

Redway Walkability Assessment

Fall 2019

Redway residents with Redwoods Rural Health Center, Redwood Community Action Agency & County of Humboldt



Project Background: After several years of hearing concerns about walking and biking safety within Redway and to access the Redwoods Rural Health Center, Redwoods Rural staff spoke with the County District 2 supervisor about opportunities to address safety concerns. In spring 2019, County Supervisor Estelle Fennell discussed the need for a walkability assessment in Redway with County Public Works staff and Redwood Community Action Agency (RCAA) staff which led to a small County contract for RCAA to conduct a community walk, observation and workshop, produce a walkability assessment report, and assist with community coordination with the County. The goals of this project were to: 1) provide ways for residents and businesses to share concerns and ideas for improving safety for walking and biking within Redway, 2) produce a walkability assessment report detailing key recommendations, and 3) develop improvement recommendations with County Public Works and the community and support potential next steps.

Existing Conditions:

Redway is a compact residential town with a vital business district, Redwood School, and other community assets such as the Mateel Community Center and KMUD, and it also serves as a commercial hub for residents in the outlying areas of southern Humboldt. The majority of Redway is located on a flat above the South Fork Eel River and lower Redway neighborhoods are nestled in the redwoods along the river. Redwood Drive, the old state highway, connects Redway to Highway 101 to the north and Garberville to the south, while Briceland-Thorn Road connects west to the smaller towns of Briceland, Whitethorn and Shelter Cove. Most of the roadways within Redway proper are County maintained and some are private roads. As Redway is a commercial hub for the large, rural southern Humboldt region, there can be significant speeding of drivers coming into town.

Although Redway lacks a complete network of sidewalks and walking facilities, there is considerable walking and biking on a daily basis both within Redway and connecting to Garberville. Redwood Drive through Redway has 11' wide driving lanes and striped shoulders of varying width, and most people walking and biking choose to travel on the western/river side of Redwood Drive. Redwoods Rural Health Center is located on West Coast Road, which is just off of Redwood Drive about a quarter mile west of downtown Redway. Redwoods Rural Health Center is expanding and has new offices in downtown Redway in addition to their offices on West Coast Road.

Community destinations abound in Redway and include the Mateel Community Center, Community Cornerstone, Signature Coffee, the Healy Senior Center, KMUD, Redway School, the river, and many other local businesses. Redway School is located on Empire Avenue, and numerous sidewalk and crosswalk improvements around the school were constructed by the County with state funding in 2014. River access from downtown Redway is very challenging by foot or bike as Briceland-Thorn Road is the only public road down to lower Redway and the river. Briceland-Thorn Road is very narrow and curving down to the river from the Redway flat. Community members are interested in researching a former river access through neighborhoods as an alternative route to the river for walking and biking.

In the past ten years, there have been nine reported bicyclist or pedestrian-involved collisions in Redway. Of these, one fatality and several other ped/bike collisions have been clustered at the intersection of Redwood Drive and Redway Drive. Residents have reported numerous other near misses with motor vehicles and commercial trucks within the project area.

COLLISION DIAGRAM

Primary Street:
Redwood Drive
Secondary Street:

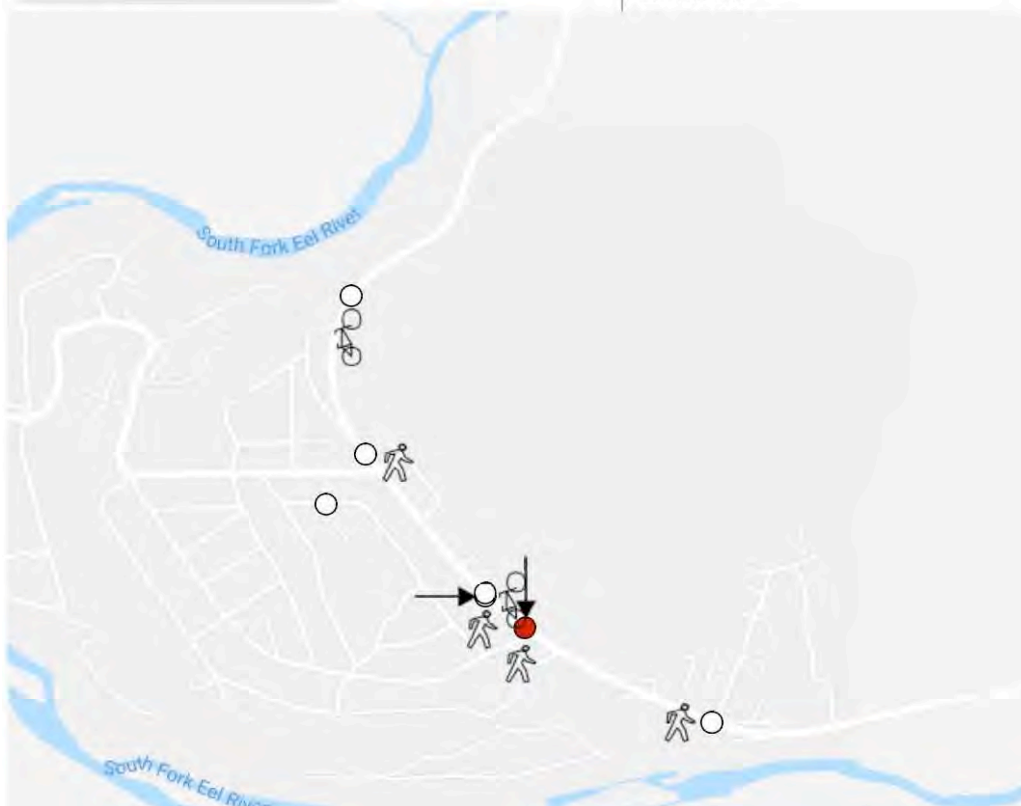
Time Period:
2009-2018

Agency Name:

Mapping Summary:

Fatal Collision	1
Injury Collision	6
Mapped	7
Not Drawn	2
Total	9

- | | |
|----------------|----------------|
| → Straight | 🚶 Pedestrian |
| ↗ Left Turn | 🚲 Bicycle |
| ↘ Right Turn | ☒ Object |
| ↺ U-Turn | ● Fatal Crash |
| 🔄 Overturned | ○ Injury Crash |
| ↪ Ran Off Road | |
| ⏸ Stopped | |
| 🅑 Parked | |



Collision diagram of the bicycle and pedestrian collisions in the project area between 2009-2018 as mapped through the Transportation Injury Mapping System through UC Berkeley.

Community Outreach:

Redwoods Rural Health Center staff who initiated this project and RCAA staff worked together to plan outreach and community input opportunities for the Redway Community Walk & Observation. A planning team was brought together that included Redwoods Rural Health Center staff, Redway Community Services District staff and board, Soroptimist International of the Redwoods volunteers, Redway School staff, Southern Humboldt Family Resource Center staff and other community members to assist with outreach ideas and planning for the community walk & observation. The planning team met on September 5, 2019 to refine the agenda for the community walk & observation, share known concerns for walking and biking in Redway, and agree on an outreach plan to advertise for the workshop. While the original intent of the assessment was to focus on access to the Health Center on West Coast Road from downtown Redway, other significant concerns arose such that the geographic scope for the walk was expanded within Redway.

A community survey was developed to understand residents' current travel patterns and safety concerns. The survey was available on paper at a variety of local community destinations as well as in an online format. The survey was distributed through community partners and shared through social media.

See below for the Community Survey.

Redway Walk, Bike and Roll Safety Survey **Autumn 2019**

The Redwoods Rural Health Center, County of Humboldt and Redwood Community Action Agency are working together to gather input from Redway community members about their experiences and needs for walking, biking, skating and using mobility devices/ wheelchairs in Redway. In particular, the focus is on access to the Health Center from the central "downtown" part of Redway (along or near Redwood Drive, Redway Drive, and the first part of Briceland Road). Your input will help to decide where to focus and what kinds of improvements can be made.

