurate reporting also supports better need-based decision-making, helping to inform safety priorities and target the most effective countermeasures.

6.1.2 Vulnerable Roadway Users

The second focus area, which was underscored in every Tribal community meeting and received unanimous support from agency partners, protects the most vulnerable roadway users: pedestrians and bicyclists. Previous planning documents prepared by the Tribe—including the 2006 LRTP and 2011 *Community-based Comprehensive Plan*—affirm the Tribe’s support for active transportation. The 2006 document establishes a goal to “create a transportation system that provides inter-community and intra-community non-motorized pedestrian and safety travel throughout the Rancheria” with supporting policies to eliminate barriers, promote education and enforcement programs, and pursue additional funding.

Crash data also supports this focus area: 10% of fatal/injury crashes in Humboldt County over the last five years involved pedestrians and 6% involved cyclists. There were four pedestrian fatalities on the Tribe’s NTTFI network over the same duration.

Pedestrian safety emerges as a top priority in each of the past safety plans prepared by the Tribe over the past decades and is mirrored in the City of Trinidad’s Local Road Safety Plan (2022), Humboldt County’s VROOM Regional Transportation Plan, and throughout both state and federal safety strategies. The city’s 2022 plan identifies a pedestrian education campaign as one of its non-engineering strategies, along with public interest in city-wide bike lanes and a multi-use path along Scenic Drive.

Streets within Tribal boundaries tend to be low-speed, narrow facilities providing direct access to adjacent properties. Aside from trails on Trinidad Head and sidewalks on select streets accessing the harbor, there are no dedicated pedestrian or cyclist spaces so users must share the road with motor vehicles. Improvements on the main parcel as part of the US 101 Trinidad Area Access Improvements Project will address this deficiency, discussed in **Section 6.2.1**.

There are numerous proven safety countermeasures to promote bicycle and pedestrian safety—including project-specific efforts discussed in **Section 6.2**. At a systems level, this CSAP recommends the following measures:

- The Tribe should consider developing/adopting a Complete Streets Policy to promote inclusion and safe access for all roadway users, including but not limited to cyclists and pedestrians.
- Separated pedestrian walkways are a FHWA proven safety countermeasure, focusing on defining dedicated spaces away from traffic. This can include sidewalks, shared use paths, or roadway shoulders. FHWA’s Pedestrian Safety Guide and Countermeasure Selection System¹² summarizes the latest information with online tools to inform countermeasure selection.
- Caltrans *Complete Intersections* guide¹³ outlines measures to make different intersection types safer for cyclists and pedestrians. While each location is unique, shorter crossing lengths, slower travel speeds (**Section 6.1.4**), and better visibility are key themes.

¹² <http://www.pedbikesafe.org/PEDSAFE/>

¹³ <https://dot.ca.gov/programs/safety-programs/proven-safety-countermeasures/countermeasures>

6.1.3 Impaired Driving

Targeting impaired drivers is cited as a priority at the state and federal level and was a highly rated need during May 2024 conversations with agency partners. Based on 2018-2022 TIMS records, 15% of fatal and injury crashes on NTTFI routes involved drugs or alcohol compared to 18% countywide. Coordination with local law enforcement agencies also identified several DUI violations: five in the city plus one on the main Tribal parcel.

The Steering Committee also suggested distracted driving be considered alongside impairment as strategies are related, relying heavily on public education and awareness. Limited information to track distracted driving trends can be assessed through TIMS data.

The *Tribal Motor Vehicle Injury Prevention Best Practices Guide*¹⁴ identifies six strategies to reduce fatal and injury crashes related to impaired driving, most of which are applicable to larger Tribes: legislation, checkpoints, in-vehicle monitors, and mass media campaigns.

Without an in-house police force, the Tribe must rely on other jurisdictions for enforcement efforts. California's Highway Safety Office published its 2022 *Impaired Driving Plan*¹⁵ with a collection of strategies and best practices from law enforcement, prosecution, toxicology, licensing, education, and outreach efforts. The plan provides a strategic direction for continued discussion and evaluation of measures taken to reduce impaired driving. A selection of community education strategies (**Table 3**) should be considered for implementation by the Tribe, potentially in partnership with other Tribal services and/or nearby jurisdictions.

Table 3: Community Engagement Strategies

Develop robust social media to support events, relevant partner initiatives, and enforcement periods.	Plan and conduct community outreach events to generate awareness of the dangers and consequences of impaired driving.	Engage with sports and event venues, festivals and other public gatherings for safe driving programs.
Establish relationships with healthcare providers to provide information on driving under the influence of over the counter and prescription medications and illicit drugs.	Collaborate with law enforcement to publicize high visibility enforcement through media relations and tactics.	Create alternative transportation programs to encourage a sober ride home.

6.1.4 Speed Management

Complementing the systemic countermeasures above, encouraging motorists to travel at speeds appropriate for the roadway's context can have a substantial impact on overall safety. USDOT reports 28% of fatal crashes and 13% of injuries were speed-related nationally in 2021, increasing

¹⁴ https://www.cdc.gov/tribal-road-safety/media/pdfs/TMVIP_Best-Practices_Guide_2016-a.pdf

¹⁵ Online at <https://www.ots.ca.gov/wp-content/uploads/sites/67/2022/11/2022-CA-Impaired-Driving-Plan.pdf>

compared to prior years. Based on 2018-2022 TIMS records, 24% of fatal and injury crashes on NTTFI routes involved unsafe speeding.

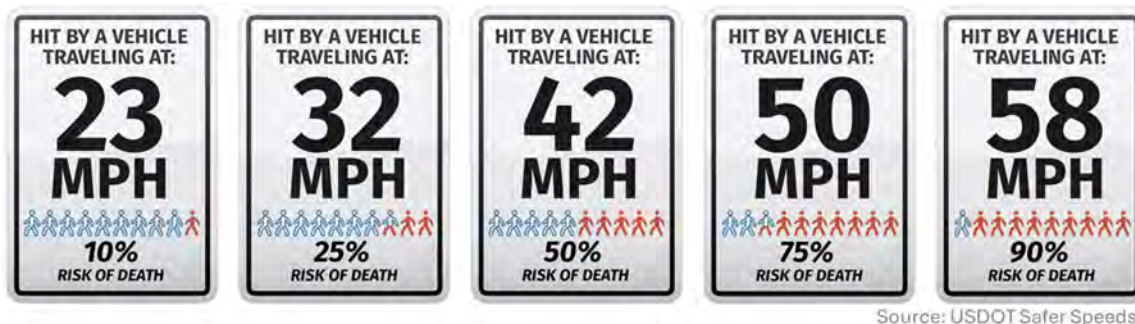


Figure 19: Correlation between Speed and Crash Severity

USDOT's *Safe System Approach for Speed Management*¹⁶ describes the latest tools, considerations, and best practices to implement speed management strategies. The framework to enact change includes five steps: establishing a consensus-driven vision, collecting data, prioritizing sites, and selecting countermeasures, followed by monitoring/evaluation. Applicable strategies include:

- At high crash/severity locations, consider both lowering speed limits and implementing traffic calming measures, or providing separation for pedestrians and bicyclists if vehicular movement is necessary.
- Lower speeds in urban environments promote physical activities such as walking and cycling. Lower speed limits also improve accessibility and equity of access to the transportation system. Creating environments where all people feel safe further helps to make a public network accessible to all members of the community.
- Set speed limits by incorporating the needs of all road users rather than focusing on vehicle operating speeds.
- Behavioral treatments include increased speed limit sign density, speed feedback signs, traditional or automated enforcement, and speed safety cameras—a proven safety countermeasure.

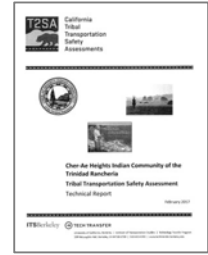
Caltrans also published a *Traffic Calming Guide*¹⁷ that lists a host of strategies to safely manage speeds. Specific measures include signing/stripping, roundabouts, closures/access management, reducing lane widths or turning radii, vertical elements, on-street parking, aesthetic treatments, chicanes, and more. Measures should be considered on a case-by-case basis as individual project development efforts progress since each location is unique with no one-size-fits-all solution. The importance of these measures should be discussed in the recommended Complete Streets Policy as well.

