Blue Lake Rancheria Workshop Summary and Recommendations

Community Pedestrian & Bicycle Safety Training and Action Planning
Creating Safer Streets for Walking and Biking

California Walks
Stepping Up for Health, Equity, & Sustainability

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

OTS
CALIFORNIA OFFICE OF TRAFFIC SAFETY

October 2019

Funding for this program was provided by a grant from the California Office of Traffic Safety, through the National Highway Traffic Safety Administration.

Blue Lake Rancheria, California

Acknowledgments

We would like to thank the Planning Committee for inviting us into their community to host the Community Pedestrian and Bicycle Safety Training at Blue Lake Rancheria.

Planning Committee

Anita Huff	Blue Lake Rancheria Tribal Government, Office of Emergency Services
Justin Gill	Blue Lake Rancheria Tribal Police Department
Lynette Ramsey	Blue Lake Rancheria Rancheria Resident
Emily Stokes	Blue Lake Rancheria Tribal Transportation Assistant
Kyle Mayr	Blue Lake Rancheria Rancheria Resident
Stephen Kullman	Blue Lake Rancheria Tribal Government, Community Development & Resilience
Michelle Fuller	Blue Lake Rancheria Tribal Government, Environmental Programs

Thank you to Anita Huff for providing food and refreshments and allowing us to use the Community Room at Tribal Headquarters for the training. We would also like to thank Emily Sinkhorn from Redwood Community Action Agency for facilitating the on-bike assessment during the training.

This report was prepared by:

California Walks
Wendy Ortiz
Miha Tomuta
Tony Dang
Alma Leyva Orozco
https://calwalks.org

UC Berkeley Safe Transportation Research & Education Center
Katherine L. Chen
Jill F. Cooper
https://safetrec.berkeley.edu

Table of Contents

Workshop participants working on crowdsourcing map activity.

Introduction

Blue Lake Rancheria Tribal Government, the Planning Committee, California Walks (Cal Walks), and the University of California at Berkeley's Safe Transportation Research and Education Center (SafeTREC) collaboratively planned and facilitated a Community Pedestrian and Bicycle Safety Training (CPBST) in Blue Lake Rancheria on September 17, 2019 from 3:00 p.m. to 6:30 p.m. at the Blue Lake Rancheria Community Room. The CPBST is a joint project of California Walks and SafeTREC (Project Team) that works with local residents and safety advocates to develop a community-driven action plan to improve walking and biking safety in their communities by collaborating with local officials and agency staff.

The Blue Lake Rancheria is a federally recognized Native American tribe in northwestern California in Humboldt County. The Tribe currently has 100 acres of land in trust and an enrolled population of roughly 50. The Tribe also operates a casino, which is a destination in the region and attracts a large number of visitors, many of whom drive, to the Rancheria.

The Planning Committee identified a community-wide focus for the Blue Lake Rancheria community to:

1. Assess walking and biking infrastructure for Blue Lake Rancheria residents;
2. Identify priorities and next steps to make walking and bicycling safer and more pleasant in Blue Lake Rancheria; and
3. Collaborate with the City of Blue Lake and Humboldt County to improve walking and biking conditions on routes leading to and from the Rancheria.

The training consisted of:

1. Walking and biking assessments along three key routes;
2. An overview of strategies to improve walking and biking safety using the intersectional 6 E's framework including: Equity & Empowerment, Evaluation, Engineering, Education, Encouragement, and Enforcement; and
3. A small group action-planning session to prioritize and plan for programs, policies, and infrastructure projects.

We would like to acknowledge the 15 participants who attended the workshop including Blue Lake Rancheria residents, Blue Lake Rancheria staff, Humboldt County Association of Governments, and Redwood Community Action Agency. Their collective participation meaningfully informed and strengthened the workshop's outcomes.

This report summarizes the workshop proceedings, as well as recommendations for programs, policies, and infrastructure to improve walking and biking safety in Blue Lake Rancheria.

The CPBST Planning Process

Step 1: Assemble a Planning Committee - May 2019

- Enlist key stakeholders to serve as the Planning Committee to define the CPBST workshop goals and refine curriculum to meet the community's needs

Step 2: Review and Analyze Existing Plans and Data - May 2019

- Review existing community documents (policies and plans)
- Analyze injury collision data and identify trends

Step 3: Conduct CPBST Site Visit - June 12, 2019

- Review current pedestrian and bicycle safety data and conditions
- Discuss workshop logisitcs
- Conduct preliminary walk assessments
- Identify instructional activities and goals for the workshop
- Develop outreach and recruitment plan for the workshop

Step 4: Conduct CPBST Workshop - September 17, 2019

- Conduct a walking and/or biking assessment
- Participate in workshop instructional activities
- Develop an action plan, including identifying actionable next steps for advancing workshop goals

Step 5: Implement CPBST Actions - Ongoing

- Review CPBST report summarizing workshop proceedings and recommendations
- Work with partners to secure resources for programs/projects identified during the CPBST
- Update California Walks and SafeTREC about changes as a result of the CPBST workshop

Collision History

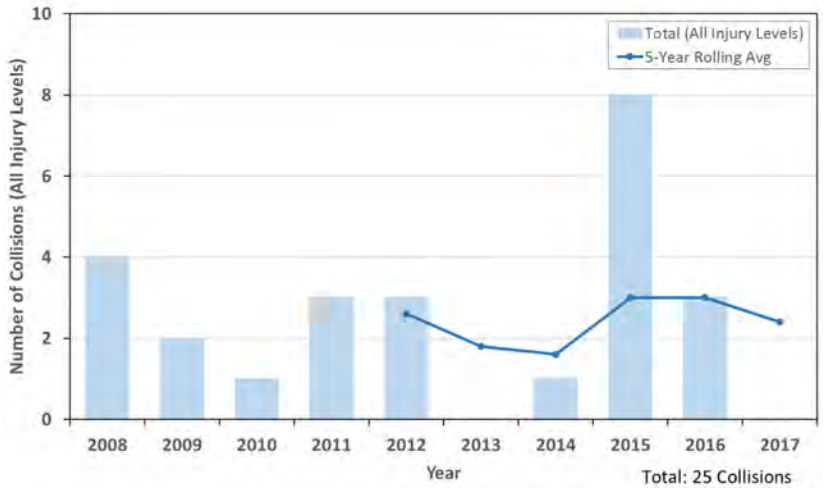
It should be noted that, in general, there is a lack of data detailing collisions on tribal lands, which puts tribal communities at a disadvantage in the competition for safety project funding. Improving the quality and quantity of data collected about traffic collisions that occur within the boundaries of tribal lands is a necessary step to achieving this goal. Data from the Fatal Accident Reporting System (FARS) show that Native Americans are at disproportionately high-risk population for traffic fatalities.[1] Roadway design, pedestrian and driver behavior, and environmental factors contribute to crash risk.

UC Berkeley developed a tool for tribes to access their own collision data through the Transportation Injury Mapping System (TIMS). TIMS provides interactive analysis and mapping tools for tribal areas. It helps tribes identify collision trends using their tribal boundaries. For more information, visit: **https://safetrec.berkeley.edu/tools/tribal-crash-data-tool**

The following data is based on police-reported collisions resulting in injuries within a one-mile buffer of Blue Lake Rancheria. Data reported in this section are from the Statewide Integrated Traffic Records Systems (SWITRS) for the years 2008 to 2017. Collision data for 2016 and 2017 are provisional as of March 2019. A full discussion of the pedestrian and bicycle collision data can be found in Appendix C.

Collisions

Collisions within one-mile of Blue Lake Rancheria (2008-2017)



Over the 10-year period from 2008 to 2017, injury collisions appeared to be fairly stable, except for a peak in 2015. In the most recent five years of data available, 2013 to 2017, there were 25 police-reported collisions with none on the Rancheria itself. Collisions were concentrated on State Route 299, Glendale Drive, and West End Road. There were no reported pedestrian collisions and two (2) bicycle collisions. Collisions were slightly more likely to occur between 3 p.m. and 6 p.m., overnight between 9 p.m. and 3 a.m, and on Saturdays and Tuesdays. The top primary collision factors were unsafe turning (44.0%) and driving under the influence of alcohol (28.0%).[2]

There were 28 victims, including one (1) fatality and one (1) severe injury. In the two bicyclist collisions, one resulted in a fatality and the other in a minor injury. Over one-fifth (21.4%) of victims were under age 20 though adults age 45 to 54 amassed the greatest number of injuries in motor vehicle collisions.

1 CDC. https://www.cdc.gov/motorvehiclesafety/native/factsheet.html

2 According to California Vehicle Code 21200, bicycles are considered vehicles, therefore, bicyclists on public streets have the same rights and responsibilities as automobile drivers. This makes it difficult to discern whether a bicyclist or driver is at fault.

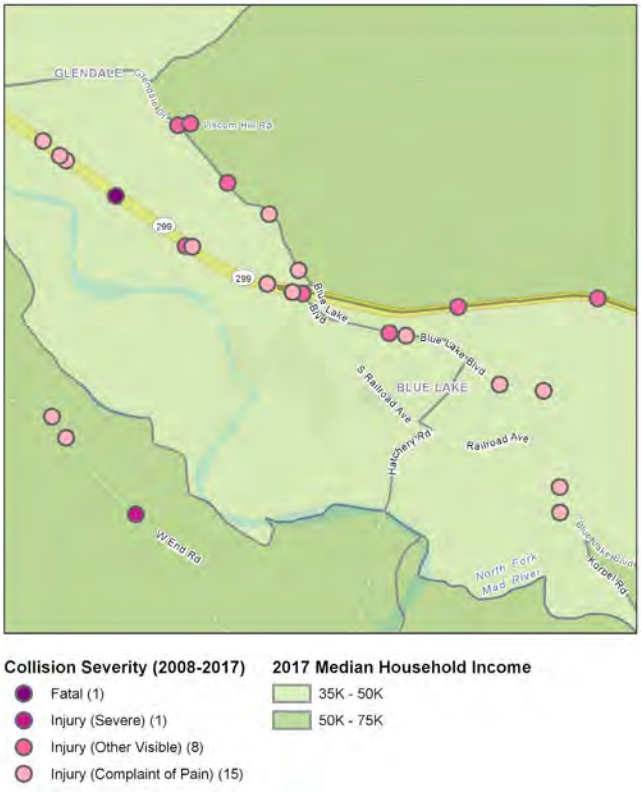
Crowdsourced Collisions

During the site visit, the Planning Committee reported that most collisions on the Rancheria occur in the casino parking lot and that the security office keeps a database of these collisions. They reported three (3) injury collisions in recent memory that occurred in the parking lot; two collisions involved pedestrians and one was vehicle-to-vehicle. In 2019, there was also a motorcycle fatality on Blue Lake Boulevard.