1) How often do you walk, bike, skate or use a mobility device in Redway to access the Redwoods Rural Health Center or destinations in central Redway? Please choose one.

a. 5 or more times per week	b. Between 1-4 times per week	
c. A few times per month	d. Rarely/ not at all	e. Never

2) When you travel in the area described in Question 1, how do you get there?
Please choose all that apply.

a. Walk	b. Bicycle	c. Private motorized vehicle (car, truck, motorcycle)
d. Mobility device/ wheelchair	e. Skate/ skateboard/ scooter	
f. Carpool or hitchhike	g. Public transit	h. Other: _____

3) Do you have safety concerns about walking and biking on Redwoods Drive and access roads to the Health Center and central Redway? If so, what are they?

a. Not enough room on roadways	b. No designated walking or biking facility
c. Lack of ADA/accessible features	d. Traffic speeds too high
e. Visibility is poor	f. Other: _____

4) How often would you walk/ bike/ roll to get to destinations like the Health Center and central Redway if improvements were made for walking, biking and rolling?
Please choose one answer, and feel free to elaborate on your choice below.

a. 5 or more times per week	b. Between 1-4 times per week	
c. A few times per month	d. Rarely/ not at all	e. Never

Comments: _____

5) Is there anything else you'd like to add about walking, bicycling or using a mobility device in the central Redway area/ to access Health Center?

Thank you for your time and ideas!

If you are able, please come to check out the area in person and provide your suggestions at a Community Walk and Observation on October 2nd at the Mateel Community Center from 11:30 am - 2:30 pm.

For more information, please contact Emily Sinkhorn at 707-269-2061 or email Emily@nrscraa.org.



The planning team led direct outreach to key groups in the area, posted the event flyer around town, and shared the flyer and survey through social media. This initial outreach to key groups in the Redway area helped to spread the word about the community walk & observation, input opportunities, and initial safety concerns. Redwoods Rural and RCAA staff conducted interviews about the community walk & observation on local radio stations KMUD and KHUM.

The Community Walk, Observation & Workshop was held in Redway on Wednesday, October 2nd from 11:30 a.m. – 2:30 p.m. to observe firsthand the conditions for walking and biking within Redway and to the Redwoods Rural Health Center and other key community destinations, to identify ways to improve safety for all modes of travel, and share ideas for potential infrastructure improvements and education and enforcement solutions. The Mateel Community Center hosted the workshop and provided a great space for people to gather to prepare for the walk and return to put concerns and ideas on large maps. The workshop was very engaging with people voicing ideas and questions both during the walk and workshop.

A flyer for a community walk and observation event. The background is a photograph of a road in Redway, California, with a 'Redway' street sign and a 'Daisy's Market' sign. A red pickup truck is parked on the side of the road. The flyer features several text elements: a purple banner at the top left, a large white cloud in the center, and a smaller white cloud below it. Logos for the Mateel Community Center, Redwoods Rural Health Center, and Redwood Community Agency are in the bottom left. A survey link is at the bottom right.

We need your help to improve safety for walking and biking through Redway and to the Redwoods Rural Health Center.

Join community members and friends for a

COMMUNITY WALK & OBSERVATION

Wednesday, October 2
11:30am - 2:30pm

Starting at **The Mateel Community Center 59 Rusk Lane**
then walking along Redwood Drive and Redway Drive.
Coffee, Tea, and Snacks Provided!

If you cannot attend, give your input through a survey at the Health Center or at <https://www.surveymonkey.com/r/RedwaySurvey>

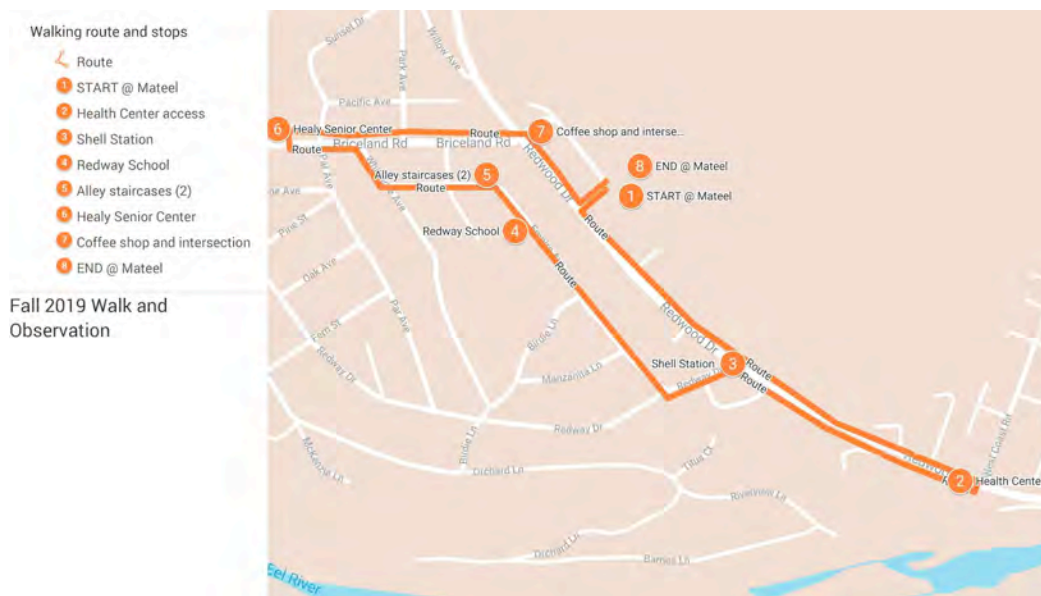
Community Walk & Observation Attendees:

The Community Walk & Observation (and workshop that immediately followed the walk) was attended by about 25 people. Participants in the walk and workshop included local residents, staff of Redwoods Rural Health Center, people who routinely walk in Redway, Second District County Supervisor Estelle Fennell, County Public Works director Tom Mattson, RCAA staff, Redway Community Services District staff and board member, members of the Mateel, KMUD, Southern Humboldt Family Resource Center staff, and participants of Community Cornerstone, an organization which provides training and opportunities for adults with disabilities. There was a diverse representation of southern Humboldt community members at the event who identified many of the same safety concerns.

Community Walk & Observation Process:

Participants first gathered at the Mateel, and RCAA staff led an overview presentation about the project goals, timeline, existing conditions/concerns voiced thus far, potential infrastructure solutions to fit the context of Redway, and the process for the walk and workshop. Attendees then grabbed bright yellow vests, clipboards, and route maps for the walk and observation.

RCAA staff led the group on a walk throughout downtown Redway along Redwood Drive from Rusk Lane to West Coast Road (main location of Redwoods Rural Health Center) to Redway Drive and Empire Avenue to the eastern end of Briceland-Thorn Road and back to the Mateel. The group stopped at key locations and discussed concerns or asked questions about what people experience and observe on a daily basis along these streets. Roadway conditions for walking and biking north of the walk extent and also to the river along Briceland-Thorn Road were also discussed and considered. See below and the following pages for the walking route through Redway and photographs from the walk with key observations.



Walking route and stops during the Community Walk & Observation



Walk audit participants gathered at the Mateel in Redway for an overview of the project and then walked to observe pedestrian and bicycle needs throughout Redway.



The crosswalk across Redwood Drive at Rusk Lane is long and visibility of pedestrians is challenging when delivery trucks park in the center turn lane.



Along Redwood Drive through the commercial area there is a large expanse of asphalt between the roadway and parking that drivers frequently treat as another driving lane. People walk either behind the parked cars or along the intermittent sidewalk up by the business entrances. Vehicles throughout this area back into places where pedestrians and bikes may be present.



A family crosses Redwood Drive at an existing crosswalk. The True Value hardware store is a key business destination, and there is also a segment of sidewalk on the opposite side of the road.



The group discusses potential improvements for the Redway Drive/Redwood Drive intersection in front of the new County-leased office building. In this location, residents noted that parked vehicles in the first parking space (where people are standing in this photo) greatly inhibit visibility at the intersection.



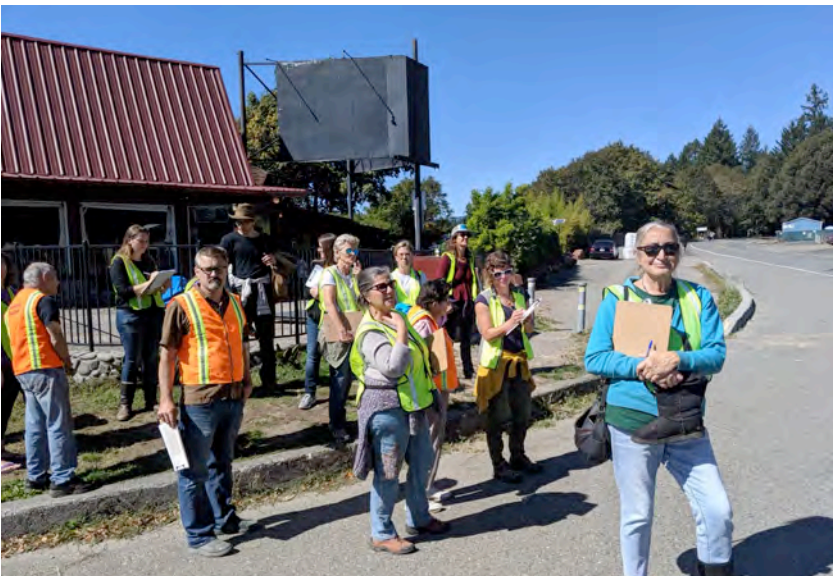
The challenging walking area and narrow shoulder along Redwood Drive between downtown Redway and West Coast Road and the Redwoods Rural Health Center. Participants noted the steep drop-off of the tall curb along with uneven surfaces.