¹⁶ https://highways.dot.gov/sites/fhwa.dot.gov/files/Safe_System_Approach_for_Speed_Management.pdf

¹⁷ <https://dot.ca.gov/programs/safety-programs/traffic-calming>

6.2 Priority Projects

Previous Tribal transportation plans highlight the importance of addressing specific safety concerns along Scenic Drive, Westhaven Drive, Archer Road, Cher-Ae Lane, and US 101.

	The 2012 Roadway Safety Audit examines road safety needs on the Main and Westhaven properties alongside Scenic and Westhaven drives. Maintenance and striping repairs are recommended, followed by long-term reconstruction/widening. Steep side slopes and slope failures are a recurring concern: the report notes that Scenic Drive “has many safety issues, especially south of the casino, including landslide areas, poor pavement conditions, steep drop-offs, narrow road sections, worn striping, poor sight distances, lack of guardrail and single lane sections. The road provides spectacular views of the beach and Pacific Ocean but has few vehicle turnouts.”
	The 2014 Safety Plan affirms the Tribe’s commitment to “reduce the number of injuries and improve the overall safety of its transportation system.” It outlines a vision for improved safety built around ten emphasis areas: data management, education, and specific sites that represent safety concerns, especially for cyclists and pedestrians. Partnerships with various local, county, state, and federal agencies are acknowledged. As part of the 2014 plan, the Tribe conducted a community survey to collect opinions about unmet safety needs within Tribal boundaries. The lack of safe pedestrian walkways and delays in emergency response services were among the top transportation safety concerns. Scenic Drive, Westhaven Drive, and Archer Road were cited as safety concerns, particularly for cyclists and pedestrians. Most responses (68%) also deemed transit services inadequate.
	A 2017 Safety Assessment by UC Berkley reaffirmed several of the emphasis areas in the 2014 safety study. A multi-disciplinary team reviewed crash data, coordinated with Tribal leaders, and conducted field visits to identify safety concerns and potential policy and engineering solutions. Potential safety improvements include measures to enhance bike/ped safety, lighting, wayfinding, and intersection safety.

The following transportation safety needs and deficiencies have been identified on or adjacent to Tribal lands, representing potential future projects that may warrant development over the 20-year planning horizon. Items noted in bold are already being addressed via active projects at various stages in the project development process. Most include a safety component, if not explicitly identifying it as the core Purpose and Need.

Main Parcel

- ☑ **US 101 Trinidad Area Access Improvements Project**
- ☑ Repairs/maintenance on Pa Pah Lane, Ter Ker Koo Lane, Wa-Ray Road, and Unnamed Route 508
- ☑ Smaller scale safety improvements on Scenic Drive: improve clear zone, consider high-friction pavement, add warning signs, install centerline rumble strips
- ☑ Traffic calming measures for Tribal Services parking lot

Harbor

- ☑ **Better define traffic and pedestrian flows on Bay Street and adjacent parking areas.**
- ☑ Better define parking areas and increase enforcement
- ☑ Address bluff stability at Ue-Kwe'Won Beach below Lighthouse Road and vacation rental property

Westhaven/Trillium

- ☑ Turnaround for Teh-Pah Lane to support emergency access
- ☑ **Increased sidewalk connections at Westhaven/Trillium properties**

McKinleyville

- ☑ Archer Road Widening
- ☑ Repairs/maintenance and widening for LaRay Lane
- ☑ New alignment connection between Archer Road and Twe-Goh Court
- ☑ Increased sidewalk connections at McKinleyville

Everywhere

- ☑ Expanded transit services

6.2.1 US 101 Trinidad Area Access Improvements Project

One of the highest safety priorities, both today and for the past few decades, is to provide safe and reliable access to the main parcel. The proposed project aims to enhance access to the main parcel of the Trinidad Rancheria by creating a new interchange and improving Scenic Drive. These improvements will address the geotechnical instability of the coastal bluff, the lack of bike and pedestrian facilities, and the limited access from US 101. Additionally, enhancements to US 101 will extend from postmile 99.6, south of the proposed new interchange. Design and environmental investigations are currently underway, evaluating costs and benefits between different build alternatives. One of the proposed alternatives being considered (**Figure 20**) would create a diamond-style interchange with the freeway, providing direct access to the main parcel.



Figure 20: Rendering of Proposed Interchange Concept

The project includes a series of roundabouts, a proven safety countermeasure to decrease crashes by reducing potential conflict points and to reduce the severity of crashes. Besides improving safety, roundabouts also promote efficient traffic flows, reducing stops, delays, and queue lengths.

A network of multi-use paths is included with the project, to promote safety and modal choices. These facilities pair well with transit service, providing convenient connections to popular origins/destinations. The closest transit stop today is at the Trinidad park and ride lot, a 0.9-mile walk along narrow, unlit Scenic Drive (discussed below) to access government services and critical infrastructure.

With the change in access from the proposed interchange, Cher-Ae Lane takes on a Main Street feel, shifting the main property entrance from Scenic Drive to the new interchange. As discussed in the 2011 *Comprehensive Plan*, this is intended to complement changing development patterns:

- Redefine existing administrative offices to become a “village center” complex with office space and other community-oriented facilities like a community center, library, group kitchen, cultural center/museum, gym, and/or outdoor ceremony areas.
- Create a new gas station/convenience store and/or charging stations for electric vehicles.
- Construct a new hotel; project development efforts to construct the new facility between the casino and Scenic Drive are ongoing.
- Create an RV park to offer additional accommodation options for overnight visitors.

Beyond the proposed interchange, Scenic Drive provides sole access to the Tribe’s government services and critical infrastructure. Despite its crucial role, the road experiences significant

geological instability, has a narrow width and poor stopping/passing sight distance that limit safe use by different modal users, and is plagued by pavement slips/slides and closures. The project includes large-scale reconstruction of Scenic Drive from Main Street to approximately 200 feet south of Cher-Ae Lane. Reconstructed Scenic Drive will provide 11-foot lanes, 2-foot shoulders, and an 8-foot multi-use path. Retaining walls will be necessary along significant portions of the road to stabilize bluffs and allow for uphill cuts. As Scenic Drive is a piece of the 1,200+ mile California Coastal Trail, improved bicycle and pedestrian mobility will add value to the larger network beyond supporting local trips.



Figure 21: Renderings of Scenic Drive Proposed Improvements

6.2.2 Prioritization

Potential safety projects were identified as high, medium, or low priorities based on a number of factors, including:

- Does the proposed improvement address a data-driven transportation safety need? This can include reported crashes, anecdotal input, past studies, stability/maintenance concerns, etc.
- Does the proposed improvement address a safety concern identified through community engagement measures?
- How many Tribal members will benefit from the proposed improvement? For example, does the roadway serve a few houses or critical access to infrastructure/services?
- Is the proposed improvement consistent with the Tribe's future vision for its transportation system, land use, and environmental setting?
- Is it included in the current Tribal Transportation Improvement Program (TTIP)? Is there available funding to advance towards the next stage of the project development process?
- Is the proposed improvement constructable?
- Is the proposed improvement contained within Tribal lands or does it require coordination with outside agency partners?
- Is the project likely to face public opposition or other controversy?

Prioritized improvement projects are summarized in **Table 4**.

Table 4: Prioritized Projects

High Priorities	Medium Priorities	Low Priorities
• US 101 Trinidad Area Access Improvements Project • Smaller scale Scenic Drive safety improvements • Planning to expand transit services to all Tribal parcels • Striping for Bay Street/parking areas at Harbor • Address bluff stability at Ue-Kwe'Won Beach/Lighthouse Road • Increased sidewalk connections at Westhaven, Trillium, and McKinleyville parcels	• Traffic calming measures for Tribal Services parking lot • Repairs on Wa-Ray Road • Turnaround for Teh-Pah Lane • Archer Road Widening • New connection between Archer Road and Twe-Goh Court	• Repairs on Pa Pah Lane • Repairs on Ter Ker Koo Lane • Repairs on Unnamed Route 508 • Repairs and widening for LaRay Lane

6.3 Policy and Process Considerations

As a relatively small Tribe with a NTTFI network comprised of roadways maintained by different agencies, collaboration with nearby agency partners is critical.

