



Posted: Friday, October 06, 2023

## NOTICE AND CALL OF A REGULAR MEETING OF THE TRINIDAD CITY COUNCIL

The Trinidad City Council will hold a regular meeting on  
**TUESDAY, OCTOBER 10, 2023, at 6:00 PM**  
at the Trinidad Town Hall, 409 Trinity Street, Trinidad, CA.

### CLOSED SESSION BEGINS AT 5:00PM

For your convenience, this meeting will also be held via videoconference, hosted on the **Zoom platform**. Learn more about Zoom here: <https://zoom.us>

**PUBLIC COMMENT:** Public comment may be submitted via email in advance of the meeting, or in an orderly process during the meeting. If you do not have access to email and you would like to provide a written statement, please deliver your comments to 409 Trinity Street, Trinidad CA, by 2:00pm on the meeting day, or email to [cityclerk@trinidad.ca.gov](mailto:cityclerk@trinidad.ca.gov)

**HOW TO PARTICIPATE:** You are invited to participate in person at the Trinidad Town Hall, or by Zoom. The City will publish a direct link to the Zoom teleconference, along with the participant code, on the City Calendar page online at <http://trinidad.ca.gov/calendar>

To phone in, dial 1-888-278-0296, Conference Code: 685171 Meeting ID: 825 4588 3447 Passcode: 006958

**PLEASE NOTE that live meeting logistics will be prioritized. The quality of the Zoom teleconference meeting cannot be guaranteed, but should be satisfactory to allow for remote participation.**

- I. CALL TO ORDER
- II. PLEDGE OF ALLEGIANCE
- III. CLOSED SESSION

- 1. Conference with Legal Counsel – Existing Litigation (Calif. Gov. Code Section 54956.9(d)(1)) (1 Case: City of Trinidad vs. Tsurai Ancestral Society, et. al, Humb. Co. Sup. Court Case No. 180684)

- IV. RECONVENE TO OPEN SESSION
- V. APPROVAL OF AGENDA
- VI. APPROVAL OF MINUTES – 09-12-2023 cc
- VII. COUNCIL REPORTS/COMMITTEE ASSIGNMENTS
- VIII. STAFF REPORTS – City Manager & Law Enforcement
- IX. ITEMS FROM THE FLOOR

*At this time, members of the public may comment on items NOT appearing on the agenda. Individual comments will be limited to 3 minutes or less. Please direct your comments to the Council as a whole, maintain decorum and avoid personal attacks on staff, members of the Council and/or other members of the public. Council and staff responses will be minimal for non-agenda items.*

- X. CONSENT AGENDA

*All matters on the Consent Agenda are considered routine by the City Council and are enacted in one motion. There is no separate discussion of any of these items. If discussion is requested by any Council member, that item is removed from the Consent Calendar and considered separately. A single opportunity for public comment on the Consent Agenda is available to the public.*

- 1. Staff Activity Report – September 2023
- 2. Financial Statements – August 2023

City Council Meeting Agenda: 10-10-2023

3. Law Enforcement Report – September 2023.
4. Confirmation of Sherri Provolt as Yurok Tribe Representative on the Trinidad Trails Committee.
5. Contract with Pacific Coast Security to Provide Supplemental Law Enforcement Services to the City of Trinidad.
6. Continued Introduction/First Reading of Ordinance 2023-03; correcting and reaffirming codification of the City of Trinidad Zoning Ordinance, Title 17 of the Trinidad Municipal Code.
7. Continued regarding Introduction/First Reading of Ordinance 2023-04; reaffirming codification of the City of Trinidad Zoning Ordinance and amendments thereto that were not submitted to the CA Coastal Commission for certification.

**IX. DISCUSSION/ACTION AGENDA ITEMS**

1. Annual Unmet Transit Needs Hearing
2. Continued Discussion/Decision regarding Traffic Calming Measures for View Street, Ocean Avenue, and Underwood Drive.
3. Update/Discussion regarding Public Outreach and Awareness Options for City Leash Laws and various Announcements.
4. Discussion/Decision regarding Updating Designated Paid Holiday List in Section 7 of the Employee Policy and Procedure Manual.