Crosswalk on Empire adjacent to the Redway School. Crosswalk is fading and pedestrians are not as visible using the crosswalk due to trucks parking just north.

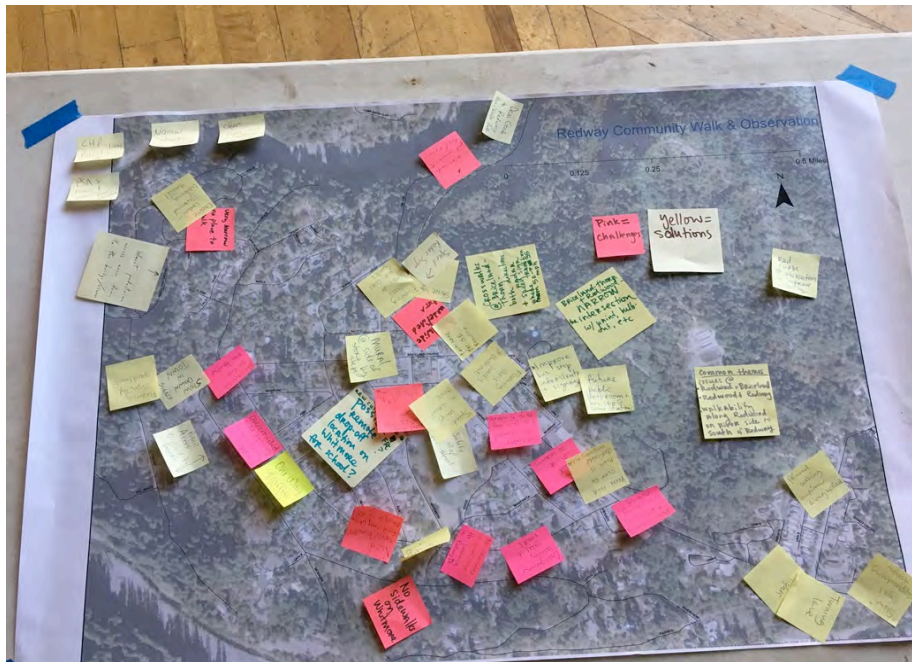


Drainage and paving issues along Empire Ave. Challenging walking zone on Briceland-Thorn Road behind Home Cooking. People back out onto Briceland-Thorn Road here, and drivers take the large, sweeping curve from Redway to Briceland-Thorn at a high rate of speed.



Examining the Briceland-Thorn/Redwood Drive intersection.

After the Walk & Observation, participants reconvened at the Mateel to write ideas and safety concerns down on tabletop maps of Redway and discuss priorities and next steps for the project.



Community input on walking and biking concerns within Redway were recorded on post-it notes on large maps following the walk.

The following sections detail the recommendations stemming from the identified concerns of residents and walk audit participants.

Survey Results:

32 people completed the Redway Walk, Bike and Roll Safety survey, whether online or on paper. Survey results mirrored the observations and concerns expressed during the Community Walk & Observation. 60% of people who completed the survey walk within Redway weekly. Nearly 70% of respondents indicated they would walk to destinations within Redway weekly if improvements were made for walking, biking and rolling. While 71% of survey respondents travel through Redway in a private vehicle, over 61% of respondents walk in Redway as well. The majority of survey respondents indicated that they had safety concerns about insufficient room for pedestrians or bicycles on roadways, there being no designated walking or biking facility, traffic speeds being too high, and visibility being poor.

The complete survey results are included in Appendix A.

Primary Concerns within Redway from the Walk and Survey:

- Incomplete walking facilities within Redway
- Wide, dark intersections that drivers navigate at high speeds, particularly Redway/Redwood and Briceland-Thorn/Redwood
- Difficult to cross roadways even at designated crosswalks
- Traffic speeds too high
- No safe river access from Redway downtown and core neighborhoods

Recommendations and Action Items:

Following the community walk and observation, the project team then analyzed recommendations and categorized opportunities as short-term, mid-term and long-term. Recommendations focused on potential engineering strategies/ infrastructure solutions as well as non-infrastructure solutions through education or enforcement. Compiled feedback from the community walk and observation is included in Appendix B.

Next Steps – Short-term Infrastructure Recommendations (6-12 months)

	Action	Who	Timeline
1.	Trim back vegetation crowding sidewalk on south end of Empire, on Redway Drive just west of Empire, and on Orchard at Briceland-Thorn Road	Redway community members working with property owners, Calfire, Chamber	Winter 2019
2.	Stripe walking lane symbol on riverside shoulder of Redwood Drive from Redway Drive to West Coast Road and possibly further south	County	2020
3.	Place additional signage about pedestrians using riverside shoulder on Redwood Drive	County	2020
4.	Stripe diagonal buffer stripes and walking lane through main commercial area on Redwood	County	2020
5.	Extend fog line along Redwood Drive from Shell to Dazey's	County	2020
6.	Design infrastructure improvements at Redwood/Redway intersection, including street lighting, crosswalk with pedestrian visibility, lane realignment, and bulbouts	County	2020
7.	Place temporary radar speed trailer on Redwood Drive just north of Redway where speed limit goes from 55 mph to 35 mph and on B-T Road where speed limit changes	County	Early 2020
8.	Paint red curbs and place no parking signage in key locations 1) B-T Rd from Home Cooking to Redwood Dr. 2) Empire just north of crosswalk to the school so more visible 3) Redway Drive at Whitmore so crosswalk is more visible 4) Briceland-Thorn Road crosswalk at Humboldt	County	2020

Next Steps – Mid-term Infrastructure Recommendations (2-3 years)

	Action	Who	Timeline
1.	Construct infrastructure improvements at Redwood Drive and Redway Drive	County	2021?
2.	Rectangular Rapid Flashing Beacon (RRFB) at crosswalk across Redwood Drive at Rusk Lane	County	2021
3.	Improve bus stop infrastructure and signage on east side of Redwood Drive near Signature Coffee	HTA and County with community partners	
4.	Briceland-Thorn Road and Redwood Drive intersection improvements with paint and bots dots and street light	County, Redway CSD, with adjacent property owners	
5.	Mural project for the alley/stairs behind Shop Smart	Soroptimists and community partners	
6.	Orchard Drive to Forest Drive public right of way reconnection	Community members with relationships with landowners	
7.	Crosswalk across Whitmore to school grounds	County with Redway School	
8.	Speed tables on Redway Drive	Redway community members with emergency personnel and County support	
9.	Improve configuration of parking lots in central business area along Redwood Drive for safety of pedestrians and drivers	Private property owners and community members	2022
10.	Permanent speed radar signs at Briceland-Thorn Road curve by Orchard and on Redway Drive close to northern end	County	
11.	Crosswalk at Redway/Orchard/Briceland-Thorn Road intersection	County	
12.	Conduct follow-up walkability assessment and focus more on Redway Drive and western Redway	Health Center, County	2022
13.	Install crosswalk ahead/yield to pedestrians in crosswalk signage at all existing crosswalks	County	

Next Steps – Long-term Infrastructure Recommendations (4+ years)

	Action	Who
1.	Southern Humboldt Recreation Redway Trail Project (included as Appendix C)	Adona White, Dave Walsh, CA State Parks, other partners
2.	Left turn lane from southbound Redwood Drive to West Coast Road	County, CHP, Redwoods Rural
3.	Public restroom in Redway	Redway community organizations
4.	Consider parking on one side of Redway Drive only to create space for walking and biking	County with Redway community members
5.	Separated path in Redwood Drive right-of-way near West Coast Road	County, Health Center
6.	Work with CSD on possible street lighting opportunities	Community members, CSD
7.	Safety planning for intersection of Briceland-Thorn Road/Forest/Eel River Lane (see Appendix D)	County with community members

Next Steps Non-Infrastructure Ideas

- Letter to County from Redwoods Rural Health Center requesting priority improvements and offering to collaborate
- Increase CHP patrols during Redway School drop off/pick up
- School district planning for safe drop-off and pick-up and outreach to families and community members about new policies
- School walking map – how and what routes to safely walk to school
- Possible remote drop-off on Whitmore to decrease congestion on Empire
- Talk with state representatives about the need to change how speed limits are set
- Mural project happening locally could promote transportation safety
- “Slow Down and That Means You!” sign
- Driver education – attentiveness + considerate driving behavior through radio PSAs and the paper
- Reflective vest/reflective strips giveaway program for people who could be more visible when walking or biking in Redway
- Encourage reporting of transportation collisions to law enforcement and also reporting of hazards and near misses via [Street Story](#)

Cost-saving infrastructure improvements

While sidewalks separated from traffic may be the ideal walking facility for many areas around town, this type of infrastructure can be costly and in certain areas may be a more realistic long-term recommendation. Other lower cost walking facilities could meet the need for a designated place for people to safely walk along Redwood Drive in particular.