Simultaneously, sovereignty and self-determination must be inherent in every element of the process. As stated in the 2006 LRTP:

TRIBAL SELF-DETERMINATION IS A GOAL OF THE TRINIDAD RANCHERIA IN ALL TRANSPORTATION PLANNING AND TRANSPORTATION INFRASTRUCTURE MAINTENANCE/DEVELOPMENT DECISIONS AS WELL AS THE PROTECTION OF TRIBAL SOVEREIGNTY. TRIBAL SOVEREIGNTY AND SELF-DETERMINATION IS THE RIGHT OF A PEOPLE TO DECIDE THEIR OWN DESTINY, THE LAWS THAT GOVERN THEM, HOW THEIR CHILDREN SHOULD BE EDUCATED AND HOW TO DRIVE THEIR ECONOMY AND THE RIGHT NOT TO BE IMPOSED UPON BY ANOTHER GOVERNMENT. RELATED TO THIS GOAL IS THE NEED OF ALL COUNTY, STATE, AND FEDERAL GOVERNMENT AGENCIES TO ACKNOWLEDGE AND RESPECT THE TENETS OF TRIBAL TRUST AND GOVERNMENT-TO-GOVERNMENT RELATIONSHIPS IN ALL INTERACTIONS WITH THE TRINIDAD RANCHERIA. EXECUTIVE ORDER 13175 STATES THAT ANY FORMULATION OR IMPLEMENTATION OF POLICIES THAT AFFECT U.S. TRIBES BY FEDERAL AGENCIES MUST RECOGNIZE INDIAN TRIBES AS DOMESTIC DEPENDENT NATIONS THAT POSSESS THE RIGHT TO SELF-GOVERNMENT AND INHERENT SOVEREIGN POWERS. THEREFORE, ANY INTERACTION BETWEEN TRIBES AND THE U.S. GOVERNMENT MUST TAKE PLACE ON A "GOVERNMENT-TO-GOVERNMENT" BASIS IN WHICH TRIBAL SOVEREIGNTY AND SELF-DETERMINATION ARE RECOGNIZED AND RESPECTED. AS A GUIDING PRINCIPLE IN THESE GOVERNMENT-TO-GOVERNMENT RELATIONS, "THE FEDERAL GOVERNMENT SHALL GRANT INDIAN TRIBAL GOVERNMENTS THE MAXIMUM ADMINISTRATIVE DISCRETION POSSIBLE," MEANING THAT TRIBES ARE ENCOURAGED TO DEVELOP THEIR OWN POLICES TO ACHIEVE THEIR OWN PROGRAM OBJECTIVES AND THAT THE U.S. GOVERNMENT WILL DEFER TO INDIAN TRIBES TO ESTABLISH STANDARDS.

It is essential the Tribe continue fostering relationships with other transportation agencies and advocating for equity at both policy and project levels.

At the state level, the Trinidad Rancheria holds a seat on the Caltrans Native American Advisory Committee (NAAC). Meeting quarterly, the NAAC provides a framework for tribal leaders and high-level Caltrans management to engage on a wide variety of transportation programs, policies, and projects, while also providing an opportunity to further Government-to-Government relationships.

Regionally, the Tribe has representation on HCAOG's Technical Advisory Committee regarding regional transportation planning issues. The Tribe is also a member of the North Coast Tribal Transportation Commission (NCTTC). The NCTTC consists of 11 tribes within Humboldt and Del Norte Counties. The NCTTC holds a seat on the state's Active Transportation Program Technical Advisory Committee to assist in the formulation of equitable guidelines for Active Transportation Projects and holds monthly meetings "to promote safe and efficient modes of transportation, improve transportation, identify transportation needs, and advocate for transportation issues of tribal communities throughout Humboldt and Del Norte Counties. It aims to collaborate on issues between all Native American tribes and solve problems concerning transportation issues among Humboldt and Del Norte County tribes."

Internally, safety is a key consideration throughout every decision, not just for transportation. Tribal leaders work to ensure investments balance short- and long-term member needs, fiscal resources, environmental stewardship, and more. Regular meetings with Tribal Council and across all departments and programs promote holistic, informed decision-making.

7 Implementation and Next Steps

Progress and transparency is a method to measure progress over time after an Action Plan is developed or updated, including outcome data. It's a means to ensure ongoing transparency is established with residents and other relevant stakeholders. The approach must include, at a minimum, annual public and accessible reporting on progress toward reducing roadway fatalities and serious injuries and public posting of the Action Plan online.

Following a public comment period on this draft CSAP and any resultant revisions, the Plan will go to Tribal Council for review and formal adoption.

Once Council adopts this CSAP, implementation of action strategies will be overseen by the Implementation Team—comprised of the Tribe's Chief Executive Officer, Chief Financial Officer, Executive Manager, and Transportation Department. The intent is to regularly reassess and update this CSAP as conditions change to ensure recommendations remain relevant and consistent with current conditions.

The following outcomes will be measured annually and reported by the Implementation Team:

Description	Apr 2025 Outcome
Metric: Publication of the Tribal Crash Database Measure: In Progress, Completion Date	Expect delivery by June 2025
Metric: Minimize crashes on Tribal lands Measure: Number of reported crashes by severity	Per 2018-2022 Data 0 fatal/injury, 4 PDO
Metric: Improve transportation safety on Tribal lands Measure: Number of other traffic violations on Tribal lands	Per 2018-2022 Data 2 DUI
Metric: Improve transportation safety on Tribal lands Measure: Invested TTSP, SS4A, or HSIP funds on safety projects?	FY2024: Yes
Metric: Adoption of Complete Streets Policy Measure: In Progress, Adoption Date	In progress
Metric: Adoption of Vision Zero Policy Measure: Target Date	2023 Resolution 2032 Target
Metric: Incorporate dedicated facilities for vulnerable roadway users Measure: Total centerline mileage of sidewalks, trails, bike lanes, shared use paths, and similar facilities on Tribal lands	0.0 mi

Appendix A

Vision Zero Resolution



Cher-Ae Heights Indian Community of the Trinidad Rancheria



CHER-AE HEIGHTS INDIAN COMMUNITY OF THE TRINIDAD RANCHERIA RESOLUTION OF THE TRIBAL COUNCIL

RESOLUTION NO: TC-23-35

- SUBJECT:** Approval and Adoption of Vision Zero – A holistic strategy to achieve the policy goal of eliminating all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all.
- WHEREAS:** The Cher-Ae Heights Indian Community of the Trinidad Rancheria (Trinidad Rancheria) is a federally recognized Indian Tribe located in California and has a government-to-government relationship with the United States of America; and
- WHEREAS:** The Cher-Ae Heights Indian Community Tribal Council (hereinafter “Tribal Council”) is the governing body of the Trinidad Rancheria under the authority of the Tribe’s Constitution; and
- WHEREAS:** The life and health of all persons living and traveling within the Trinidad Rancheria are our utmost priority, and no one should die or be seriously injured while traveling on our streets and roadways; and
- WHEREAS:** Vision Zero is the concept that traffic deaths and serious injuries on our roadways are unacceptable; and
- WHEREAS:** Vision Zero is a holistic strategy aimed at eliminating all traffic fatalities and severe injuries suffered by all road users while increasing safe, healthy, equitable mobility for all; and
- WHEREAS:** Streets and transportation systems have traditionally been designed primarily to move cars efficiently, and Vision Zero supports a paradigm shift by designing streets and transportation systems to move all people safely, including people of all ages and abilities, pedestrians, bicyclists, public transit users, scooter riders, and motorcyclists, as well as drivers and passengers of motor vehicles; and



WHEREAS: Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to ensure that those inevitable mistakes do not result in severe injuries or fatalities; therefore, transportation planners and engineers and policymakers are expected to improve the roadway environment, policies, and other related systems to lessen the severity of crashes; and

WHEREAS: The Trinidad Rancheria's transportation infrastructure serves an increasing number of vulnerable road users such as pedestrians and bicyclists; and

WHEREAS: Making streets safer for all people using all modes of transportation will encourage people to travel on foot, by bicycle, and by public transit, which supports a healthier, more active lifestyle and reduces environmental pollution; and

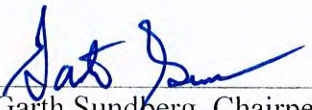
WHEREAS: Successful Vision Zero programs are a result of both a complete government approach (i.e., interdepartmental, coordinated initiatives) and community support of Vision Zero objectives and action plans.

THEREFORE BE IT RESOLVED: The Trinidad Rancheria Tribal Council hereby approves and adopts Vision Zero – a holistic strategy to achieve the policy goal of eliminating all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all.