As part of the workshop, participants echoed the safety concerns listed during the site visit and summarized events on printed maps.

Equity Concerns

Equity in this project means working to ensure that all groups of people, regardless of age, race, gender, ability or income, are considered in planning and decision-making processes. For transportation, our overall goal is to address inequities in vulnerable communities, which have disproportionately high levels of injuries. Improving safety requires tackling the complicated interplay between inequities, the walking and biking built environment, and driver, bicyclist, and pedestrian behaviors.



Collisions within one-mile of Blue Lake Rancheria overlaid with median household income data (2008-2017). Data source: SWITRS 2008-2017; 2016 and 2017 data are provisional as of March 2019. ESRI. US Census Bureau, and American Community Survey.

At the national level, pedestrian fatality rates in lower-income communities are more than twice that of higher income communities.[3] The Project Team used SWITRS, U.S. Census Bureau, and American Community Survey (ACS) data to overlay pedestrian and bicycle collisions with income data to understand how collisions are distributed in this area based on income level. This analysis revealed that a disproportionately high number of collisions occurred in the lower income areas within one-mile of Blue Lake Rancheria.

Moreover, according to the National Indian Justice Center's "Safe Journeys: A Report on Roadway Safety in California Indian Country," pedestrian fatalities involving Indian youth are almost four times that of all other races combined,[4] and Native American male pedestrians in California experience four times the death rate Whites or Asian pedestrians.[5] Tribal communities additionally face unique transportation safety planning and implementation challenges.

---

3 Pedestrian Deaths in Poorer Neighborhoods Report," Governing, August 2014. Available at http://www.governing.com/gov-data/pedestrian-deaths-poor-neighborhoods-report.html

4 The National Indian Justice Center. Safe Journeys: A Report on Roadway Safety in California Indian Country. Available at http://www.nijc.org/pdfs/TTAP/NIJC%20Environmental%20Report.pdf

5 Office of Health Equity, California Department of Public Health. Healthy Communities Data and Indicators Project, 2013. Available at https://www.cdph.ca.gov/Programs/OHE/CDPH%20Document%20Library/HCI/ADA%20Compliant%20Documents/HCI_Transportation_to_work_42_Narrative_and_examples_10-2-13-ADA.pdf

Funding is typically linked to collision data history documenting the potential safety issues. However, collision data on tribal lands is often lacking which puts tribes at a disadvantage in competition for these funds. The operation, maintenance, and safety enforcement of roads on tribal lands, including access, are often cross-jurisdictional with some roads covered by the Bureau of Indian Affairs (BIA), state (e.g., California Highway Patrol for enforcement), county, neighboring city, or the tribe. Consequently, safety improvements may be contingent on aligning the priorities for all stakeholders involved. Lastly, tribal communities often have to navigate many layers of state and federal government to access funding and grant programs that non-tribal communities do not.

For example, the California Active Transportation Program (ATP) requires a limited waiver of sovereignty as part of Caltrans' Master Agreement process in order to access funds. This limited waiver of sovereignty is problematic for tribal communities and alternatives to this requirement – such as an intergovernmental fund transfer agreement from Caltrans to the Federal Highway Administration to the BIA and back down to the tribal government via a BIA government-to-government (G2G) program agreement – are in the process of being formalized and executed for the handful of tribal communities that have been awarded ATP funds in the latest grant cycle.

Walking & Biking Assessment

Routes

Workshop participants conducted walking and biking assessments along three key routes and were asked to

1. Observe infrastructure conditions and the behavior of all road users;
2. Assess the qualitative and emotional experience of walking or biking along the route; and
3. Identify positive community assets and strategies which can be built upon.

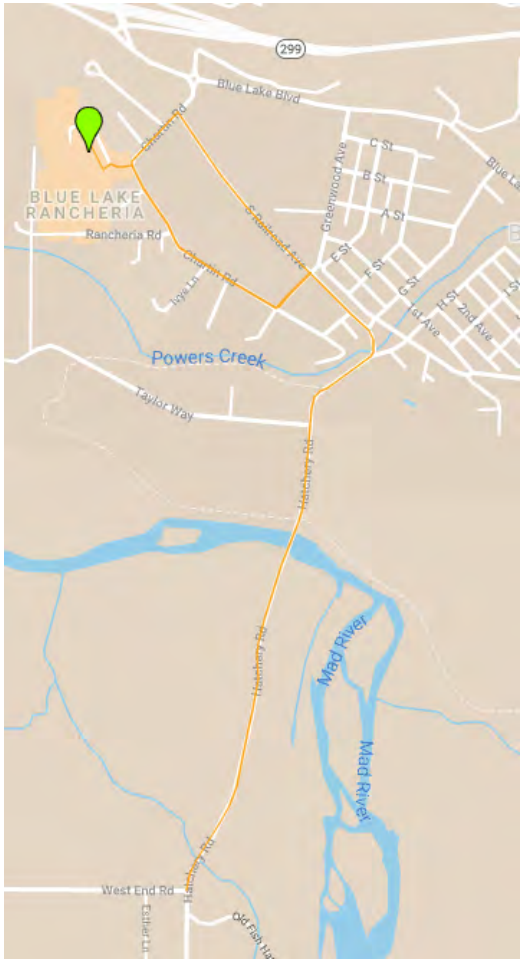
Route 1: Perigot Park & Gymkhana Field

The first route focused on streets leading to Perigot Park and Gymkhana Field, which are highly frequented by families on the Rancheria and in the City of Blue Lake.

Route 2: Blue Lake Elementary School

The second route focused on the area around Blue Lake Elementary School and routes students and parents used to travel to and from school.

Route 3: Hatchery Road



This on-bike route focused on the main roads used to bike in and out of the Rancheria, with a focus on Hatchery Road, which families use to access Mad River.

Alternate Activity: Street Story

Workshop participants who did not join the walking and biking assessments shared their transportation safety experiences walking and biking in Blue Lake Rancheria as part of an in-class activity. The Project Team guided three participants through a series of paper and on-line surveys and facilitated discussions on the participants' experiences with collisions, near-misses, and unsafe and safe areas to travel. Their stories are integrated into the walking and biking assessment reflections section of this report. Additionally, all of the stories collected were input into the online Street Story platform after the workshop.

To view data collected as part of Street Story in Blue Lake Rancheria, please visit: https://streetstory.berkeley.edu/tribal.

Street Story is a community engagement tool that allows residents and community organizations to gather information that is important to transportation safety. Street Story is an online platform developed by UC Berkeley SafeTREC to collect stories about transportation collisions, near-misses, hazards and safe locations to travel. Street Story is also available in a paper version.

The platform and the information collected is free to use and ublically available. Street Story is available at: **https://streetstory.berkeley.edu**

Reflections

Following the walking and biking assessment and the Street Story activity, participants shared the following reflections:

Roadway Conditions

- Roadway conditions along Chartin Road, Railroad Avenue, and Hatchery Road were cracked, uneven, and difficult to maneuver for bicyclists. Drivers drive through the stop sign at the entrance to the Rancheria on their way to the casino and gas station.
- Participants on Route 1 noted that the pavement condition on Chartin Road was preferable for walking when compared to Railroad Avenue.

Cracked roadway on Hatchery Road.

Biking Infrastructure

- The standard bike lane on Chartin Road is very narrow and full of loose gravel and other debris, which forces some bicyclists into the vehicle lane.
- The Chartin Road bike lane begins at the roundabout on Blue Lake Boulevard. The bike lane is very narrow at the turn, and on-bike assessment participants had to contend with drivers encroaching on the bike lane as they made sharp turns onto Chartin Road.
- The standard bike lane on Hatchery Road ends just south of South Railroad Avenue, which creates potential points of conflict between bicyclists exiting the bike lane and those attempting to make a left to stay on South Railroad Avenue.
- Bike lane signage on Chartin Road and Hatchery Road is small and difficult to see for drivers.

Top Left: Loose gravel on the Chartin Road bike lane.

Top Right: Small bike lane signage on Hatchery Road.

Bottom: Bicyclists riding on the Hatchery Road bike lane (left) must merge into the vehicle lane to make left turn to stay on South Railroad Avenue (right).

Mad River Access Points

- A popular entry point to Mad River from Hatchery Road is located on private property, so families must traverse an uncleared rocky hill to get down to the river.
- There are various points along Hatchery Road where its narrow width, especially on the bridge, force drivers, bicyclists, and pedestrians to compete for space. This makes it difficult to access Mad River.
- Workshop participants shared that during the summer, the existing parking at the Mad River access points is insufficient and results in aggressive drivers competing for parking space.

Left: Families must walk through the trees and down the rocky hill to get to the river.

Right: Narrow lanes on the Hatchery Road Bridge.