Several lower cost walking facilities have been implemented in other communities in Humboldt County. One potentially feasible walking facility could be a striped walking lane or striped walking and biking lane. These facilities utilize pavement markings and striping to clearly delineate areas along the roadway shoulder for walking and/or biking. The City of Arcata has striped a walking lane within the Arcata Marsh and Wildlife Sanctuary to connect two trails, and the County striped a walking and biking lane on McKinleyville Avenue to provide a safe route for students walking and biking to McKinleyville High School.



Arcata Marsh striped walking lane



Striped walking and biking lane on McKinleyville Avenue

Following a similar community walkability assessment, an asphalt path was constructed within the public right-of-way of Dows Prairie Road in McKinleyville to fill a gap from Dows Prairie Elementary School and a nearby neighborhood. Dows Prairie School and the Countywide Safe Routes to School Task Force completed a Rural Transportation and Access Partnership (RTAP) application and worked with County Public Works and in-kind contributions from local contractors to construct the path.



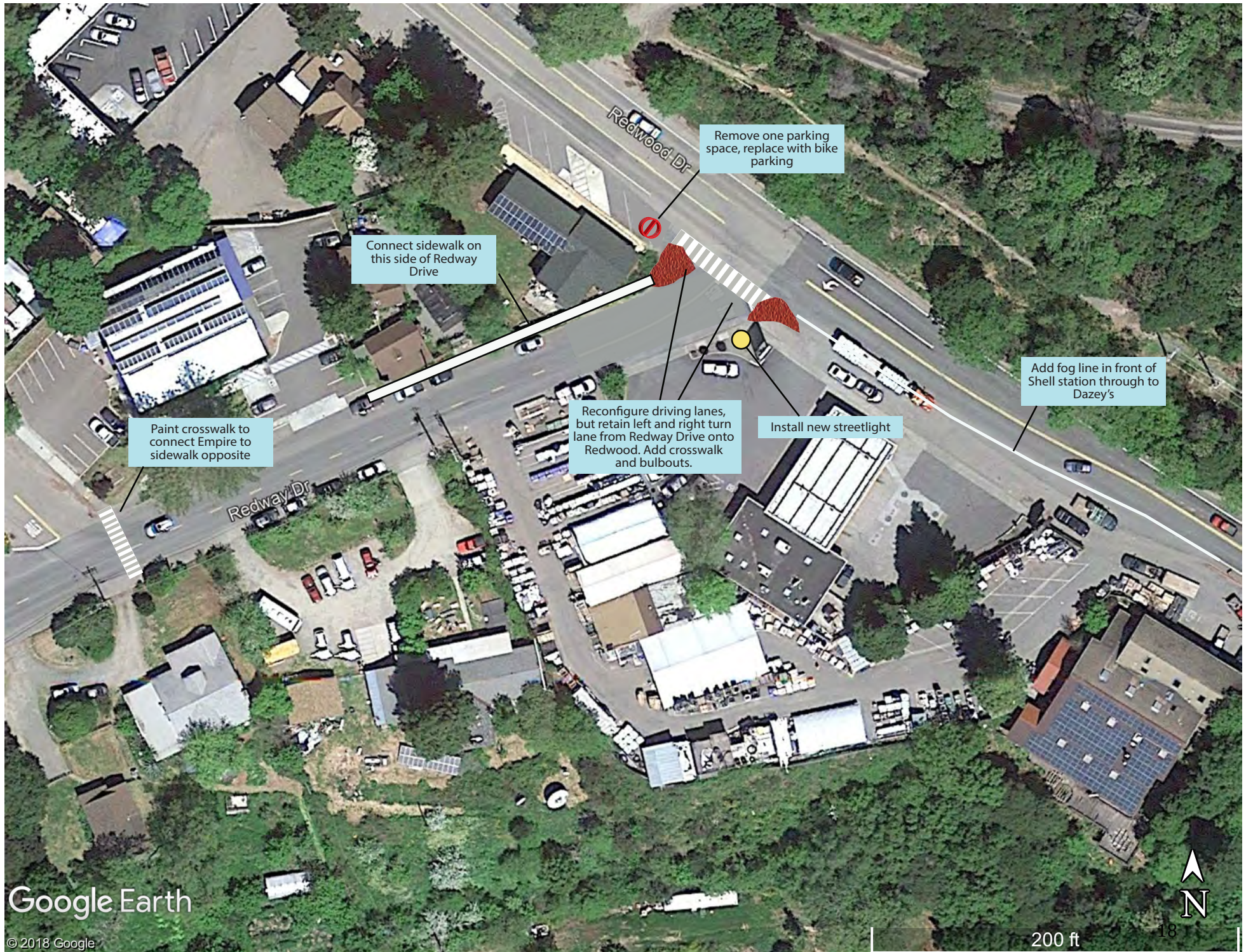
Schematics and Renderings of Key Recommendations

The following schematics and renderings of potential infrastructure improvements are recommendations only and not to scale or engineered designs.

1. View of potential pedestrian improvements on Redwood Drive



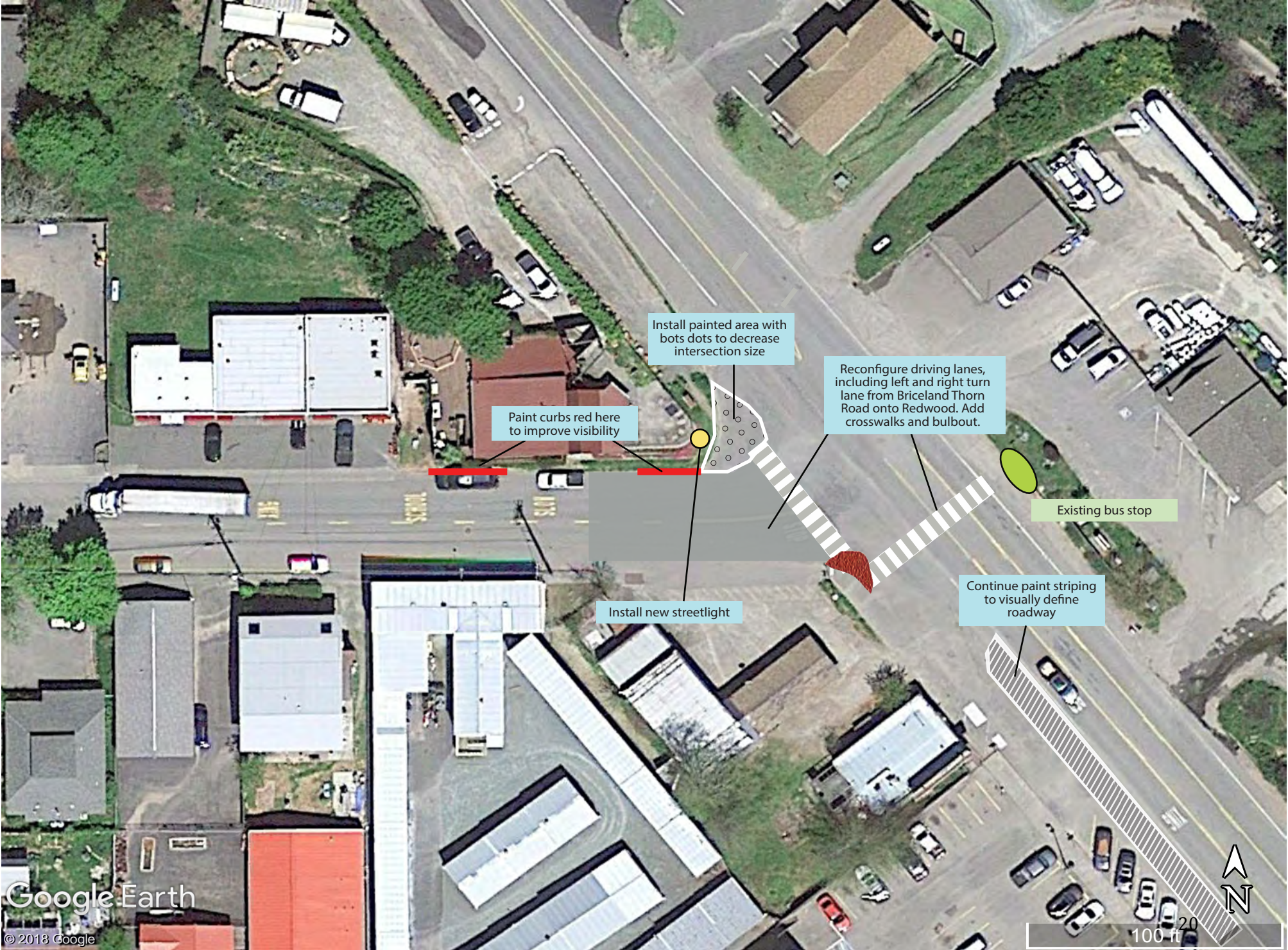
2. Redwood Drive and Redway Drive intersection - recommended short-term improvements