CERTIFICATION

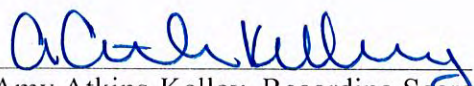
This is to certify that **Resolution TC-23-35** was approved at a duly-called meeting of the Tribal Council, at which a quorum was present, and that this Resolution was adopted by a vote of 5 in favor, 0 opposed, and 0 abstaining.

Dated this 27th day of November, 2023:



Garth Sundberg, Chairperson

ATTEST:



Amy Atkins-Kelley, Recording Secretary

Appendix B

Meeting Summaries



Long Range Transportation Plan Kick Off Meeting Tuesday, March 21, 2023

The project team held three meetings on March 21, 2023, to kick off a set of transportation planning efforts: the Long-Range Transportation Plan and Comprehensive Safety Action Plan. Three meetings were held in the Trinidad Rancheria back house:

- 10 AM, Leadership briefing with 7 attendees
- 2 PM, Department heads with 19 attendees
- 6 PM, Tribal community with 14 attendees

Each included an overview of the studies, followed by group discussions to define a 2045 Transportation Vision. Previous studies and current county/regional plans were assessed to serve as a baseline for discussions, building primarily from the Trinidad Rancheria 2011 Comprehensive Plan. Vision discussions were organized around seven themes: Land Use/Housing, Economic Vitality, Sustainability/Resiliency, Safety and Health, Roadways, Active Transportation, and Transit. A copy of the meeting slides is attached for reference. Each meeting also showcased the online tools available to collect input: a survey at <https://arcg.is/1PaP5z1> and a GIS-based app at <https://arcg.is/OGPvP4>.

Key discussion items are listed below, followed by photos of the Vision Boards developed during the afternoon meetings.

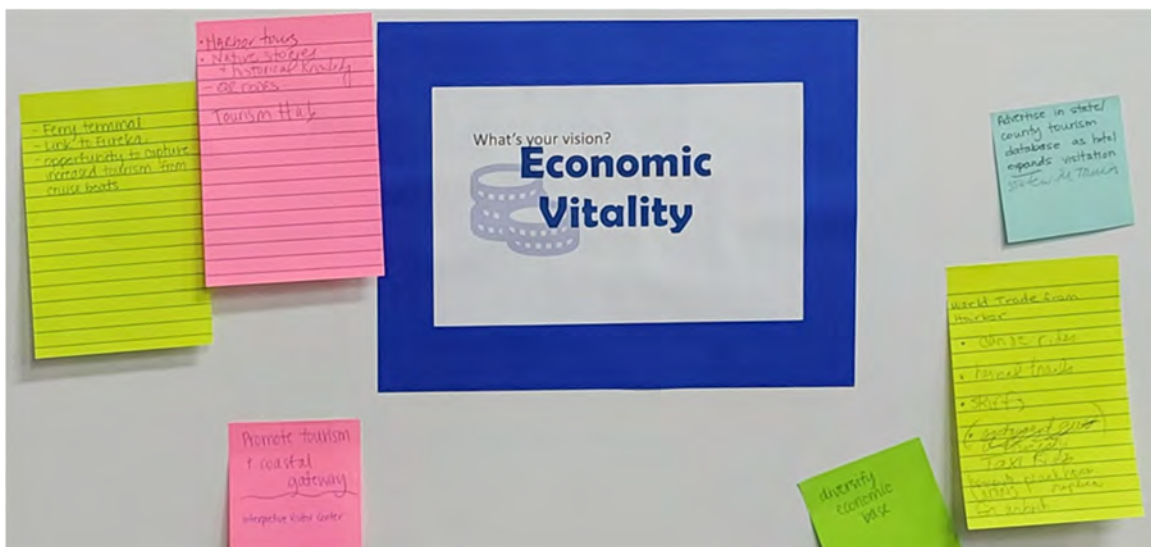
Land Use/Housing

- The 101 interchange project remains a top priority. A separate project is underway in conjunction with Caltrans currently, working towards construction within the decade.
- A recent grant award to expand the tribal center will add office space but lose parking on the main parcel. Parking will need to be considered and maximized in the future.
- There is interest in increased land acquisition for housing, greenspace, and trails.
- A range of housing options are being considered for the McKinleyville parcel: multifamily housing including duplexes/fourplexes and townhomes. Development is constrained by the lack of sewer; larger lots are currently needed for septic. Links to the city system or a standalone package plant are being discussed.
- Since purchasing the harbor property in 2000, \$20 million in tribal funds has been invested.
- A centralized waste/recycling center is planned though the location has not been determined yet.
- Consider higher density infill development to promote walkability.



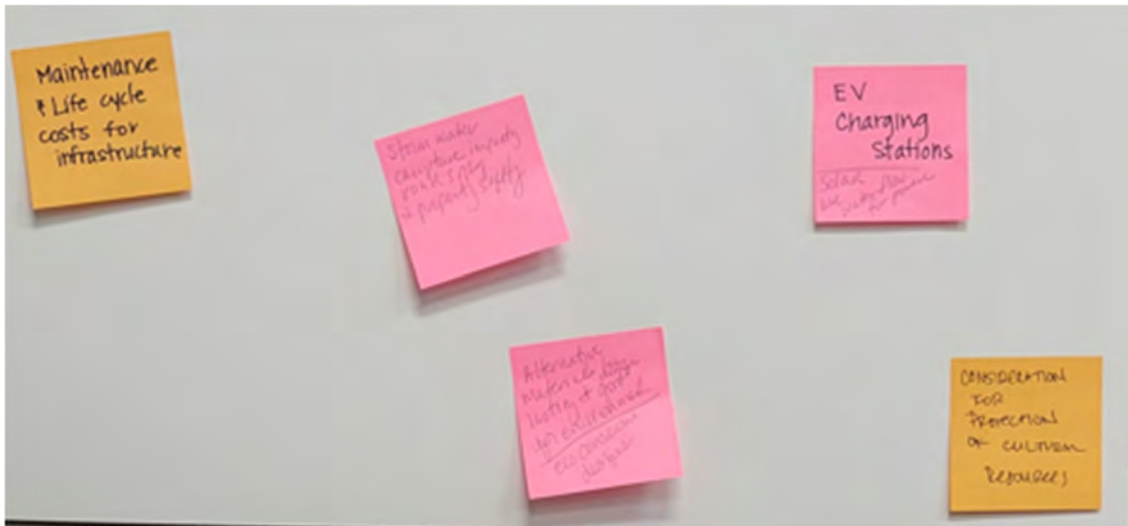
Economic Vitality

- The 50-room hotel discussed in the 2011 Comp Plan now includes 100 rooms and is wrapping up the design phase.



Sustainability/Resiliency

- It is essential to consider green infrastructure, stormwater management, and other environmentally sensitive measures.
- Sustainability must consider both the natural environment and cultural heritage.
- Financial sustainability is another consideration: being able to maintain infrastructure beyond initial capital costs.
- It would be good to plan for EV charging stations in future development plans.



Safety and Health

- Concerns with pedestrians along Scenic Drive and school-age children from all parcels having to walk to access school bus stops.
- Scenic Drive provides sole access to the main parcel, making it a critical concern for emergency responders and as an evacuation route—especially concerning in light of the roadway/hillside condition. If the Scenic Drive linkage fails, the Tribe will establish an emergency connection to the 101.
- Beyond parking, there are no defined areas for different modal users (i.e., cars, pedestrians, freight) accessing the pier and Seascape restaurant.
- Roadside vegetation is nice but can lead to hazards for motorists: falling branches, obstacles in clear zone, and flashes of sunlight limiting visibility.
- Consistent reporting on crashes would help define problem areas and demonstrate needs, particularly for grant applications.