Sidewalk Conditions and Connectivity

- There are missing sidewalk segments along Chartin Road from Blue Lake Boulevard to the entrance of the Rancheria; along Hackett Road from the entrance to the Rancheria to Broderick Lane; along both sides of South Railroad Avenue; and along Blue Lake Boulevard from Greenwood Avenue to Chartin Road. These sidewalk gaps impact pedestrian connectivity between Blue Lake Rancheria and the City of Blue Lake and expose pedestrians, including students, to vehicle traffic.
- Despite the sidewalk gaps, participants on Route 1 shared that they felt safe walking along Chartin Road because drivers drove more slowly due to its narrow width.
- The sidewalks on Broderick Lane between Chartin Road and South Railroad Avenue are at street-level and lack curbs.
- During the workshop, Redwood Community Action Agency shared that the City of Blue Lake is currently in the process of designing and installing a walking path on Railroad Avenue. Participants agreed that a separated walking path would address many of their current safety concerns. Participants expressed an interest in working with the City of Blue Lake to integrate interpretive and celebratory features along the path that highlight the Rancheria community's history.

Sidewalk Conditions and Connectivity *(continued)*

<u>Left:</u> Missing sidewalks along both sides of Hackett Road (top) and Chartin Road (middle) leading into the City of Blue Lake. Sidewalks along Broderick Lane (bottom) are level with the street.

<u>Right</u>: A participant walks on the shoulder of Blue Lake Boulevard as a truck drives by at a high speed (top). A tree along Broderick Lane (bottom) buffers the sidewalk from vehicles and provides shade for pedestrians.

Casino Entrance and Parking Lot

- Participants noted a high degree of confusion that occurs at the intersection of Chartin Road/ Casino Way for visitors and residents alike. Currently, there is no traffic control at this intersection for incoming drivers who must quickly decide which of three directions to take: toward the Casino, toward the parking lot/overnight RV parking, or toward the gas station/convenience store. For people walking to/from the Casino, tribal offices, or the gas/station convenience store, the driver confusion contributes to many near misses, as drivers are preoccupied with figuring out where they are going rather than looking for pedestrians.
- While there is one pedestrian path between aisles in the parking lot to access the Casino, there is a lack of wayfinding and directional signage to access the path. Instead, residents, employees, and visitors walk haphazardly through the parking lot, where many near misses occur between pedestrians and drivers, especially drivers in large trucks and RVs.

Street Lighting and Pedestrian-scale Lighting

- There is a lack of street lighting in Blue Lake Rancheria and City of Blue Lake communities, including at key locations such as Perigot Park, Gymkhana Field, and bus stops in the City of Blue Lake.
- The majority of lighting in the Blue Lake Rancheria is limited to the Casino's parking lot lighting.
- In the City of Blue Lake, the majority of lighting is from flood lights attached to tall utility poles and from lights in residential yards. The flood light fixtures are located too high to illuminate pedestrian and bicycle paths, and the height and fixture design allow light to scatter, contributing to light pollution. Participants on Route 2 shared they would like more light in the community, but not at the expense of the dark sky.

Left: Lighting in the Blue Lake Rancheria parking lot is focused downward and unevenly distributed, which creates dark spots between cars and along pedestrian pathways.

Top Right: A flood light attached to a tall utility pole in the City of Blue Lake.

Fear of Crime and Sense of Community

- Several workshop participants shared that they do not walk in the community during evening hours or not at all due to a fear of crime and personal security. Community perceptions of crime and fear of crime varied depending on the individual and their attitude towards the built environment.
- Participants shared that a lack of lighting and a fear of being approached by community members experiencing homelessness influenced their decision to not walk or bike in the community.

Accessibility Challenges Ramps

- The assessment area generally lacked curb ramps when sidewalks were present. Specific locations include: Chartin Road/Hackett Road, Chartin Road/Broderick Lane, South Railroad Road/Chartin Road, Blue Lake Boulevard/Greenwood Avenue.
- In areas where sidewalks did not exist, participants noted that traveling using a wheelchair or other assistive mobility device may be difficult in spots where the pavement is in poor maintenance or abruptly ends at the shoulders.

Left: Missing curb ramps at the intersection of Broderick Lane and South Railroad Boulevard.

Right: Curb ramp along Chartin Road at South Railroad Boulevard.

Recommendations to Improve Walking and Biking Safety for Blue Lake Rancheria

Participants engaged in small-group action planning discussions to identify community programs and infrastructure projects aimed at increasing the health and safety of the community. Small groups were separated into three thematic areas: encouragement & education, enforcement, and engineering, to brainstorm a list of programs and projects. Each small group then chose one recommendation to prioritize and expand on via preliminary planning. The other results of the brainstorm are listed by theme below.

Education & Encouragement

- Community walks around the Rancheria and nearby communities
- Walking School Bus for children who walk from the Rancheria to Blue Lake Elementary School
- A pedestrian, bicyclist, and driver education safety campaign on the dangers and consequences of driving under the influence

Engineering

- Actively trim bushes in the Rancheria parking lot area that obscure visibility for pedestrians and drivers
- Evaluate the conversion of perpendicular parking stalls in the Rancheria parking lot to angled parking stalls

Community Recommendations

The following tables summarize the recommendations developed by the community during the workshop.

Education & Encouragement Project Name: Educational Campaign for Upcoming Trail Projects

Project Description: The City of Blue Lake is currently finalizing their plans to connect to the Annie and Mary Trail, which will include a pedestrian and bicyclist pathway along South Railroad Avenue. Blue Lake Rancheria residents are hesitant to create trails on the Rancheria for fear of crime and homeless encampments on the trails. Blue Lake Rancheria would like to create an educational campaign for the upcoming Annie and Mary Trail connection to educate the Rancheria residents on the benefits of being more connected to nearby communities and slowly gain support for the implementation of their own trails on the Rancheria.

Project Goals:

1. Educate Rancheria residents on the health and connectivity benefits of the upcoming trail in the City of Blue Lake;
2. Dispel fears of crime and homeless people settling on the trails;
3. Generate enthusiasm and support for the implementation of trails within the Rancheria among its residents; and
4. Apply for funding to build trails on the Rancheria that will connect its residents to nearby communities.

Action Steps	Timeline	Responsible Party	Resources
Host community walk with Rancheria residents on the United Indian Health Services - Potawot Health Village trail to build support for the upcoming trail in the City of Blue Lake	Spring 2020	Blue Lake Rancheria	
Create paper and phone app maps of the updated Annie and Mary Trail system ● Work with Cal Walks to develop map cards of the updated trail system with safety reminders and connections to amenities on the Rancheria	Summer 2020 (dependent on completion of new trail)	Blue Lake Rancheria Cal Walks	Blue Lake Casino Cal Walks CPBST Follow-up Activity
Develop trails on the Rancheria that connect to nearby communities ● Build support for Rancheria trails by hosting guided walks on existing trails ● Apply for funding to create trails on the Rancheria	Fall 2020	Blue Lake Rancheria Tribal Government and residents	Recreational Trails and Greenways Grant Program

Enforcement Project Name: Installation of Signage for Community Education and Enforcement

Project Description: Blue Lake Rancheria collaborate with the City of Blue Lake to install additional speed limit signage, crossing signage, and educational signage.

Project Goals:

1. Increase driver awareness of speed limits, marked crosswalks, and conflict zones;
2. Educate drivers on the rules of the road;
3. Encourage safe driving behaviors and respect for other road users; and
4. Increase safety on the Rancheria and along roads leading into the Rancheria.

Action Steps	Timeline	Responsible Party	Resources
Install additional speed limit road markings and signage. There is currently a 25 miles per hour speed limit sign along Chartin Road near the intersection of Blue Lake Boulevard roundabout, but participants felt that drivers do not see or obey the speed limit as they drive along Chartin Road and enter the Rancheria. ● Apply for funding for the road markings and signage installations ● Install speed limit roadway markings along Chartin Road near the existing speed limit signage. ● Enhance existing speed limit sign with speed feedback sign. ● Add temporary safety campaign banners along Chartin Road between Blue Lake Boulevard and Hackett Lane: ○ Kid Alert! Visual Warning Signal Safety Guy ○ Community Safety Messages, such as “Slow down!” and “Ped Xing”	Fall - Winter 2019	City of Blue Lake Blue Lake Rancheria	Signage materials. Community safety messages

Engineering Project Name: Pedestrian Pathway

Project Description: Participants identified installing a solar-panel covered pedestrian pathway between the Casino and convenience store – on or near the lawn area to the southwest of the tribal offices; referred to as Parking Lot #2 by students – as a priority to serve students, residents, and visitors alike. Participants recognized that this project is a long-term one and identified action steps focused on securing funding in the short-term. Participants agreed that the pathway project should be developed in tandem with an overarching vision for the Casino parking lot.

Project Goals:

1. Reduce conflict points between drivers and pedestrians in the Rancheria parking lot;
2. Improve pedestrian safety and access to the tribal offices, Casino, and convenience store; and
3. Secure funding for pedestrian pathway.

Action Steps	Timeline	Responsible Party	Resources
Conduct a low-cost parking study. It is important to understand how the Rancheria parking lot is currently utilized and whether demand exceeds existing capacity. If the results show that parking is underutilized, the Rancheria may wish to consider repurposing sections of the parking lot for the pedestrian pathway. ● Solicit student volunteers from Humboldt State University ● Gather parking study training materials ● Train student volunteers ● Conduct parking study during "regular" Casino operations and during an event ● Analyze results and determine if parking is under or overutilized	Fall 2019	Blue Lake Rancheria Humboldt State University Students	How to Do a Parking Study, Metropolitan Area Planning Council Cal Walks CPBST Follow-up Activity

Engineering Project Name: Pedestrian Pathway *(continued)*

Action Steps *(continued)*	Timeline	Repsonsible Party	Resources
Develop grant application to Tribal Transportation Program Safety Funds (TTPSF) to secure funding to conduct a preliminary engineering study. 2% of the available TTP funds are set aside annually to address transportation safety issues in Native American communities. Preliminary engineering for the pedestrian pathway will be critical for pursuing other funding opportunities to fund the final engineering, design, and construction of the pathway.	February 2020	Blue Lake Rancheria	Cal Walks CPBST Follow-up Activity
Pursue funding to implement pedestrian pathway project. Potential funding sources include: ● Active Transportation Program (ATP) ● Federal Lands Access Program (FLAP) ● Tribal Transportation Program (TTP) Each funding source will have different requirements and may necessitate additional steps that could include: ● Hosting community outreach and engagement activities to inform the development of the pedestrian pathway project; and ● Exploring the logistics of conducting an intergovernmental fund transfer agreement.	June 2020 and Beyond	Blue Lake Rancheria	Cal Walks CPBST Follow-up Activity

Cal Walks & UC Berkeley SafeTREC Recommendations

Community-wide Lighting Assessment

The Project Team ***recommends Blue Lake Rancheria collaborate with the City of Blue Lake to perform a community-wide street lighting assessment.*** This assessment would focus on street lighting and pedestrian-scale lighting needs, especially around community gathering areas such as Perigot Park, Gymkhana Field, bus stops, Blue Lake Elementary School, and the Rancheria, and pedestrian walking paths and crossings between the City and the Rancheria.