3. Redwood Drive in Redway business district, Murrish Road to Rusk Lane - recommended short-term improvements



4. Briceland Thorn Road and Redwood Drive intersection - recommended short-term improvements



Funding Opportunities

Rural Transportation and Access Partnership (RTAP)

The RTAP program was created within Humboldt County Public Works to help rural communities overcome transportation challenges and improve access to key destinations via all modes of transportation. The program is a matching program to help address unfunded transportation needs through community partnerships. The RTAP Application and Proposal Guide (available online here:



<https://www.yumpu.com/en/document/view/24003860/rural-transportation-access-partnership-county-of-humboldt>) walks through the proposal requirements. Once a project is approved by the County, staff can typically help with the design and installation while the community would fundraise or seek in-kind donations of materials. Past projects have involved in-kind materials and equipment donations from local contractors. Redway community members could consider partnerships with local contractors or community members with materials, building equipment, and skills. One successful RTAP project was completed by Dows Prairie School in north McKinleyville, with assistance from the Countywide Safe Routes to School Task Force, and which resulted in an asphalt path separated from the roadway 500 feet in length to connect the school to a nearby neighborhood.

Measure O

Measure O, the renewal of a half-cent sales tax, was passed by Humboldt County voters in November 2018 to pay for maintaining and enhancing public safety services and resources. Some funding from the previous public safety sales tax measure, Measure Z, was allocated to roads and limited walking and biking improvements in other unincorporated areas. The call for project proposals for Measure Z funding is often in February. Information about future Measure O call for projects should be posted at <https://humboldt.gov.org/2414/Measure-O---Public-Safety-Renewal>.

Highway Safety Improvement Program (HSIP)

The goal of the HSIP is to significantly reduce fatalities and serious injuries on public roadways. Local HSIP projects must be identified on the basis of collision data and utilize nationally recognized crash reduction factors. The County has received HSIP funding for safety improvements at the intersection of Redwood Drive and Redway Drive and will consider input from the Community Walk & Observation to design the safety improvements at this location.

Safety Funding through SB1

With the passage of SB1 in 2017, California is investing \$54 billion over ten years to make necessary road safety and public transit improvements to every California city and county. As a result of the passage of SB1, approximately \$100 million new dollars are being added to Caltrans' Active Transportation Program (ATP) (see below) annually over the next decade. The Humboldt County Association of Governments (HCAOG), our Regional Transportation Planning Agency, estimates that Humboldt County and its incorporated cities will receive \$91.6 million over ten years through SB 1. Projects funded by these dollars will improve roadway conditions and safety for all users and all transportation modes, including repaving and emergency road repairs. Humboldt County receives some funding from SB1 by formula (not competitive) specifically for safety improvements such as improved pedestrian crossings.

Other Grant Opportunities

State and private grant sources could also be considered to fund infrastructure improvements. California's Active Transportation Program (ATP) is administered by the California Transportation Commission and Caltrans as a competitive grant program for walking, biking and trail improvements. A successful application must focus on improving walking and biking opportunities for transportation purposes, and demonstrate safety concerns. The ATP call for projects involves a statewide competition for eligible projects and a set aside of funds competitively available to jurisdictions in small urban and rural regions.

Local grant sources may also be a viable option for a phase of this project. Humboldt Area Foundation (HAF) has several grant programs that support community-led efforts and has a valuable grants database to search for applicable grants. HAF also has a fund specific to improving community life in Southern Humboldt. Coast Central Credit Union has a twice-yearly Community Investment Program, and St. Joseph Health also has frequent grants available.

For improvements that have a beautification or visitor-serving element, including murals, improvements along Redwood Drive, or business district parking improvements, it may be possible for the Redway community to work with the Southern Humboldt Business and Visitor's Bureau to utilize Measure S tax proceeds. Another option for economic development focused elements is the Headwaters Grant.

Additional funding opportunities through the state and federal government, as well as private trusts and non-governmental organization dollars, may be available to support public access and improvements to the Southern Humboldt Recreation Redway Trail Project. These could include the Proposition 68-funded Statewide Park Program, the Statewide Comprehensive Outdoor Recreation Program, Save the Redwoods League, the local Chamber of Commerce, and the Humboldt Area Foundation's Field of Interest mini-grants. State Parks staff are likely to have additional funding sources available.

Next Steps

The project team and RCAA staff shared the draft Redway Walkability Assessment with County Public Works and Redway community members in early November to refine the final report. The project team received input on the short, mid and long-term recommendations and gained an understanding of which recommended improvements have the most momentum in the community. The County, RCAA, and Redway community members also discussed potential funding pathways for key improvements.

Redway community organizations and community members may choose to continue to meet to follow up on short-term recommendations and perhaps work together to apply to RTAP in spring 2020 or other funding pathways for selected improvements. The Redway community could solicit in-kind or potential matching funds for the RTAP proposal (such as donated time or materials from contractors, community donations, etc). If community members hope to pursue speed tables they can follow the County's Speed Hump Policy, which requires that the organizer/applicant get signed petitions from neighbors and seek input and support from the local fire district.

RCAA and Redway representatives will continue to check in with County Public Works to ensure short-term recommendations are moving forward. Design for the improvements at the Redway/Redwood intersection should commence in 2020 with HSIP funding. Several of the recommended short-term improvements can be carried out by the community and the County by fall 2020.

Appendices:

Appendix A: Redway Walk, Bike and Roll Safety Survey Results

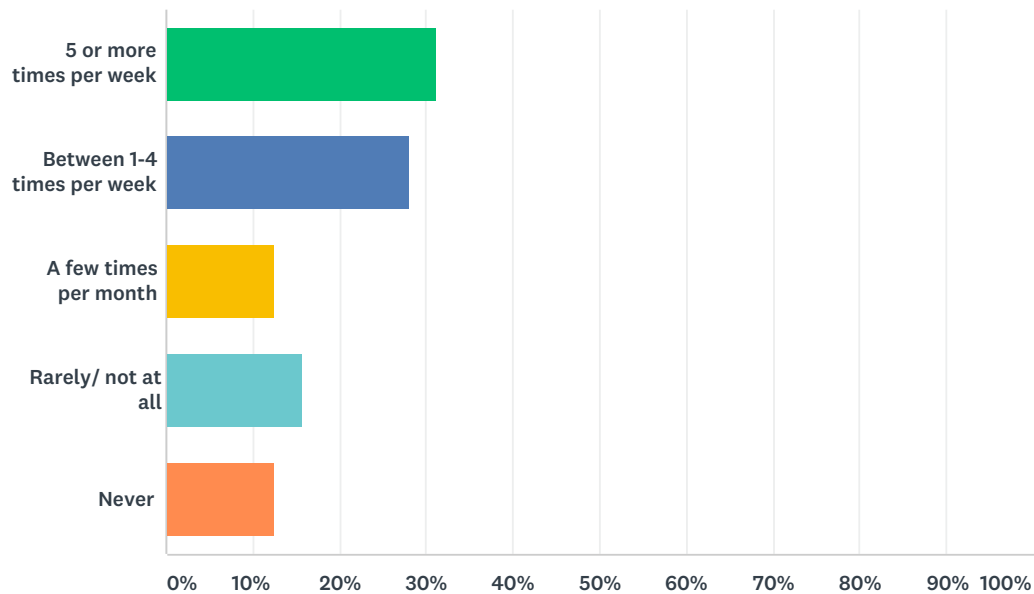
Appendix B: All Input Received during Redway Community Walk & Observation