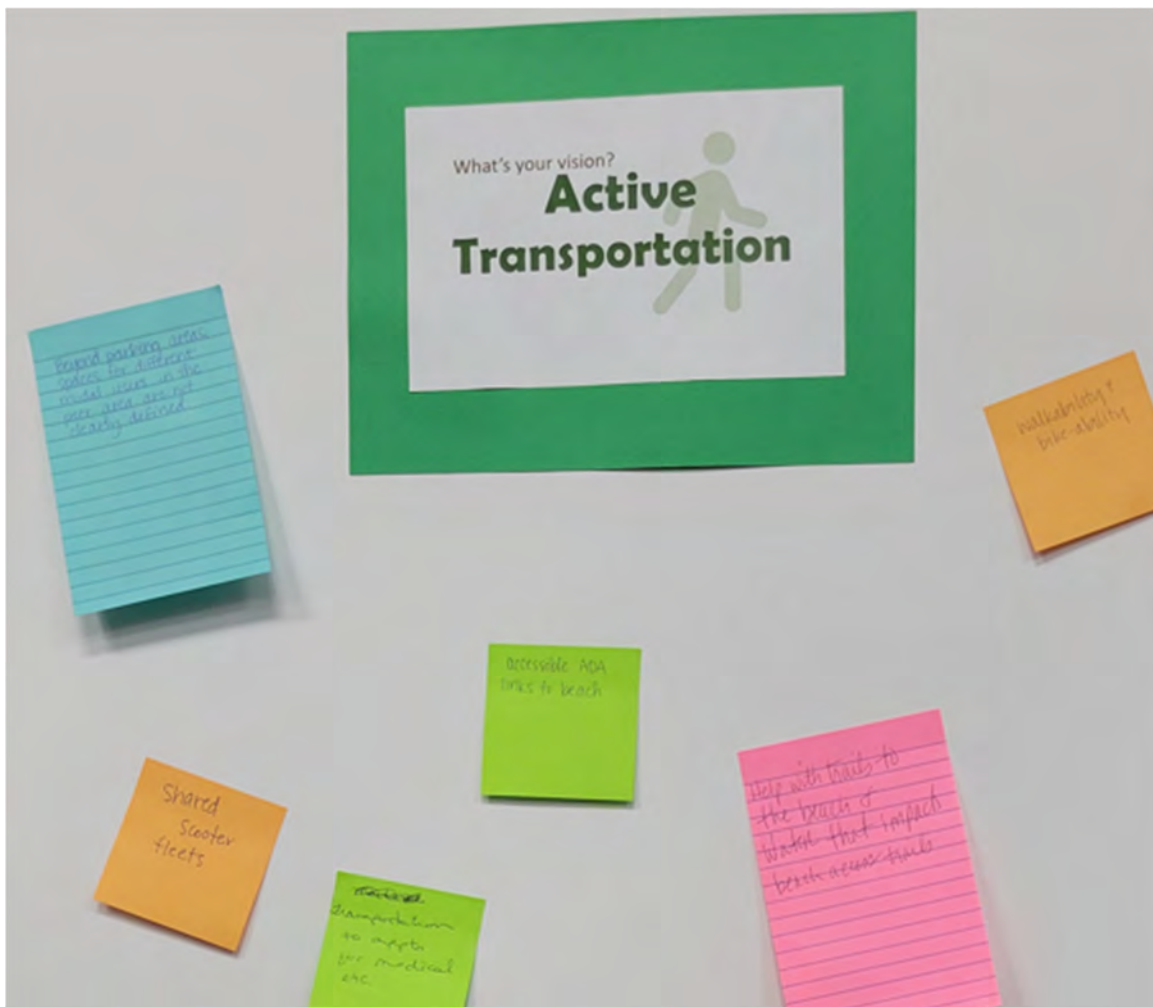
Roadways

- Three main priorities identified in previous planning efforts: 101 interchange/Cher-Ae Lane, Scenic Drive condition, Archer Road widening.
- Teh-Pah Lane is narrow; a turnaround for improved emergency access would be beneficial. A loop to Kaywin Lane may not be feasible.
- Numerous places with steep drop-offs along the 101 would benefit from more guardrail.



Active Transportation

- Opportunity to increase trails and focus on eco-tourism.
- Consider a shared scooter fleet.
- The 101 interchange project includes multi-use paths throughout the main parcel and along Scenic Drive to Trinidad.
- It would be beneficial to have increased beachfront access. Any links should be accessible for all users, in accordance with ADA standards.



Transit

- Few options exist today. There is interest in a dial-a-ride service. The Tribe may pursue an FTA grant next year.
- Available services do not align well with casino needs or employee shifts.
- First-mile/last-mile linkages would be valuable.
- Different funding options are available for housing near transit stops (e.g., with 1-2 miles)



Misc.

- The new pier represents an opportunity as a marine terminal, especially for increased tourism through a ferry connection to Eureka.
- Recreation/Tourism should be explored further in the vision statements.



**Long Range Transportation &
Comprehensive Safety Action Plans
Coordination Meeting
Wednesday, February 21, 2024**

The project team held two meetings on February 21, 2024, to engage with the Tribal community regarding the development of the Long-Range Transportation Plan (LRTP) and Comprehensive Safety Action Plan. A session at 3:30 included Rancheria employees from several departments (14 attendees), followed by a 5:30 session for any interested Tribal members (10 attendees). Each was held in the Trinidad Rancheria back house. Each included a recap of the studies' scope and update on current status.

Three white papers have been published to date, summarizing technical analyses that will comprise the larger LRTP.

The *Existing Conditions White Paper* examines the Tribe's planning context, i.e., its history, land use, and population demographics. It explores the existing transportation system, looking at both local and regional mobility systems, organized by mode (highways, bike/ped, transit, marine, and air travel). It also includes a brief summary of past planning studies and early input collected during the March 2023 kickoff meetings.

The *Safety White Paper* takes a closer look at safety-themed elements of the plan, feeding into both the Comprehensive Safety Action Plan and LRTP. The white paper presents existing safety conditions, building on both quantitative and qualitative data sources: five years of fatal and injury crash reports, historic safety concerns identified through past planning studies, and community input. The intent is to document baseline data to inform future conversations and assessments necessary to define the Action Plan, working through coordination points in the Safe Streets for All (SS4A) process. Limitations with crash reporting for Tribes complicate a data-driven correlation between recent crash history and potential emphases areas above. Anecdotal observations and robust communication with day-to-day system users—including input from these February 2024 meetings—can help overcome these limitations.

Building from that baseline, the *Future Conditions White Paper* steps forward to describe a vision for the future. Compiling insights from the 2011 *Comprehensive Plan*, goals from the previous LRTP, project-specific studies, and other regional planning documents, it describes where the Tribe is headed over the next 20 years. The second half of the document develops the themes discussed at last year's kickoff meetings: how the future transportation system should support land use changes, economic vitality, recreation, tourism, environmental sustainability, and safety—as well as mode-specific plans. It covers specific high-priority projects, like the US 101 Trinidad Area Access Improvements Project and improvements to Scenic Drive. It also discusses more generalized goals: maintaining assets in a state of good repair, expanding housing options, integrating transit, and increasing bike/ped infrastructure.

Each document is available on the study website (TR2045.com), which also contains a crowdsourcing map and survey to collect input.

Following this update, attendees discussed potential systemic safety focus areas, supplementing limited crash data with first-hand local input.

- Bicyclists and pedestrians, which are a special concern along Scenic Drive and crossing US 101. People walk along Scenic Drive at all times, in all weather—even when sun glare, rain, or darkness limit visibility.
- Impaired drivers
- Roadway departure crashes; rough pavement conditions, ponding, and debris are recurring concerns influencing these crash types.
- Intersections, particularly at the US 101 interchange in Trinidad where several closely spaced access points create confusion for motorists.

Discussion then shifted to potential project priorities, organized geographically. An initial list of potential projects were displayed (blue text), assembled from previous studies, deficiencies noted in the National Tribal Transportation Facility Inventory (NTTFI), crash trends, and online comments.

Systemwide Concerns

- Transit service for all Tribal parcels is important, linked with other regional routes to optimize convenience and access. With relatively low demand, smaller vehicles following a Dial-a-Ride model is likely a better fit than traditional scheduled routes. A 2022 survey effort illustrates these needs; additional study is needed to determine feasibility. Victim Services has programs in place; Transportation should coordinate to potentially integrate benefits.
- There is a disparity in roadway conditions and infrastructure investment levels—both locally and throughout Indian Country. Humboldt County has a limited budget but the Rancheria shouldn't always be the lowest priority. The Tribe worked hard to get representation in the Humboldt County Association of Governments (HCAOG) process and deserves an equal voice.
- Whatever improvements are proposed, the character of the community must be preserved. This includes both the environmental setting (e.g., trees and landscaping) and cultural aspects.

Main Parcel

- [US 101 Trinidad Area Access Improvements Project](#)
- [Repairs/maintenance on Pa-Pah Lane, Ter Ker Koo Lane, Wa-Ray Road, and Unnamed Route 508](#)
- [Traffic calming measures for Tribal Services parking lot](#)
- Additional trails are needed; the proposed multi-use path system included as part of the US 101 Trinidad Area Access Improvements Project may help define gaps in access.
- Improved signage/wayfinding would help direct motorists from US 101.