- The assessment would identify short-term lighting opportunities to increase street and parking lot lighting in the community, such as the installation of additional light fixtures on utility poles, replacement of light fixtures in need of repair, replacement of flood light fixtures to reduce light pollution, including glare.
- The assessment will also identify long-term lighting needs, such as the installation of pedestrian-scale lighting at key locations throughout the community and opportunities to add lighting with upcoming roadway projects such as the Annie and Mary Trail improvement project along South Railroad Avenue. Once developed, the lighting inventory can be used to develop a streetlight installation and maintenance plan, which can increase the sense of safety and security and improve the overall well-being of community members.

The Project Team also recommends the Planning Committee review the International Dark Sky Association website for dark sky friendly street lighting options. Some considerations include light fixtures to replace the existing flood lights, residential lighting options to share with residents, and the installation of dark sky friendly residential lighting that offers security benefits.

Install Raised Pedestrian Crosswalks with High Visibility Signage and Road Markings at Key Locations to Improve Visibility

The Project Team ***recommends Blue Lake Rancheria consider installing raised crosswalks at key locations on the Rancheria.*** Participants shared and the Project Team observed drivers driving at high rates of speed through marked and unmarked crosswalks during the Site Visit and the workshop. Participants shared that existing marked crosswalks on the Rancheria do not appear to be visible to drivers at night. Raised pedestrian crosswalks with high visibility markings and signage improve accessibility by bringing pedestrians to the same level as drivers, improve visibility of crosswalks for drivers, and serve as traffic calming measures by extending the sidewalk across the road to slow drivers at the crossing.

The Project Team ***recommends Blue Lake Rancheria collaborate with the City of Blue Lake to discuss and install raised pedestrian crosswalks with high visibility signage at key locations in the City,*** including Blue Lake Elementary School, Perigot Park, Gymkhana Field, and across from City Hall.

Finalize Blue Lake Casino Parking Lot Design

The Project Team ***recommends Blue Lake Rancheria Tribal Government work with a local planning firm to develop a vision for and finalize the Blue Lake Casino Parking Lot Design to demarcate clear paths for all road users entering and exiting the Casino***. The Planning Committee stressed the importance of prioritizing the Casino parking lot for infrastructure improvements as there are residents and tourists navigating the parking lot throughout the year.

Hatchery Road Improvements

The Project Team ***recommends Blue Lake Rancheria review the Hatchery Road Walkability Assessment and collaborate with the City of Blue Lake and Humboldt County to finalize plans to implement infrastructure improvements along Hatchery Road***. In October 2017, Redwood Community Action Agency, City of Blue Lake and Humboldt County led a walking assessment with local residents to assess walking and biking conditions and provide recommendations for Hatchery Road. Incorporating all three jurisdictions that frequently use Hatchery Road will ensure that all community voices are being represented and that plans serve all road users.

Appendix A: Community Plans & Policies Review

Community Plans and Policies Review: Cal Walks conducted a review of current community planning documents to inform the training and prepare to build off existing efforts. The following documents were reviewed prior to the site visit:

1. Blue Lake Rancheria Tribal Transportation Safety Assessment Technical Report, 2017

2. Blue Lake Rancheria Transportation Safety Plan, 2017

Appendix B: Resources

Street Story for Tribal Communities

Funding Navigation for California Communities

Resident and Business Lighting for Dark Sky

Small Town and Rural Multimodal Networks

Road way to Safe Tribal Communities Toolkit

Tribal Crash Data Tool

For a summary of outcomes from past CPBST workshops, please visit:
www.californiawalks.org/projects/cpbst and https://safetrec.berkeley.edu/programs/cpbst

Appendix C: Data Analysis

Pedestrian and Bicycle Collision Data Analysis

- Blue Lake Rancheria CPBST Workshop Data Factsheet
- Blue Lake Rancheria CPBST Site Visit Data Presentation
- Blue Lake Rancheria CPBST Site Visit Data Follow-Up

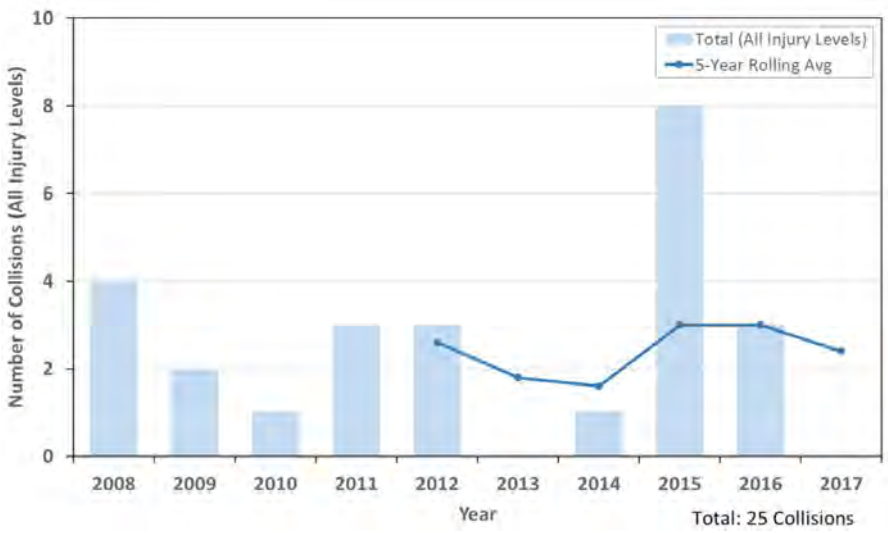
Blue Lake Rancheria Collision Data Analyses

Community Pedestrian and Bicycle Safety Training Workshop (CPBST)

September 17, 2019

In California, more than one in four people who died in a collision is a pedestrian or bicyclist. In this workshop, we provide you with local collision data so that we can identify ways to make walking and biking safer in your community. The local data seen below is based on collision data for the last 10 years (2008-2017) within one mile of Blue Lake Rancheria.

How are collisions changing over time? What could have caused this decrease in collisions?



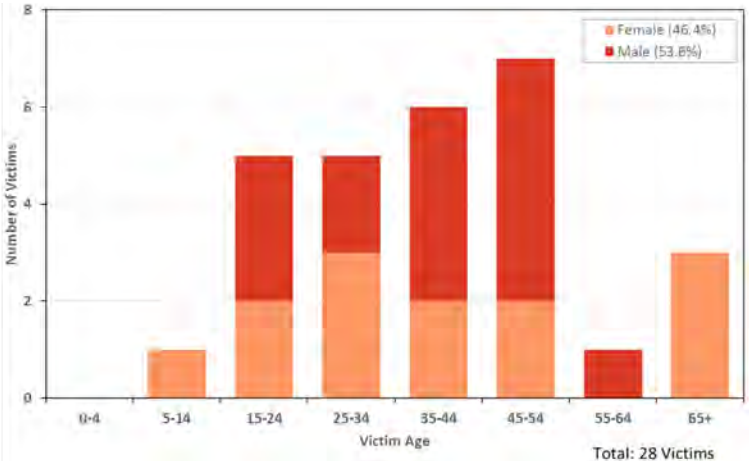
28 people were injured in **25** collisions in the last 10 years (2008-2017)

The number of collisions appear to be **decreasing**, based on the five year rolling average*

0 pedestrian collisions and **2** bicycle collisions from 2008-2017

* The five-year rolling average is the average of five consecutive years of data. It provides an overall collision trend over time that accounts for significant changes in the number of collisions per year

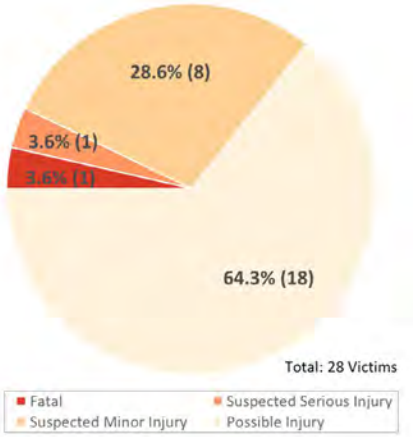
Who were the victims in these collisions?



21.4% of victims were age 20 or younger

10.7% of victims were age 70 or older

How severe were the victims' injuries?



7.2% fatalities or serious injuries

- While these numbers do not tell the whole story, do they resonate with your experience in your community?
- What kinds of improvement do you think could help make walking and biking safer in your community?
- What other data could help inform decision-making?

To learn more about collision data in your community, visit the free tools available through the Transportation Injury Mapping System (tims.berkeley.edu). For additional assistance, email us at safetrec@berkeley.edu.

Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

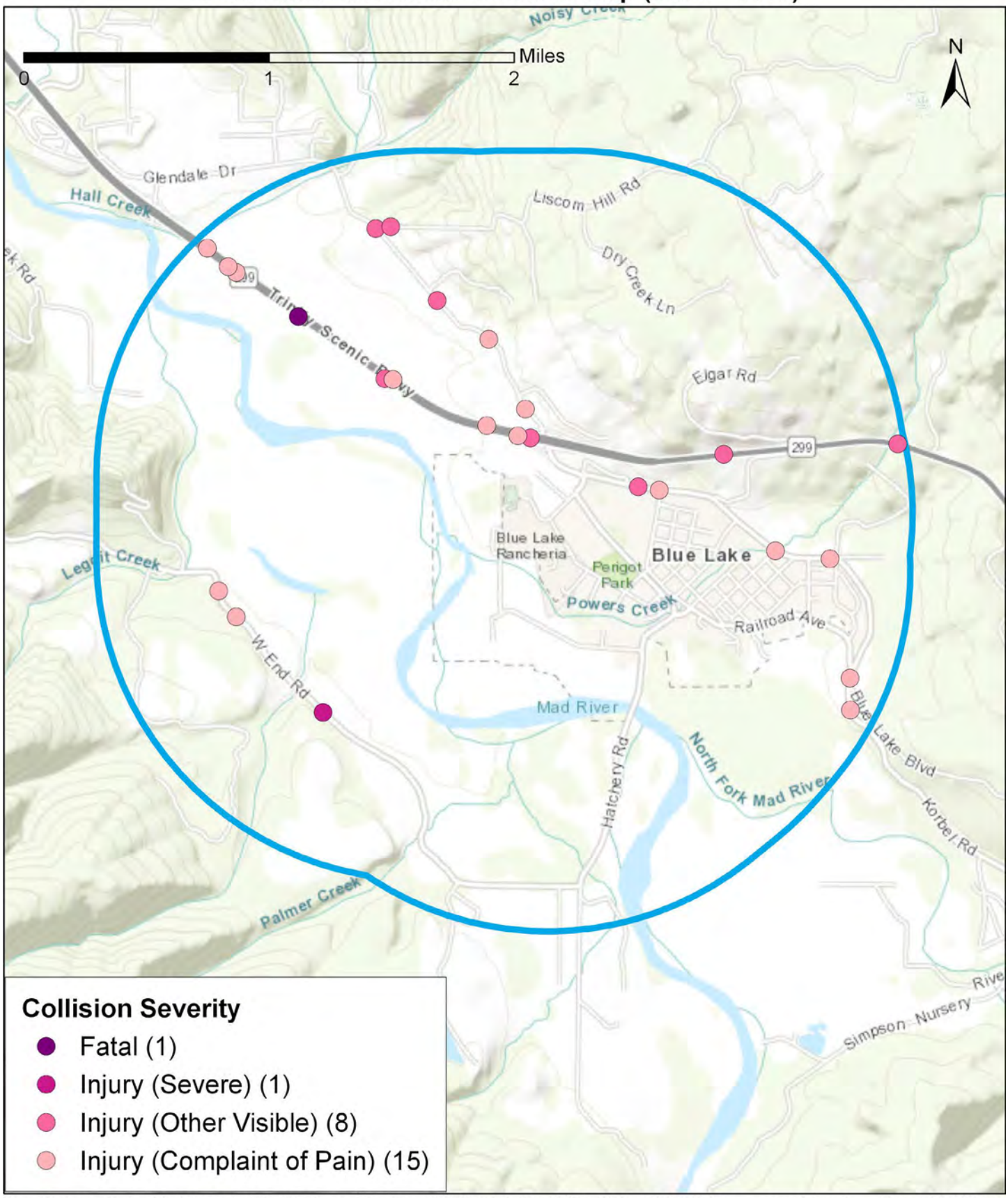
OTS CALIFORNIA OFFICE OF TRAFFIC SAFETY

California Walks

Data source: California Highway Patrol. Statewide Integrated Traffic Records System (SWITRS). Collision data for 2016 & 2017 are provisional as of March 2019.

Funding for this program was provided by a grant from the California Office of Traffic Safety through the National HIghway Traffic Safety Administration.

Blue Lake Rancheria Collision Map (2008 - 2017)

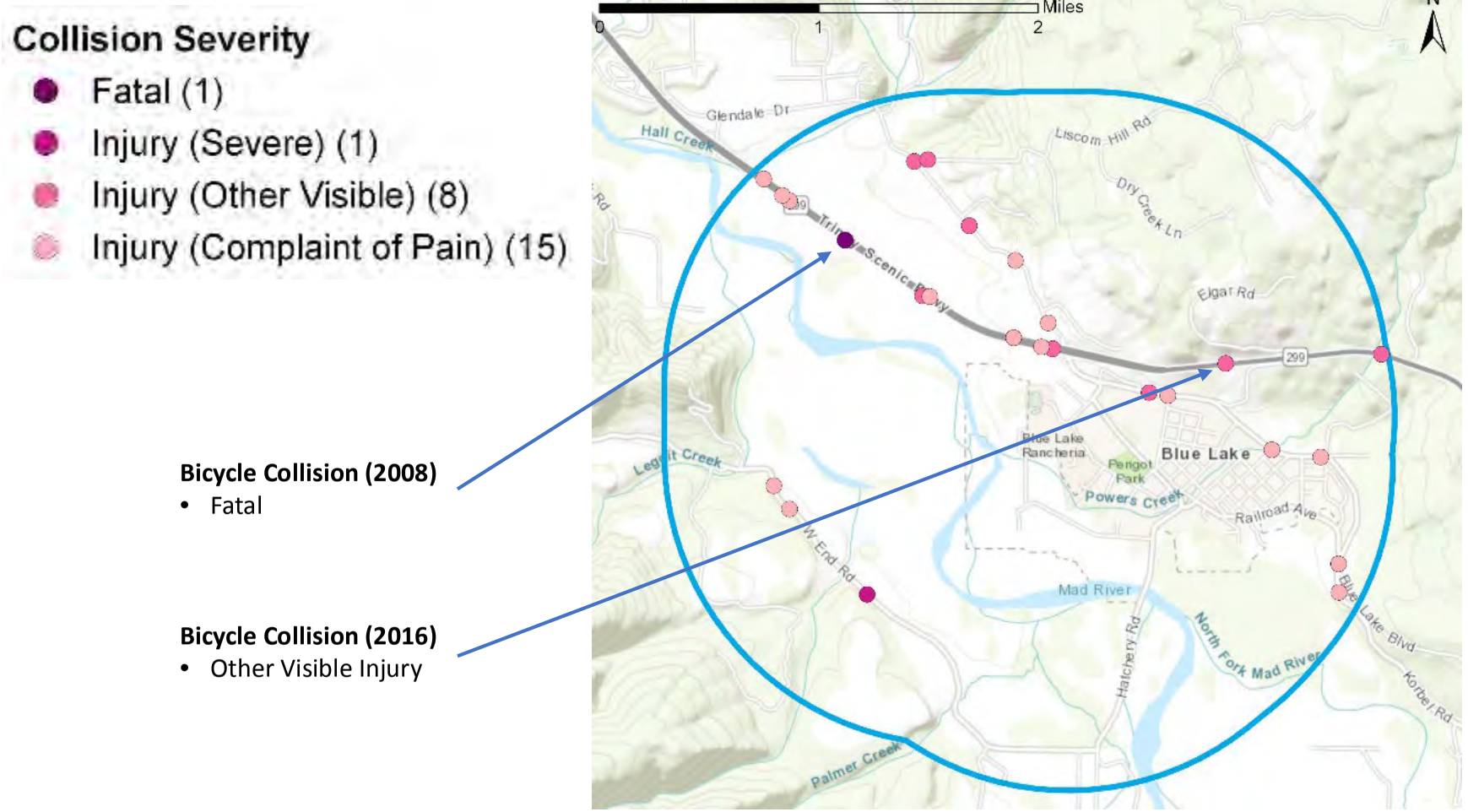


Data Source: Statewide Integrated Traffic Record System (SWITRS) 2008-2017; 2016 and 2017 data are provisional as of March 2019

Date: 5/21/2019

Injury Collisions (2008-2017)