Appendix C: Southern Humboldt Recreation Redway Trail Project Vision

Appendix D: Written comments from Linda Sutton

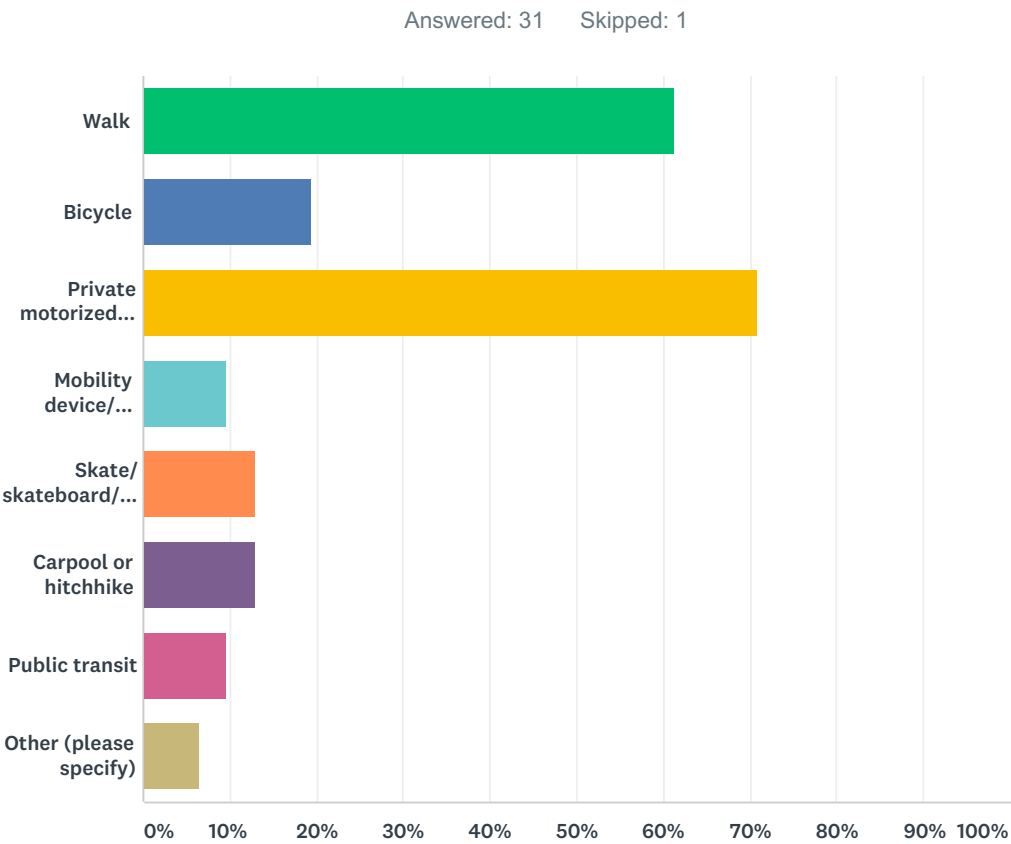
Q1 How often do you walk, bike, skate or use a mobility device in Redway to access the Redwoods Rural Health Center or destinations in central Redway? Please choose one.

Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES	
5 or more times per week	31.25%	10
Between 1-4 times per week	28.13%	9
A few times per month	12.50%	4
Rarely/ not at all	15.63%	5
Never	12.50%	4
TOTAL		32

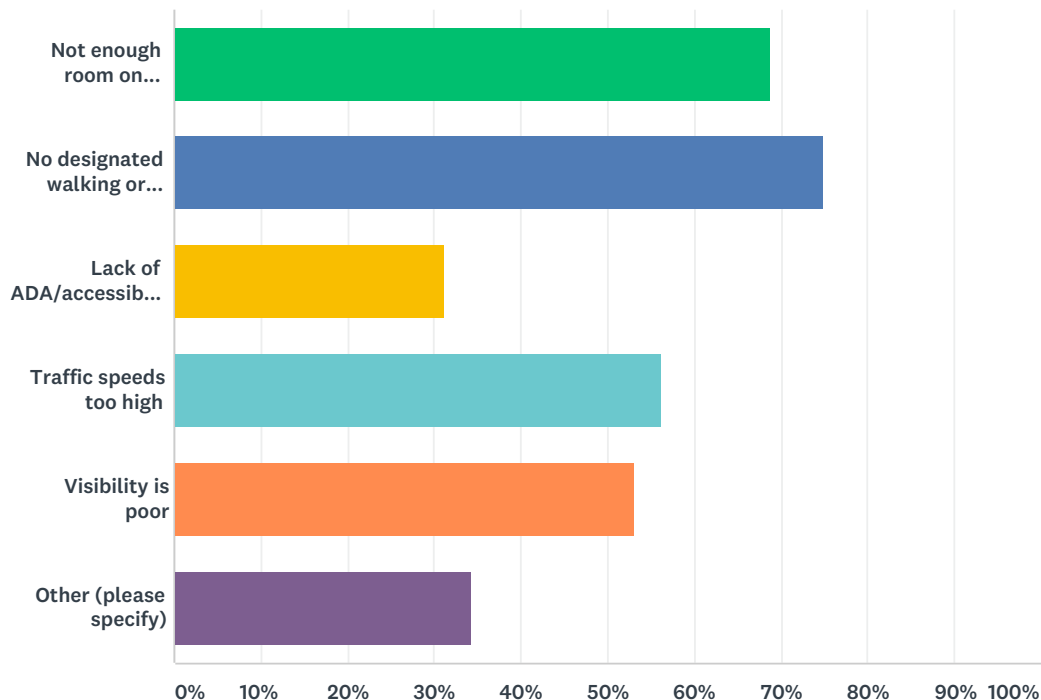
Q2 When you travel in the area described in Question 1, how do you get there? Please choose all that apply.



ANSWER CHOICES	RESPONSES	
Walk	61.29%	19
Bicycle	19.35%	6
Private motorized vehicle (car, truck, motorcycle)	70.97%	22
Mobility device/ wheelchair	9.68%	3
Skate/ skateboard/ scooter	12.90%	4
Carpool or hitchhike	12.90%	4
Public transit	9.68%	3
Other (please specify)	6.45%	2
Total Respondents: 31		

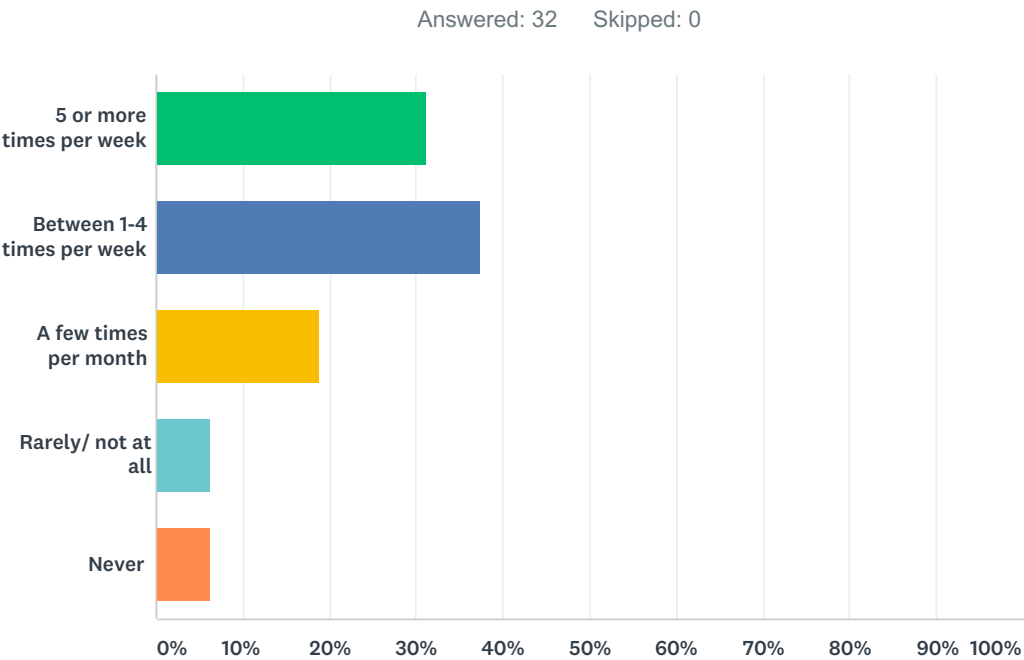
Q3 Do you have safety concerns about walking and biking on Redwoods Drive and access roads to the Health Center and central Redway? If so, what are they? Please choose all that apply.

Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES	
Not enough room on roadways	68.75%	22
No designated walking or biking facility	75.00%	24
Lack of ADA/accessible features	31.25%	10
Traffic speeds too high	56.25%	18
Visibility is poor	53.13%	17
Other (please specify)	34.38%	11
Total Respondents: 32		

Q4 How often would you walk/ bike/ roll to get to destinations like the Health Center and central Redway if improvements were made for walking, biking and rolling? Please choose one answer, and feel free to elaborate on your choice below.



ANSWER CHOICES	RESPONSES	
5 or more times per week	31.25%	10
Between 1-4 times per week	37.50%	12
A few times per month	18.75%	6
Rarely/ not at all	6.25%	2
Never	6.25%	2
TOTAL		32

Q5 Is there anything else you'd like to add about walking, bicycling or using a mobility device in the central Redway area/ to access Health Center?

Answered: 19 Skipped: 13

#	RESPONSES	DATE
1	Intersection of West Coast Road and Redwood Drive could use turn lane; Redway Drive could use lower speed limit; Redwood Drive needs designated bike lanes	10/8/2019 3:23 PM
2	I like dogs, but too many are not on leashes. Also, many dogs are overly zealous in their loud, annoying, sometimes frightening barking. Just more human courtesy would help. Thank-you.	10/3/2019 11:27 AM
3	It is very hard to use the crosswalks, they feel largely meaningless.	10/2/2019 3:16 PM
4	Streetlights are needed	10/2/2019 3:12 PM
5	WOULDN'T IT BE NICE	10/2/2019 2:40 PM
6	Chaotic random people crossing the road, travelers, homeless. Walking in streets, not looking for vehicles.	10/2/2019 10:29 AM
7	We need bike lanes, please, thank you!	10/2/2019 10:11 AM
8	I walk in Redway with my dog and we are constantly trying to navigate the best (safest) paths free of dangerous distractions. It is truly an obstacle course with next to no sidewalks, etc. poor visibility, and terrifying dogs.	10/2/2019 8:15 AM
9	The arrangement of parking spaces on Redwood right in Redway is scary. I've almost hit pedestrians and cyclists due to no visibility if my car is between pick up trucks. Also the large supply trucks parking in the middle/turn lane to service retail obscures visibility. (I have no solutions, tho.)	10/1/2019 11:31 AM
10	It doesn't make sense that after the traffic study they were legally obligated to raise the speed limit because people were speeding? It is a residential town it should be 25 everywhere. There should be a three way stop with cross walk at the shell station, sidewalks and a turn lane for West Coast Road. There should be crosswalks near Signature Coffee/bus stops. Bike lanes. A walking path to lower Redway on Briceland Road would also help alot.	9/25/2019 8:46 AM
11	There are no bike paths at all	9/13/2019 6:46 PM
12	Need: Sidewalks around redway and down to river, safe for kids, tourism opportunities,	9/11/2019 9:02 PM
13	No	9/11/2019 6:06 PM
14	Use cannabis taxes to build better sidewalk and plant some trees	9/11/2019 2:43 PM
15	Town seems navigable to me. I have traveled extensively so maybe I just know how to comeingle with traffic. Can't imagine folks having a hard time navigating Redway, but what do I know.	9/10/2019 1:15 PM
16	We need to be able to use bikes	9/5/2019 3:31 PM
17	It would help a lot of people who do not drive.	9/5/2019 3:30 PM
18	No designated walk ways. Traffic is high speed and poor visibility around bends or streets.	9/5/2019 2:30 PM
19	nope!	9/3/2019 2:02 PM

Redway Community Walk & Observation

October 2, 2019

Notes Compilation

Non-infrastructure Ideas

- School crossing guard at speed bump/crosswalk on Empire
- School district planning safe drop-off and pick-up. Good time to engage new motivated principal.
- School walking map – how and what routes to safely walk to school
- Possible remote drop-off on Whitmore to decrease congestion on Empire
- Safe routes to school + encourage walking/biking
- Carbon tax
- Cutout of speed radar person
- CHP patrol during school drop-off/pick-up
- “Slow Down and That Means You!” sign
- Driver education – attentiveness + considerate driving behavior through radio PSAs and the paper
- Vegetation maintenance on existing sidewalks
- Talk with state representatives about the need to change how speed limits are set
- Mural project could promote transportation safety.

Infrastructure concerns/recommendations

- Most common themes
 - Issues at Briceland-Thorn and Redwood
 - Issues at Redwood and Redway
 - Walkability along Redwood on river side south of Redway
 - Need for red curbs at intersections to improve visibility
- Briceland-Thorn Road and Redwood Drive
 - Very wide, very dark intersection
 - Could narrow intersection with paint, bottle dots, bulbouts and crosswalks
 - Right turn lane to go SE on Redwood
 - Need light on NW corner
 - Could add red curb/no parking at Home Cooking to east end of B-T Road to increase visibility. Cars back out from Home Cooking and there is poor visibility.
 - Defunct business on SW corner has a covered area and is often a hangout

- Briceland-Thorn Road west of Redwood Drive
 - Sidewalks alternate side of street
 - Crosswalk across B-T at Humboldt does not feel safe
 - Overgrown vegetation on sidewalk along B-T at Redway/Orchard
 - Replace reflective strips near B-T Road and Par
 - Worst pedestrian access ever on curves down to lower Redway and river
 - Very narrow, no place to walk
 - Create underground walking tunnel
 - Cars driving too fast into town along B-T and Redway. Need flashing radar feedback signs
- Sidewalk drops off on Par near Healy Center in a place where it is very dark
- Improve bus stop infrastructure and signage by Signature Coffee
- Public restroom
 - Near bus stop by Signature Coffee
 - By river access in lower Redway
- Empire
 - Potholes on Empire by laundromat
 - Existing crosswalk on Empire at Birdie needs more visibility. Remove one parking place north of the crosswalk on the west side of Empire.
 - There is a common crossing area on Empire just north of the existing crosswalk at Birdie. Kids cross here to walk to the commercial businesses on Redwood Drive.
 - Brush needs cleared on Empire sidewalk just north of Redway Drive
 - Consider speed humps in the school driveway
 - Consider a mural on the side of Shop Smart by the steps
 - Signage for fire station
 - There is a yield sign at Empire and Whitmore but there are big trucks from Redway Feed
- Redway Drive
 - Redway and Redwood
 - Narrow down this intersection with bulbouts...tighten the right hand turn to slow down cars and narrow crossing distance for peds
 - Also perhaps increase visibility for left turners by taking out one parking place at the County building
 - Continue sidewalk around the County building
 - This intersection is very dark at night
 - A lot of people walking and crossing Redway between KMUD and the Northern Humboldt United Charter School (located at Solar Suites) and the Shell Station. Also there is food served at the First Baptist Church so this is a walking destination too.