- There are sites that need guardrail, particularly along US 101.
- Low-mount lighting or guardrail reflectors along improved Scenic Drive would help improve safety/visibility and be less disruptive than traditional overhead lighting.

Trinidad Harbor

- A new interpretive visitor center and parking/stormwater improvements are planned, with construction beginning as soon as 2024. Plans show improved striping, including pedestrian paths.
- Parking enforcement is needed during busy periods, with fishermen double parking and taking up spaces dedicated for restaurant patrons.
- Spaces in the gravel lot by the lighthouse are not defined, leading to individual users defining ad hoc parking patterns.
- Educational signs on trails are needed, both interpretive and to remind users of proper trail etiquette.
- Stabilize bluffs below Lighthouse Road.
- There is an active slide behind Seascape. Beach users below the unstable slope appear unconcerned with risks, despite advisory signage. As such, it may be safer to close off beach access before someone is seriously injured.

Westhaven/Trillium

- Narrow lanes on Teh-Pah, further limited by on-street parking, are too narrow for emergency vehicles to access. A cul-de-sac or loop with Kaywin should be explored, though the nearby pump station may limit feasible options.
- Increased lighting on Kaywin could help discourage graffiti.
- Roots growing in the roadway on Teh-Pah are damaging the pavement.
- Increased sidewalk connections. Even with bike/ped improvements as part of the US 101 Trinidad Area Access Improvements Project, residents on the Westhaven property must cut through private property or walk on narrow Westhaven Drive to access the new overcrossing.

McKinleyville

- Archer Road Widening
- Repairs/maintenance and widening for LaRay Lane
- LaRay Lane is narrow and steep; emergency services may not even be able to access residents at the far eastern end of the property.
- New alignment connection between Archer Road and Twe-Goh Court
- Increased sidewalk connections
- There is a drainage issue at Pishka Court where runoff ponds on the roadway.

Following each session, attendees were encouraged to submit any additional comments via the study website. Comments will be accepted for several months, with a formal public comment period corresponding to the publication of the draft LRTP in late 2024.



MEETING MINUTES

Project: SS4A Comprehensive Safety Action Plan
for the Cher-Ae Heights Indian Community of the Trinidad Rancheria

Purpose: Agency Working Group Meeting No. 1

Place: Zoom virtual meeting

Meeting Date: May 1, 2024 at 9:30 AM

Prepared By: Qk4

Participants:

Jacque Hostler-Carmesin	Trinidad Rancheria CEO
Amy Atkins-Kelley	Trinidad Rancheria Executive Manager
Angela Higley	Trinidad Rancheria CFO
Aprilskye Hemsted	Trinidad Rancheria Tribal Council
Ron Sundberg	Trinidad Rancheria Environmental Director
Leslie Sanders	Trinidad Rancheria Transportation Director
Noah Rodriguez	Trinidad Rancheria Transportation Manager
Jess Gravelle	Trinidad Rancheria Coastal/Climate Change
Rachel Veiga	Trinidad Rancheria Housing
Karen Felt	Trinidad Rancheria Human Resources
Brett Gronemeyer	Cal-Trans, Office of Traffic Safety
Jerome Washington	Cal-Trans, District 1 Native American Liaison
Steve Madrone	Humboldt County, D5 Supervisor
Tom Mattson	Humboldt County, Public Works Director
Beth Burks	Humboldt County Association of Governments
Eli Naffah	Trinidad City Manager
Josh Wolf	Trinidad City Engineering
Rebecca Thompson	Qk4
Julie Passalacqua	Qk4

Leslie opened the meeting, welcoming and introducing attendees. The Cher-Ae Heights Indian Community of the Trinidad Rancheria received a Safe Streets for All (SS4A) grant to prepare a Comprehensive Safety Action Plan for its transportation network. Rebecca provided an update on the process to date, an overview of crash analyses completed, and led group discussions on elements of the plan. The [TR2045.com](https://www.tr2045.com) website contains additional information on the effort.

This agency working group is tasked with helping the Tribe develop a holistic, well-defined safety strategy—especially critical considering the multi-jurisdictional nature of its transportation system. A *White Paper on Safety Trends* describes technical analyses completed so far, which explores 2018-2022 fatal and injury crashes as well as local citations focused along Scenic Drive. Under-reporting of crashes is a recurring concern throughout Indian Country, making stakeholder input more important to understand the big

picture. Two rounds of coordination with the Tribal community have occurred, with comments focusing on modal options, Scenic Drive stability, and roadway departure/clear zone issues.

Group discussions were organized around four topics. Comments are summarized below.

- 1. Which user types represent the top priority safety emphasis areas?** A survey was distributed before the meeting, with results summarized in **Figure 1**. Vulnerable roadway users (i.e., bicyclists and pedestrians) were rated the highest concern, followed by impaired and distracted drivers. The “Other” category represents increased enforcement.

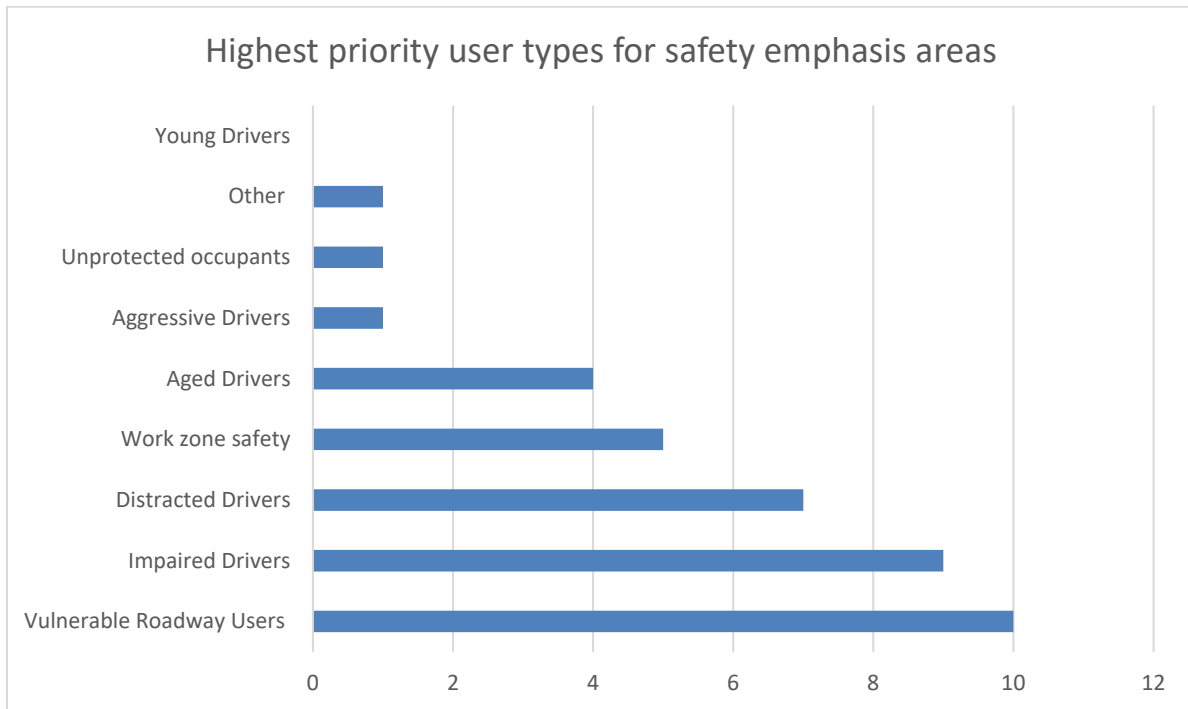


Figure 1: Survey Results on Priority User Types

- Other recent area plans should be referenced in developing the Action Plan: McKinleyville’s *Multimodal Connections* and the City of Trinidad’s *Local Road Safety Plan*. Humboldt County is also preparing a Local Road Safety Plan, which should be published later this month.
 - The Westhaven Volunteer Fire Department is often the first responder on the scene of a crash and may have additional data insights. [WFD was invited to participate in this working group.] Local medical centers can also be a good source for data.
- 2. Which roadway factors represent the top priority safety emphasis areas?** Survey results are summarized in **Figure 2**. As shown, pavement widths and unsafe speeds were the top-rated concerns, followed by pedestrian amenities and pavement condition/stability. The “Other” category represents bicycle facilities.
- There is a relationship between pavement width and travel speed. It is important to find the right balance.