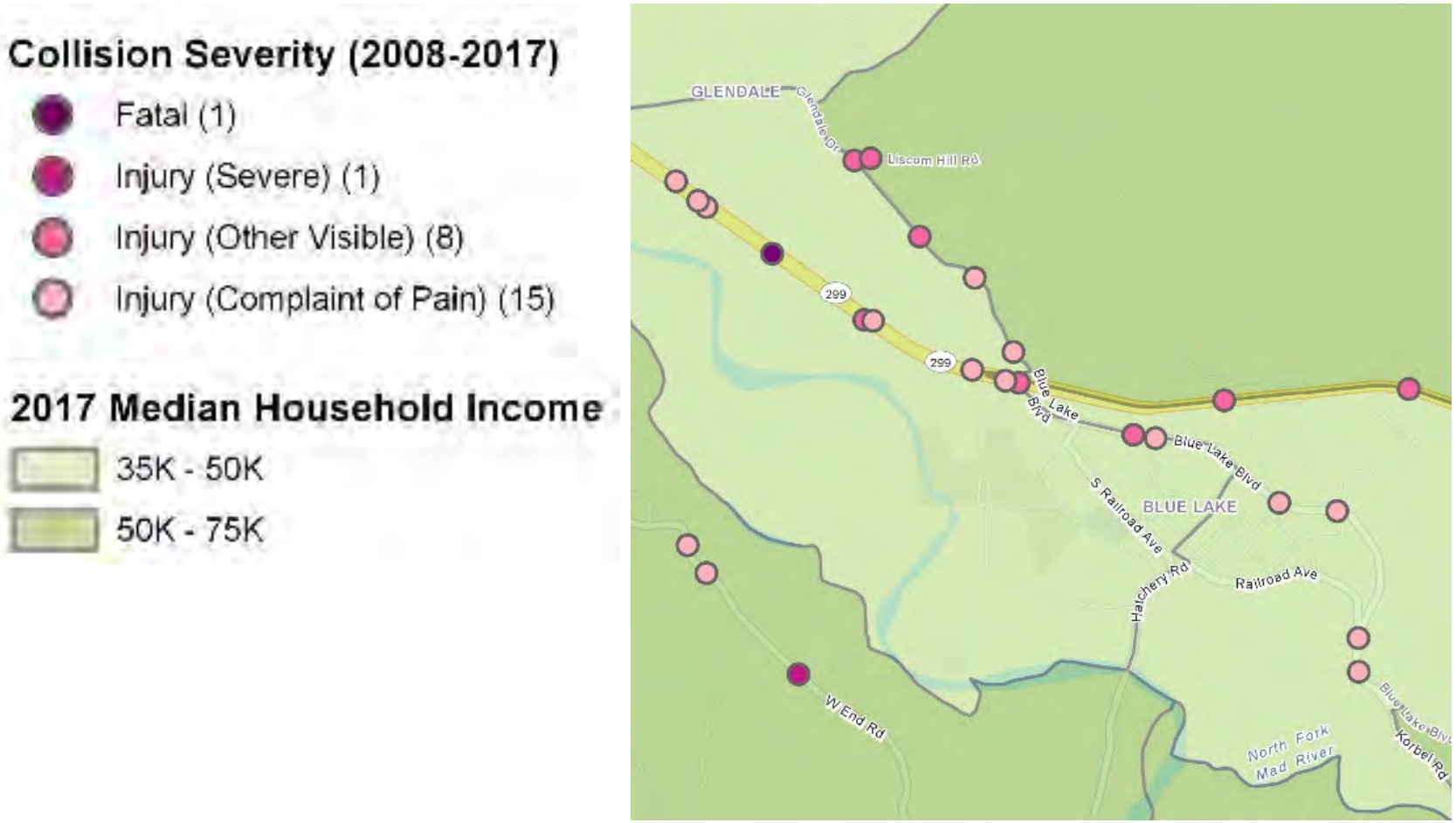
within 1-mile of Blue Lake Rancheria



Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

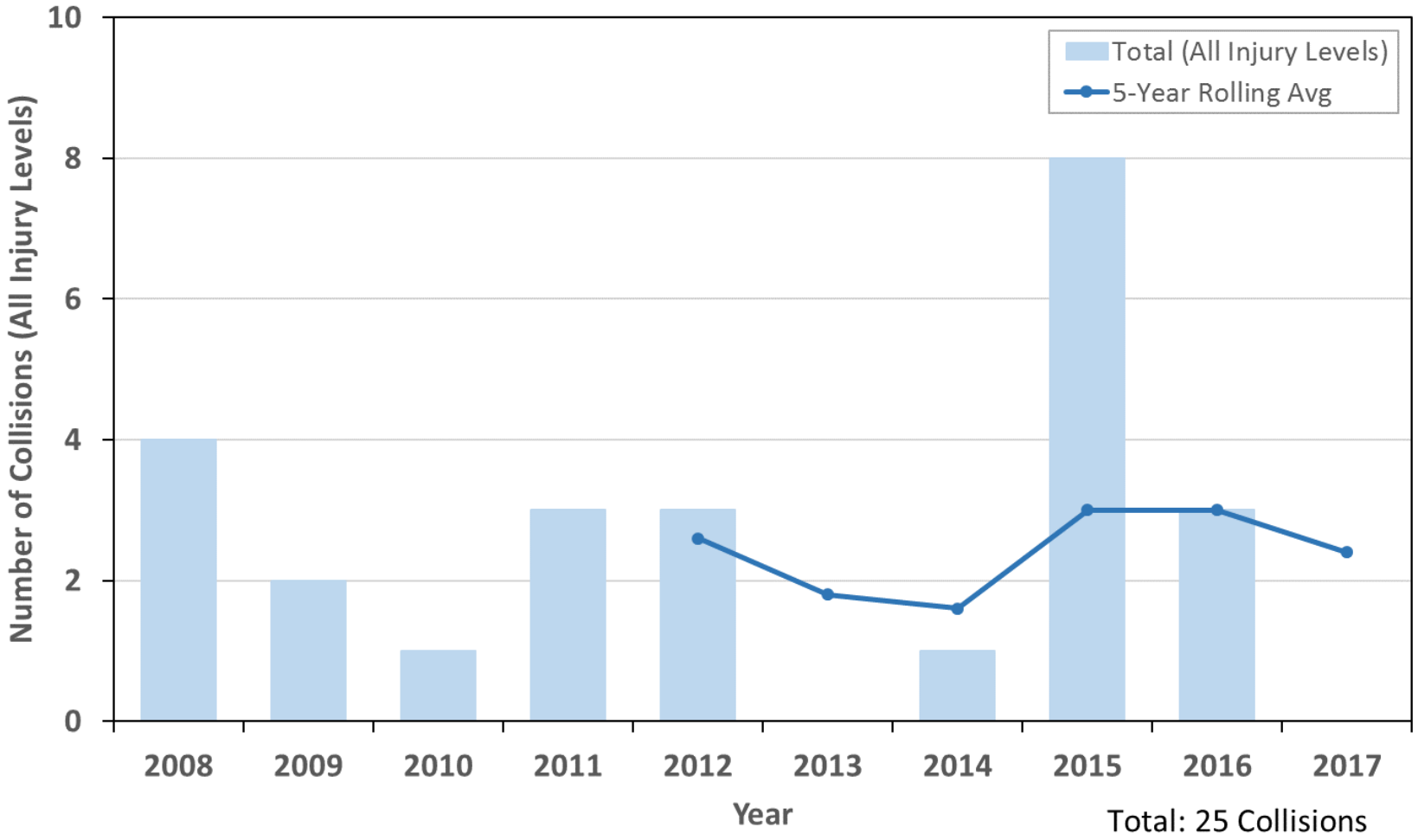
Injury Collisions (2008-2017)
within 1-mile of Blue Lake Rancheria



Data Source:

1. Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.
2. ESRI Business Analyst 2017.

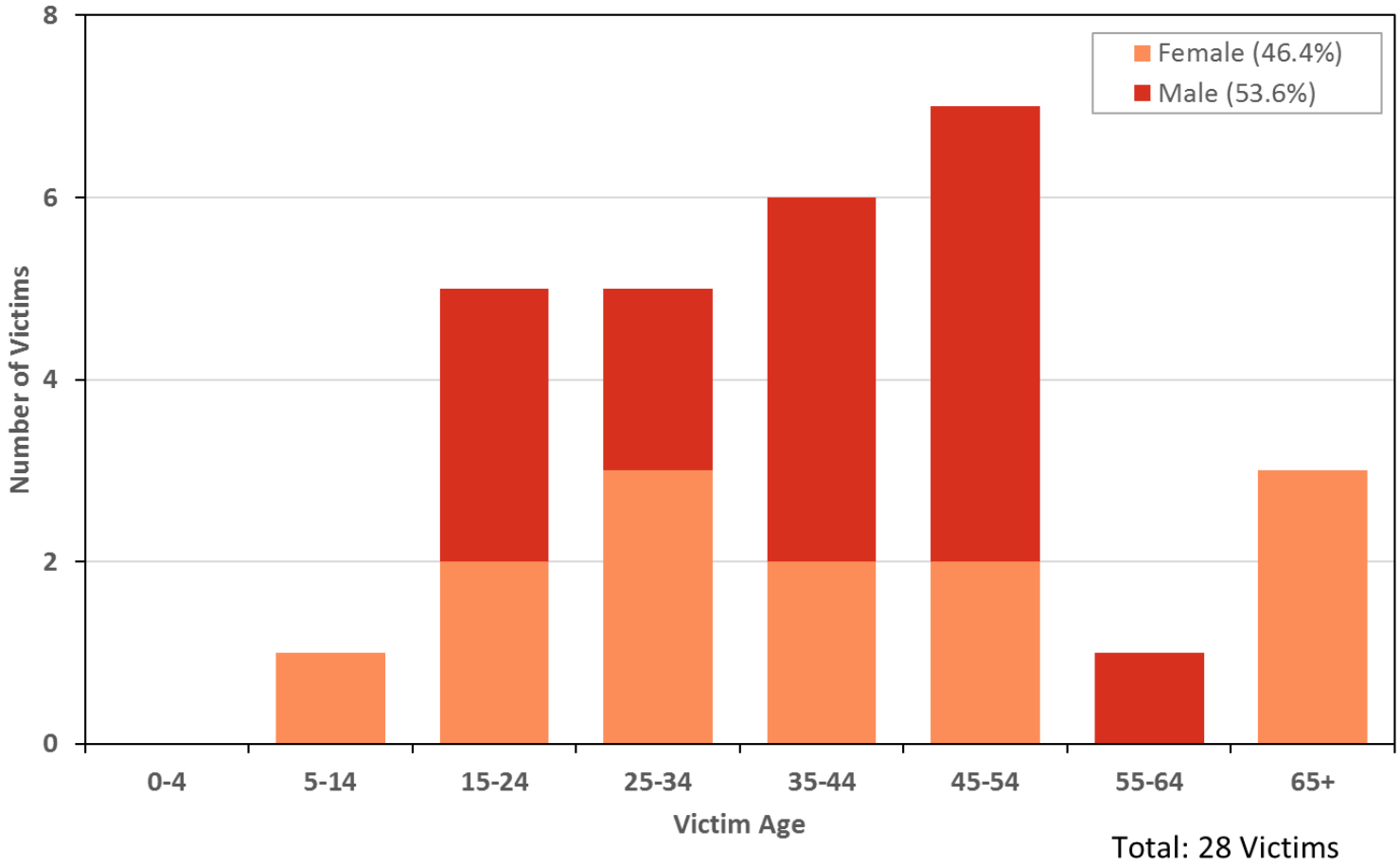
Injury Collision Trend
within 1-mile of Blue Lake Rancheria



Data Source:
Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Injury Victim Demographics (2008-2017) by Age and Gender