- Need a crosswalk on Redway by Empire
- Dangerous curve with trees blocking on Redway just west of Empire. Trim this overgrown vegetation
- No sidewalks on Redway
- Overcrowded street parking on Redway. No visibility, no lighting.
 - Parking on one side of street only to increase room for peds/bikes
 - Consider one way traffic only on Redway
- Redway Drive now 35 mph and people use it to cut through from B-T to Garberville
 - Need speed tables on Redway to slow traffic
- Redway and Whitmore/Manzanita.
 - There is no sidewalk on Whitmore
 - Existing crosswalk on Redway Drive not visible because of cars parked too close. Need red curb/no parking here!
 - Also need a crosswalk across Whitmore to get to the school grounds safely as there is a somewhat blind curve here.
 - The corner here is a public bus stop so people are often walking here.
- Can Redway Drive by Whitmore/Manzanita have a school speed limit and have the speed limit be reduced?
- Redwood Drive through town
 - Desire for RRFB flashing crosswalk across Redwood at Rusk
 - This crosswalk gets used a lot. Cornerstone, day center for disabled adults, uses the crosswalk frequently.
 - Need more visibility at this crosswalk
 - Rusk Lane paving improvements needed
 - Paint //// white no driving lines or a walking lane on Redwood in front of the commercial area to prevent cars driving any place in that expanse of asphalt. People often walk behind the cars parked at the businesses.
 - Delivery trucks unload mostly in the center lane – this blocks visibility at the crosswalk
 - Existing crosswalks need better visibility for pedestrians...very long crossing distance
 - Sidewalks not connected and crosswalks don't connect to sidewalks
 - Perhaps need a crosswalk at Lost Frenchman to the sidewalk across the street. Lost Frenchman owners supportive of safety and biking.
 - Need radar feedback sign from where transition from 50 mph to 35 mph (just north of B-T Road)
 - Not enough room for big trucks delivering to Dazey's so people park all over
 - Many people walking north from downtown Redway along Redwood Drive at night in dark clothing heading to unofficial camping areas

- Dean Creek to Redway bike/walk path?
- Redwood Drive east of Redway
 - Shoulder is sloped so it is hard to walk + uneven pavement edge
 - Post a neon pedestrian/bike symbol sign for cars going south
 - Label walking lane area on river side...perhaps colorize
 - Perhaps shift driving lanes east to have larger walking lane on west side
 - "Slow" signs on Redwood approaching town from south
 - Drainage issue on bluff side of roadway
 - Sidewalk by the Shell is at the same grade as the gas station. People drive on the sidewalk. Need separation.
 - Local people hitchhike from the Shell station...so there are often people standing here on the sidewalk
 - The County did repave Redwood with narrower driving lanes – 11 feet.
- By West Coast Road
 - Need a left turn pocket turning into West Coast from the north. Perhaps the turning volume does not warrant the left turn pocket though.
 - Perhaps a crosswalk across Redwood Drive by the coffee shack. Is there wider County right-of-way here on the east side of Redwood Drive?
 - Painted walking lane on West Coast by clinic? How make West Coast Road more walkable.
 - There is no lighting on West Coast Road. Perhaps CHP willing to work with County on this.
- River access
 - There is some river access at the south end of Orchard/Barnes as well
 - More people walk on Orchard for exercise
 - Future trail to river from Orchard down to Forest Drive. Collaboration with private landowners? Is there any easement on the books at the County or potential for prescriptive easement? Perhaps could also say reestablish pedestrian right-of-way connection from Orchard to Forest Drive in lower Redway as an alternative to Briceland-Thorn Road
 - Adona White's Southern Humboldt Recreation Redway Trail Project
 - Vision
 - Walkable, bikeable, swimmable communities of Redway-Garberville-Benbow neighborhoods
 - Provide safe pedestrian and bicycle access
 - Enhance diverse outdoor enjoyment opportunities
 - Provide diverse and accessible opportunities for tourists
 - Improve and enhance State Parks access across the river on the ridgetop

Southern Humboldt Recreation Redway Trail Project

Contact: Dave Walsh (davew@asis.com) and
Adona White (707-479-2342, adonacwhite@gmail.com)

Vision:

- Walkable, bikeable, swimmable communities of Redway-Garberville-Benbow neighborhoods
Provide safe pedestrian and bicycle access
Enhance diverse outdoor enjoyment opportunities
Provide diverse and accessible opportunities for tourists
- In-town
 - 25 MPH vehicle speeds
 - sidewalks/trails for strollers, bikes, and walking
 - cross-walks
 - Bike racks
 - Covered benches with trees
 - Reestablish pedestrian right-of-way connection from Orchard to Forest Drive in lower Redway (alternate to Briceland Road)
 - Redwood Drive bike/pedestrian lane all the way – safety for pedestrians, bikers, and drivers
 - Tourist information
 - Gateway to King Range mountain biking and hiking
- Connections to the river
 - Briceland Road improvements for pedestrians (also address high-risk RCSD fuel tank and treatment building)
 - Orchard Drive to Forest Drive reconnection
 - Marked river access
- Improve and enhance state parks access
 - Redway Ridge bike/hike trail (and potential fire break)
 - Benbow to Kimtu connection loop trail
 - Whitmore to Holbrook connection
- Potential Partners
 - California State Parks
 - Humboldt County Public Works
 - Southern Humboldt Community Park
 - Save the Redwoods League
 - Redwood Community Action Agency
 - Southern Humboldt Visitors Bureau
 - Humboldt Area Foundation
 - Chamber of Commerce
 - Redwoods Rural Health Center
 - Redway Community Services District
 - YMCA of Marin
 - Southern Humboldt Unified School District

Appendix D

Nov. 14, 2019

TO: Emily Sinkhorn, RCAA

RE: Redway Walkability Assessment

FROM: Linda Sutton, who has walked
THOUSANDS OF MILES IN REDWAY IN THE
PAST 50 YEARS

IT SEEMS CLEAR THAT THERE IS A LOT TO DO TO
INSURE THE SAFETY OF ALL PEOPLE OF ALL AGES
WHO WALK IN REDWAY AND WHO WOULD LIKE
TO BE ABLE TO WALK IN THE FUTURE

I WOULD HAVE APPRECIATED BEING ABLE TO
FILL OUT THE COMMUNITY SURVEY REFERRED TO
ON PG. 4 BUT APPARENTLY THAT WAS ONLY
OFFERED ON-LINE

MANY PROBLEMS HAVE BEEN ARTICULATED IN
THIS ASSESSMENT BUT TWO AREAS NEED MORE
ATTENTION: THE CROSSROADS WHERE REDWAY
DRIVE, CROWLAND AND BRICELAND RD. COME
TOGETHER - THE RAISED BOD OF PAVEMENT
DOES LITTE FOR PEDESTRIANS AND TRAFFIC FLOW.
THE SECOND AREA IS THE INTERSECTION OF
CARRIDGE DRIVE, BRICELAND RD, FOREST AND
EEL RIVER LANE - WHERE IT IS OFTEN A RISKY
ENTERPRISE TO CROSS BRICELAND RD. VEHICLES
ON BRICELAND RD. COMING DOWN THE HILL ARE
PICKING UP SPEED AND OFTEN ACCELERATING FOR
THE STRAIGHT-A-WAY TO THE BRIDGE. NOT ONLY
IS IT DIFFICULT FOR PEDESTRIANS BUT ALSO
FOR DRIVERS TURNING ON OR OFF BRICELAND RD.

(2)
A STOP SIGN WAS REQUESTED BY LOCAL RESIDENTS SEVERAL YEARS AGO FOR BRIERLAND RD AT THIS INTERSECTION.

INCREASED TRAFFIC, SPEEDING AND INATTENTIVENESS HAVE ONLY EXACERBATED THE SITUATION.

SPEEDS NEED TO BE REDUCED, SIGNAGE FOR PEDESTRIANS AND CROSSTRAFFIC ERECTED AND REGULAR ENFORCEMENT NEEDS TO OCCUR,

WHY IS THERE A RELUCTANCE TO INSTALL HELPFUL ROAD SIGNS, PAINT CURBS, MARK CROSSWALKS AND CITE DRIVERS WHO HAVE BAD DRIVING HABITS AND OFTEN CAN'T STAY IN THEIR LANE ???

A PROGRAM THAT OFFERS FREE OR LOW-COST SAFETY VESTS TO LOCAL WALKERS WOULD BE HELPFUL. IT IS INTERESTING TO NOTE THAT SAFETY VESTS WERE HANDED OUT TO PARTICIPANTS ON THE WALK (Oct 2 BUT NO OFFER WAS MADE FOR PEOPLE TO KEEP THEM.

A PR EFFORT THAT IDENTIFIES DANGEROUS AREAS FOR PEDESTRIANS AND THAT PROMOTES THE IDEA OF BEING VISIBLE WITH BRIGHT COLORED CLOTHING AND SAFETY VESTS WOULD BE HELPFUL.

HOW ABOUT REGULAR AND ONGOING MEETINGS LOCALLY TO STAY ON TRACK WITH THIS VERY IMPORTANT SUBJECT?

Julia Sutton
PO Box 631
Redway, CA 95560

707.923.2574