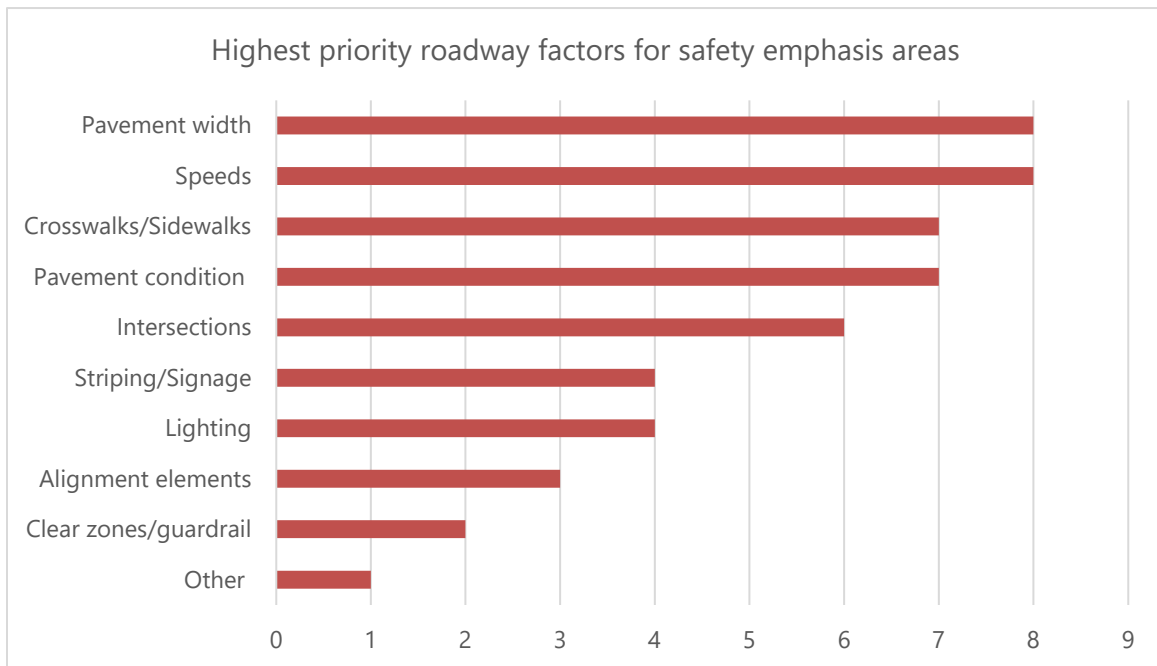


Figure 2: Survey Results on Priority Roadway Factors

- Stability, particularly along Scenic Drive, is an issue. The County is seeking a \$1 million Congressional earmark for stabilization along Scenic Drive.
- Roadside vegetation can limit visibility, e.g., the pampas grass as it bends.

3. Are there specific locations that need improvement? Of the open-ended survey comments received, 90% expressed concerns about Scenic Drive. The other two were related to sidewalk needs.

- The busiest part of the main parcel is in front of Tribal Services; the casino has its own access points.

4. Are there opportunities to partner on existing programs or partnerships?

- HCAOG is about to begin developing its regional Vision Zero Plan and will coordinate with Trinidad Rancheria as it unfolds.
- Jacque offered to initiate a conversation with the Yurok Tribe as portions of their inventory along US 101 overlap with Trinidad Rancheria's.
- Trinidad Rancheria received a grant to develop a tribal crash reporting pilot program to improve data collection and consistency, which is currently underway. Trouble finding staff capacity for data entry is a recurring theme.
- There may be a partnership opportunity between the City and the Tribe to look at a Highway Safety Improvement Program (HSIP) project along Scenic Drive.

- Designs are under development to add pedestrian facilities to the US 101 Little River bridges, linking Hammond to the south end of Scenic Drive. Scenic Drive is part of the California Coastal Trail; this connection is likely to increase pedestrian volumes on Scenic Drive.
- The Coalition for Responsible Transportation Priorities is collecting safety data via its Street Story online platform. Cal-Trans also has a Customer Service Request website to report concerns.

The slide deck from this meeting was posted to the study website. The next meeting is anticipated to occur in mid to late June, with a scheduling poll beforehand to save the date.

End of Minutes



MEETING MINUTES

Project: SS4A Comprehensive Safety Action Plan
for the Cher-Ae Heights Indian Community of the Trinidad Rancheria

Purpose: Agency Working Group Meeting No. 2

Place: Zoom virtual meeting

Meeting Date: June 20, 2024 at 1:00 PM

Prepared By: Qk4

Participants:

Robert Hemsted	Trinidad Rancheria Tribal Council Vice Chairman
Amy Atkins-Kelley	Trinidad Rancheria Executive Manager
Angela Higley	Trinidad Rancheria CFO
Ron Sundberg	Trinidad Rancheria Environmental Director
Annette Reed	Trinidad Rancheria Tribal Programs Manager
Leslie Sanders	Trinidad Rancheria Transportation Director
Noah Rodriguez	Trinidad Rancheria Transportation Manager
Jess Gravelle	Trinidad Rancheria Coastal/Climate Change
Megan Yost	Trinidad Rancheria Tribal Court Administrator
Rachel Veiga	Trinidad Rancheria Housing
Henry Baker	Trinidad Rancheria Environmental
Brett Gronemeyer	Caltrans, Office of Traffic Safety
Jerome Washington	Caltrans, District 1 Native American Liaison
Tom Mattson	Humboldt County, Public Works Director
Beth Burks	Humboldt County Association of Governments
Rebecca Thompson	Qk4
Julie Passalacqua	Qk4

Leslie opened the meeting, welcoming and introducing attendees. The Cher-Ae Heights Indian Community of the Trinidad Rancheria received a Safe Streets for All (SS4A) grant to prepare a Comprehensive Safety Action Plan (CSAP) for its transportation network. Rebecca provided an update on the process to date, an overview of crash analyses completed, and led group discussions on implementation strategies for the plan. The [TR2045.com](https://www.tr2045.com) website contains additional information on the effort.

Systemic Countermeasures

Reviewing past plans, initiatives from other jurisdictions, community input, crash trends, and the agency surveys from the past meeting, four systemic countermeasures are proposed:

- 1) Data management, supported by the Tribal Crash Data Reporting Tool pilot program
- 2) Vulnerable Roadway Users (VRU), including a Complete Streets Policy for the Tribe and project-specific countermeasures such as those promoted by FHWA and Caltrans
- 3) Impaired Driving, with a selection of community education/engagement strategies to promote awareness

4) Speed Management, promoted via traffic calming measures and behavioral treatments

The group discussed each emphasis area.

- The County's emphasis is on striping and signing solutions to address safety as these tend to be the most cost efficient.
- A Complete Streets philosophy is inherent in the County's project development process, with the caveat that each location requires context-sensitive consideration to determine best-fit solutions.
- HCAOG will begin developing their CSAP this fall; the intent is to collaborate on measures while also bringing in new ideas to add value.
- Caltrans has been implementing VRU improvements near the US101/Trinidad-Main Street interchange with a focus on ADA accessibility.
- CA Highway Patrol has funding to reinstate sobriety checkpoints this year.
- There is a campaign between HCAOG and Humboldt Transit to promote ridership, including partnerships with events where alcohol is served.
- Distracted driving is also a concern and could be paired with the Impairment initiative as countermeasures are similar.
- Changing speed limits without considering the context and roadway design factors is not effective.
- Targeted messaging for travel speeds is a challenge as daily commuters tend to overlook signage as views become routine. Alternatively, tourists may not be familiar with local roadways (e.g., Scenic Drive) to understand how narrow lanes, sharp curves, sun glare, etc. limit visibility to influence safe speeds.
- The City of Trinidad and the County are in the beginning process of reclassifying Scenic Drive to "On System Priority Road". Trinidad Rancheria does not need to get involved with this process even though the road is within the Tribal boundaries but the road is in the jurisdiction of the City and County. The reclassification means the County can go after FHWA funds than FEMA funds.

Priority Projects

A host of priority projects have been discussed at past community meetings, with details provided in the *Needs and Deficiencies White Paper*, available on the study website. The top priority is the US 101 Trinidad Area Access Improvements Project.