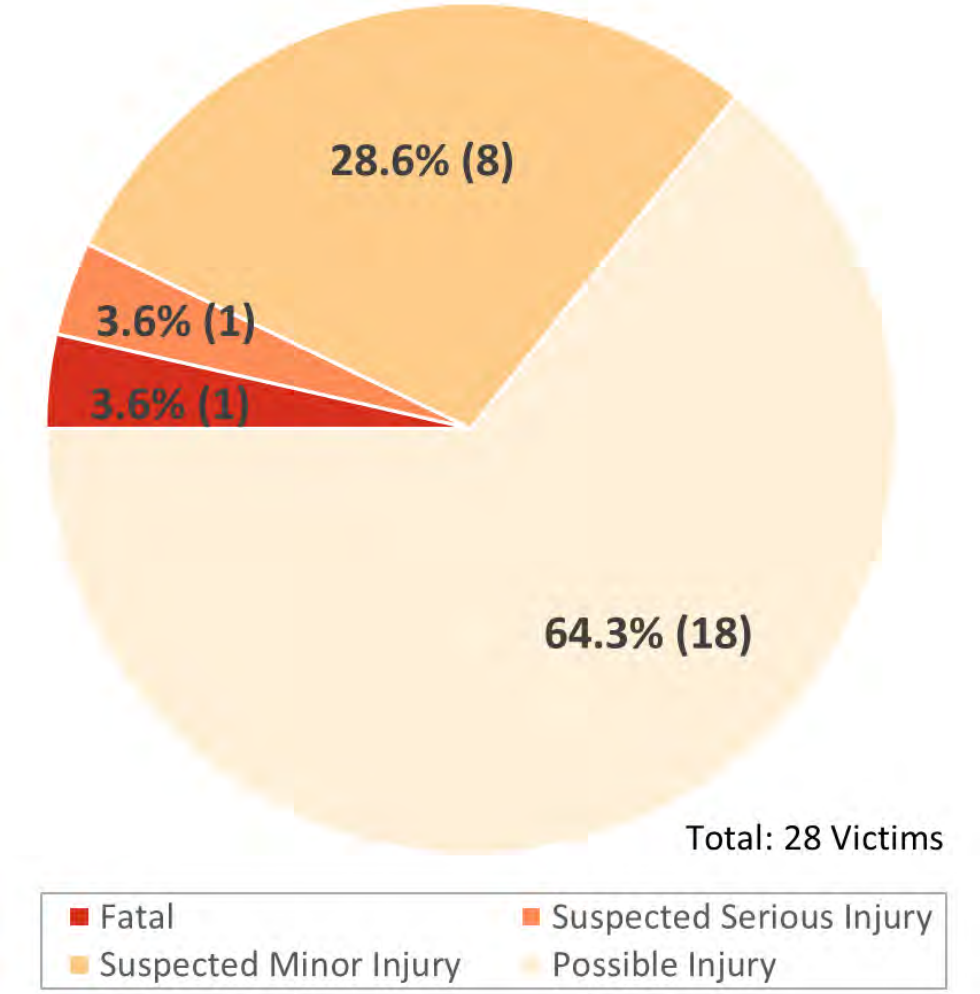
within 1-mile of Blue Lake Rancheria



Data Source:

Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Victim Injury Severity (2008-2017)
within 1-mile of Blue Lake Rancheria



Data Source:
Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Collisions (2008-2017) by Time of Day and Day of Week

within 1-mile of Blue Lake Rancheria

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
Midnight-2:59AM	1	1	1	0	0	0	1	**4**
3AM-5:59AM	0	0	0	1	0		1	**2**
6AM-8:59AM	1	0	0	0	0	2	0	**3**
9AM-11:59AM	0	1	1	0	0	0	0	**2**
Noon-2:59PM	0	1	0	0	1	1	0	**3**
3PM-5:59PM	1	0	0	0	1	1	2	**5**
6PM-8:59PM	1	1	0	0	0	0	0	**2**
9PM-11:59PM	0	1	0	0	1	2	0	**4**
Total	**4**	**5**	**2**	**1**	**3**	**6**	**4**	**25**

Data Source:
Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Collisions (2008-2017) by type of violation

within 1-mile of Blue Lake Rancheria

Total: 25 Collisions

CVC No.	Description	Number of Collisions
22107	Unsafe turning or moving left/right on a roadway; turning without signaling	11 (44.0%)
23152(a)	Driving under the influence of alcohol	7 (28.0%)
22350	Speeding on a highway; unsafe speeds for conditions and/or endangers persons or property	2 (8.0%)
	Unknown	2 (8.0%)
21658(a)	Failure to operate entirely within a single lane when roadway is divided into two or more lanes	1 (4.0%)
21662(a)	Failure to operate near the right-hand edge of the roadway on a defile, canyon, or mountain highway	1 (4.0%)
22103	Unsafe U-turn in a residence district	1 (4.0%)

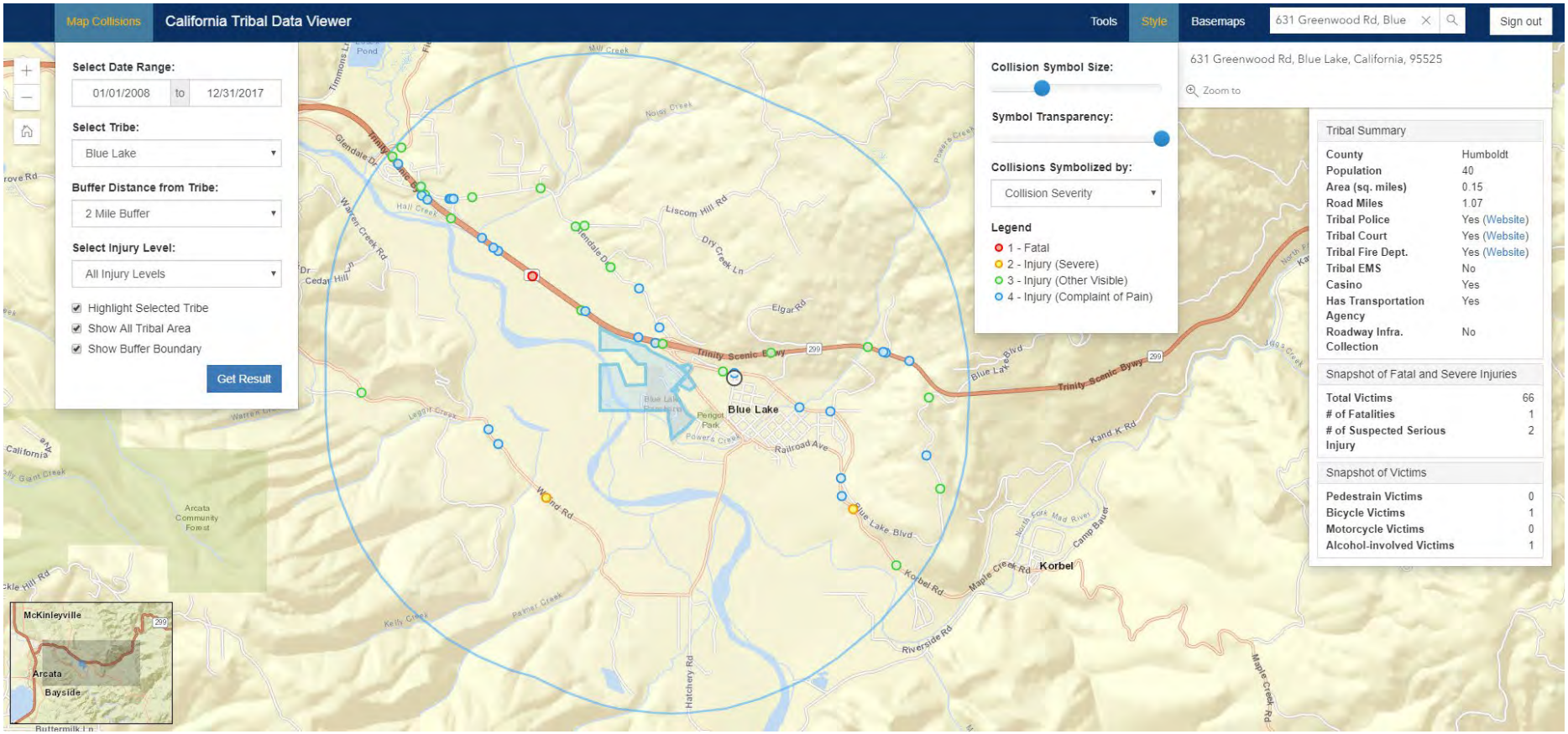
Data Source:
Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2019.

Tribal Transportation Safety Assessment (T2SA)

- Study completed November 2016
- Areas of Concern
  - Queuing/congestion at main entrance
  - Circulation, pedestrian facilities, and vehicle issues in the parking lot
  - Rancheria boundaries and facilities
  - Misleading address numbers
  - Signage and wayfinding

California Tribal Data Viewer

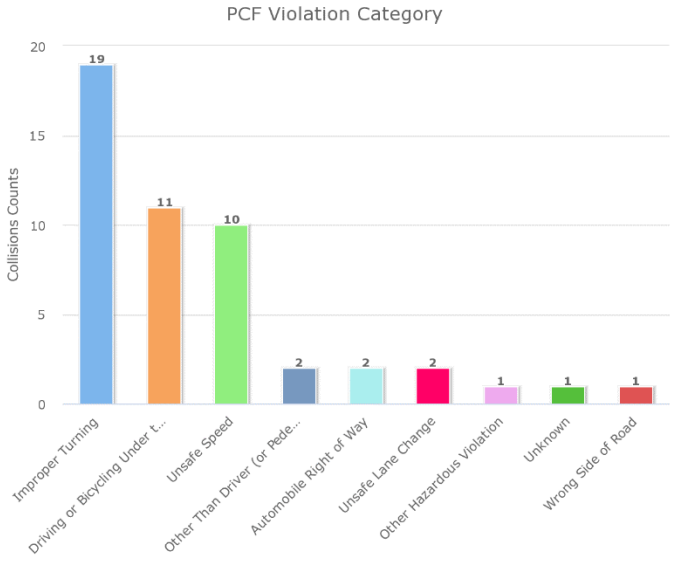
Developed as part of a Tribal Road Safety Data Project with NIJC

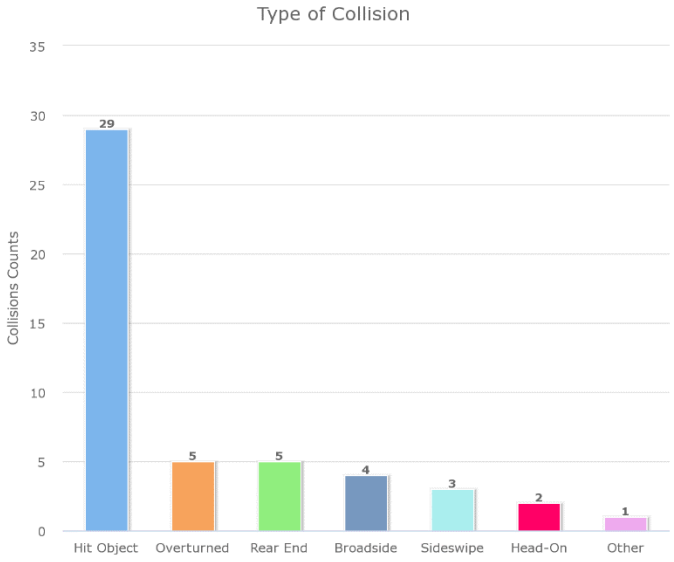


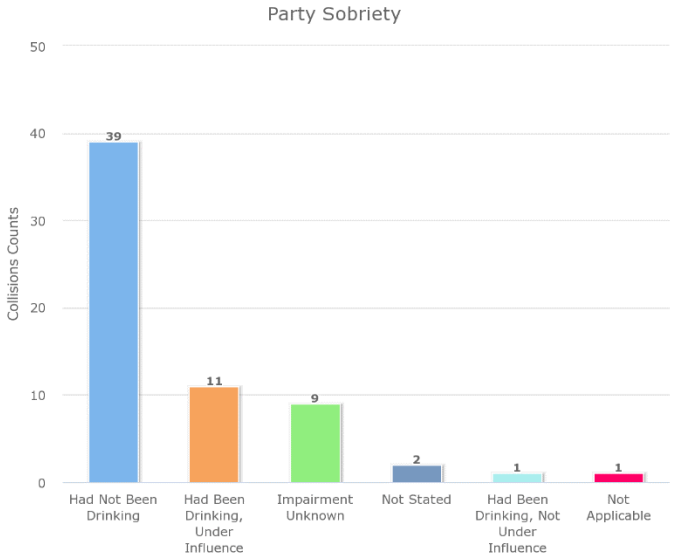
https://tribaldata.berkeley.edu/

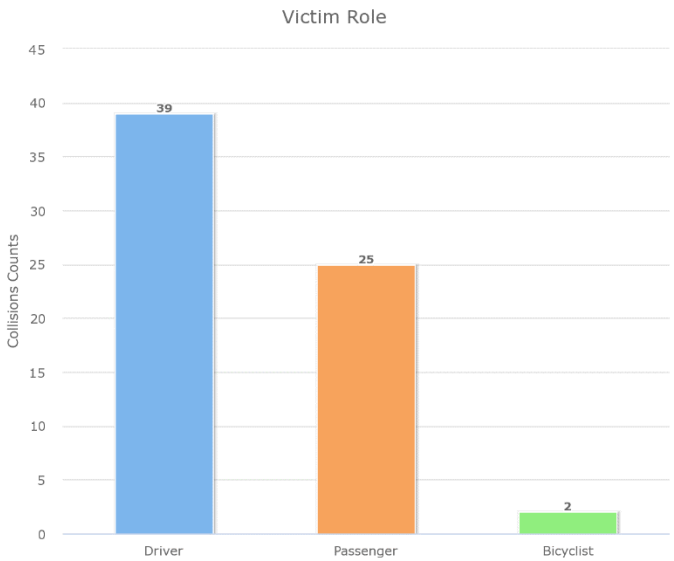
California Tribal Data Viewer

Sample Summary Reports for Jan 2008 to Dec 2017; 2-mile buffer from Blue Lake Rancheria







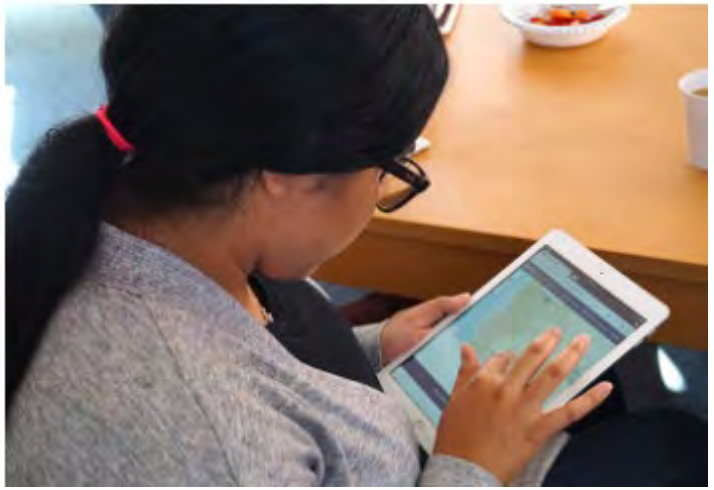


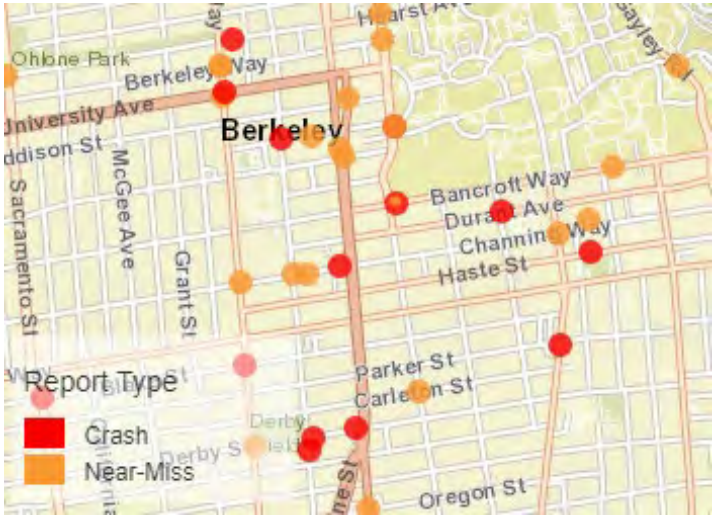
https://tribaldata.berkeley.edu/

Street Story

https://streetstory.berkeley.edu/tribal

Street Story is a community engagement tool for sharing input about collisions, near-misses, general hazards, and safe locations to travel in your community.





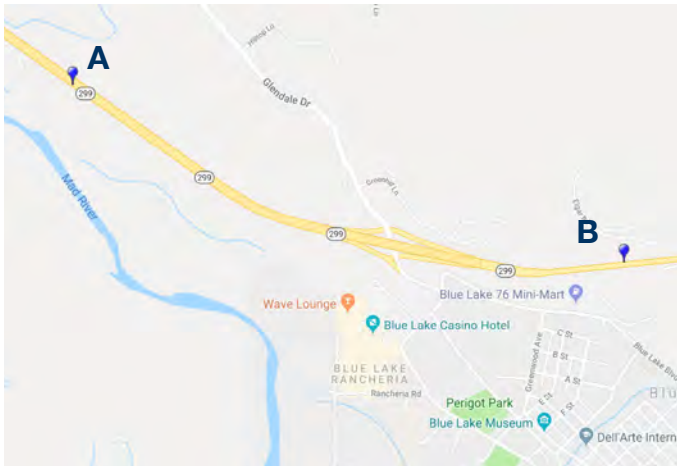
Berkeley SafeTREC
SAFE TRANSPORTATION RESEARCH AND EDUCATION CENTER

BLUE LAKE RANCHERIA CPBST

Supplemental Data -- August 2019

AGE OF PEOPLE IN BICYCLE COLLISIONS

From 2008 to 2017, there were two (2) bicycle collisions within 1-mile of Blue Lake Rancheria.



COLLLISION A

- 2008 fatal collision at State Route (SR) 299 and Mill Creek Bridge
- Involved a 27 year-old male driver and a 42 year-old male driver
- Driver was at fault and reported to be under the influence of drugs
- CVC 22107: unsafe lane change
- Rear-end collision type

COLLLISION B

- 2016 other visible injury collision at SR 299 and Blue Lake Boulevard
- Single vehicle collision involving a 49 year-old male bicyclist
- CVC 22107: unsafe lane change
- Overturned vehicle collision type

TIME OF DAY FOR SR 299 COLLISIONS

From 2008 to 2017, there were eleven (11) collisions along SR 299 within 1-mile of Blue Lake Rancheria.

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Total
Midnight - 2:59 AM	0	1	0	0	0	0	0	1
3:00 AM - 5:59 AM	0	0	0	1	0	0	0	1
6:00 AM - 8:59 AM	1	0	0	0	0	2	0	3
9:00 AM - 11:59 AM	0	1	0	0	0	0	0	1
Noon - 2:59 PM	0	0	0	0	0	0	0	0
3:00 PM - 5:59 PM	1	0	0	0	1	1	0	3
6:00 PM - 8:59 PM	0	1	0	0	0	0	0	1
9:00 PM - 11:59 PM	0	0	0	0	0	1	0	1
Total	2	3	0	1	1	4	0	11

Data Source: Statewide Integrated Traffic Records System (SWITRS), 2008-2017. Collision data for 2016 and 2017 are provisional as of March 2018.