Policy/Process Considerations

The third bucket (policy/process considerations) is more difficult to define. What institutional measures does your agency incorporate to intentionally cultivate a safety mindset throughout its project development and prioritization decisions?

- The County is seeking to reclassify Scenic Drive as an "on-system road" which will qualify it for additional funding types. Coordination will then flow through FHWA instead of FEMA.
- The County typically focuses on HSIP funding as larger grant programs require a more robust benefit-cost analysis.
- The County is working to get a \$1 million earmark of Geotech work along Scenic Drive.
- Scenic Drive did not make the top 14 list in the City's Local Road Safety Plan but consistently showed up as one of the top priorities in conversations with first responders.

The slide deck from this meeting was posted to the study website. The goal is to publish the draft CSAP in late July. Once the plan is available for comment, the project team will reach out to this group to see if another meeting is desired.

End of Minutes



**Long Range Transportation &
Comprehensive Safety Action Plans
Public Open House
Wednesday, November 6, 2024**

The project team held an open house style public meeting on November 6, 2024, to engage with the surrounding community regarding the development of the Long-Range Transportation Plan (LRTP) and Comprehensive Safety Action Plan. Staff were available to discuss the planning process, potential projects, priorities, and more between 2:00-8:00 PM. With no formal presentation, attendees were able to drop by the Emergency Operations Center to view large-scale boards with key findings summarized. Surveys were distributed to collect feedback to supplement one-on-one conversations with project team members.

Over the six-hour window, 13 participants signed in: seven Tribal employees/members plus five other public representatives, largely from the Westhaven community.

Ads & Notices

The public meeting was advertised via direct mailing postcards to 1,500+ residents, social media campaigns, posters in local gathering places, the project website, and email blasts. Posters displayed at Seascapes restaurant, the City of Trinidad office, three local grocery stores, McKinleyville and Trinidad post offices, a library, and Hiller Park.

Exhibits

Five large-format boards summarized key findings:

- 1) Welcome with map of NTTFI inventory extents
- 2) LRTP and Action Plan definitions with Tribal Vision Statement
- 3) Synopsis of Crash/Safety Trends
- 4) Four Systemic Safety Countermeasures
- 5) Priority Projects with Maps and Recommended Priorities



Figure 1: Oct. 30 Facebook Notice

In addition, a roll plot of the online crowdsourcing app displayed 146 public comments on transportation needs received since the inception of the planning effort.

Discussion Items

Most conversations during the open house focused on Scenic Drive and impacts associated with the proposed interchange, both of which are addressed as part of the ongoing US 101 Trinidad Area Access Improvements Project. Other topical themes included:

- The Tribe offers a variety of services, particularly focused on elder needs, that are open to the larger community. Accessible, convenient transit connections are especially needed.
- Despite a legacy of discrimination, the Tribe has made—and continues to make—significant investments that benefit the local economy and quality of life for its neighbors.
- Some of the survey questions can be interpreted in different ways; responses may reflect confusion.

Additional transportation needs noted on the roll plot are presented in **Figure 2**:

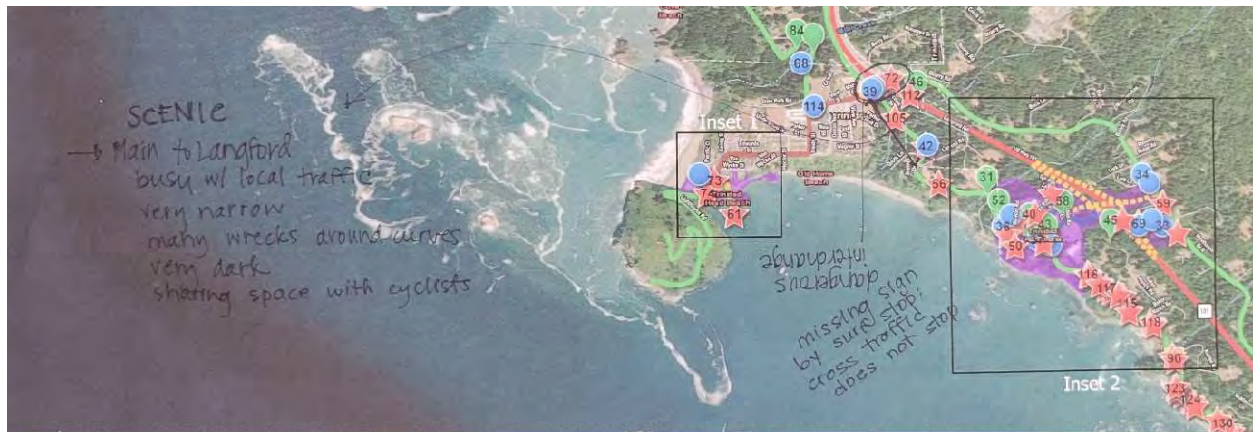


Figure 2: Comments from Roll-plot Discussions

Survey Responses

A survey was distributed to in-person attendees and posted on the study website with a 4+ week comment period. In total, ten responses were collected. A similar survey was distributed at the September Sovereigns Day festival with 16 forms returned. Where questions overlapped, responses from both survey batches are presented.

1. How do you typically travel to work, school, or other daily destinations?

Car	Carpool	School Bus	Transit	Walking	Biking	Other
21	0	1	1	2	2	0

2. Rate the severity of your daily transportation challenges.

	Awful	Bad	Neutral	Good	Excellent
Safety of the streets	2	8	5	5	2

	<u>Awful</u>	<u>Bad</u>	<u>Neutral</u>	<u>Good</u>	<u>Excellent</u>
Number of sidewalks/crosswalks/walking routes	9	5	2	5	2
Amount of safe bicycling routes	11	5	1	4	1
Public transit routes or schedules	5	6	3	4	0
Access to public transportation	5	3	10	4	0
How long it takes to get to common destinations	2	3	9	7	3
Personal safety	4	2	5	9	3
Accessibility (<i>wheelchairs, strollers, persons with disabilities, etc.</i>)	9	2	6	5	0
Lack of a vehicle	4	2	6	4	1
Infrastructure physical barriers	2	3	3	0	0

3. How strongly do you agree with the Vision Statement?

All ten responses agreed (60%) or strongly agreed (40%) with proposed language.

4. The Draft LRTP and CSAP describe numerous potential projects to implement over the next 20 years. Please rate each as a High, Medium, or Low priority to advance.

	<u>High</u>	<u>Medium</u>	<u>Low</u>
Planning to expand transit services to all Tribal parcels	6	2	0
Main Parcel			
US 101 Trinidad Area Access Improvements Project	8	0	2
Smaller scale Scenic Drive safety improvements	7	2	0
Traffic calming measures for Tribal Services parking lot	3	2	3
Repairs on Pa Pah Lane	1	5	0
Repairs on Ter Ker Koo Lane	1	5	0
Repairs on Wa-Ray Road	2	4	0
Repairs on Unnamed Route 508	2	4	0
Trinidad Harbor			
Striping for Bay Street/parking areas at Harbor	6	3	0
Address bluff stability below Lighthouse Road	6	2	1
Westhaven/Trillium Parcels			
Additional sidewalk connections	3	3	1
Turnaround for Teh-Pah Lane	4	2	2
McKinleyville Parcel			
Archer Road Widening	3	2	0
Add sidewalks	4	2	0

	<u>High</u>	<u>Medium</u>	<u>Low</u>
New connection between Archer Road and Twe-Goh Court	2	2	1
Repairs and widening for LaRay Lane	3	2	0

5. Additional Comments:

- The number of sidewalks/crosswalks/walking routes is bad, but Trinidad improving in future. The amount of safe bicycling routes is neutral, keeping bike lanes free of debris. Physical infrastructure barriers are awful, with safety concerns on Scenic Drive.
- This is so important for our elders and seniors to have safe accessibility in the community for travel to and from communities that have more accessibility to groceries they can afford, doctors offices, etc. This is huge for the community as a whole.
- Safe paths on Scenic Drive for bikes and pedestrians are severely needed. And walking trails for people at Rancheria that are publicly accessible.
- Would love to see a walking trail for taking work breaks in the tribal office parameters and heading to casino and hotel in future. A safe path for pedestrians and neighborhood communities. Maybe a switchback through the forest behind RV parking for walking breaks, self care, decompress.
- Walking trail between main parcel and main Trinidad town.

Throughout the meeting, attendees were encouraged to submit any additional comments via the study website. Comments were accepted through December 1.

Meeting Photos