**X. FUTURE AGENDA ITEMS**

**XI. ADJOURNMENT**

**APPROVAL OF MINUTES FOR:**

**SEPTEMBER 12, 2023 CC2**

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**Supporting Documentation follows with:**

**6 PAGES**

**MINUTES OF THE REGULAR MEETING OF THE TRINIDAD CITY COUNCIL**  
**TUESDAY, SEPTEMBER 12, 2023 (LIVE/HYBRID)**

**I. CALL TO ORDER**

Mayor Kelly called the live-hybrid meeting to order at 6:00pm. Council members in attendance: Kelly, Ladwig, West, Tuttle, Breckenridge. City Staff in attendance: City Manager Eli Naffah, City Clerk Gabriel Adams, Administrative Assistant Anton Souza, Project Manager Jennifer Hakenen. Approximately (8) participants were present by video-conference, and (8) a were present live at the beginning of the meeting.

**II. PLEDGE OF ALLEGIANCE**

**III. CLOSED SESSION – *No closed session scheduled.***

**IV. RECONVENE TO OPEN SESSION – *None***

**V. APPROVAL OF THE AGENDA**

*Motion (West/Ladwig) to approve the agenda as written. Passed unanimously.*

**VI. APPROVAL OF MINUTES – 08-22-2023 cc2**

*Motion (West/Ladwig) to approve the minutes as submitted. Passed unanimously.*

**VII. COUNCIL REPORTS/COMMITTEE ASSIGNMENTS**

**West:** Nothing to report.

**Ladwig:** Attended a G2G meeting with the Rancheria to discuss several topics including the Interchange meeting and the Axel Lindgren Memorial Trail and Boardwalk repair projects.

**Breckenridge:** Nothing to report.

**Kelly:** Nothing to report.

**Tuttle:** Nothing to report.

**VIII. STAFF REPORTS – *City Manager & Law Enforcement***

City Manager Naffah highlighted accomplishments summarized in the staff report included in the meeting packet, including the Van Wycke trail temporary closure appeal heard by the Coastal Commission, a progress report on the water rate study, and the most recent Luffenholtz Creek flow reading.

Naffah explained that the Coastal Commission gave the City 6 months to come up with a permit solution to address the Van Wycke trail. He will meet with the Planner, City Engineer, CIRA, and Commission Staff to discuss options. The City Clerk is working with RCAC staff delivering the requested data to develop the water rate analysis tools. A reading was taken at Luffenholtz Creek this week that will require the City to notify CA Dept. of Fish and Wildlife as per the water right permit conditions. The Water Shortage Contingency Plan adopted in 2022 considers this a Stage 2 warning requiring measures to be taken to alert the public to conserve. Notices will be sent to all customers as soon as possible.

HCSO Lt. Josh McCall summarized August stats.

Westhaven resident **Don Allen** explained that evapotranspiration rate of the watershed will rebound around the equinox.

Trinidad Rancheria Executive Director **Jacque Hostler** asked the City Manager to repeat the Stage 2 water restrictions.

Public comment included:

**Don Allen** – Trinidad Coastal Land Trust Board member

The Land Trust has received disturbing calls about lewd behavior occurring at Baker Beach by a group of men who frequently use the beach and post spotters at the top of the trail acting as security guards to discourage the public from entering the area. The Land Trust is deeply disturbed by these reports and encourage anyone encountering such activity to report it immediately to Law Enforcement officials.

**HCSO Lt. Josh McCall** encouraged the public to report this activity to the Sheriff immediately, and recommended the Land Trust post signs at the trailhead with HCSO contact information.

## **IX. ITEMS FROM THE FLOOR**

*(Three (3) minute limit per Speaker unless Council approves request for extended time.)*

### **Don Allen** – Trinidad Area Resident

There are several benches in the Harbor area where the seat is so high that your feet can't touch the ground due to slope erosion. Erosion gets worse when people kick gravel away from the base by swinging their feet. The City should consider building up a base at these benches to minimize erosion and make it more comfortable for the users.

### **Dick Bruce** – Trinidad Resident, Chair of the STR Advisory Committee

The STR Committee will meet on October 16, at 6:00pm in the Town Hall for the annual meeting. Regarding the Van Wycke Trail, the City has been given 6-months to open or close it. I encourage the City to keep it open.

### **Dorothy Cox** – Trinidad

When will Pacific Coast Security start patrolling again? Did the owners of 426 Trinity Street get a permit to remove the cherry and holly trees?

### **Bryce Kenny** – Trinidad

Pointed out a section of the City Manager contract that should be revised, specifically Section 13, second to last sentence, "...occur 'within'...".

## **X. CONSENT AGENDA**

1. Staff Activity Report – August 2023
2. Financial Statements – July 2023
3. Law Enforcement Report – August 2023
4. Contract Renewal with City Manager Eli Naffah.
5. Accept Classification and Job Description for the Administrative Analyst/Project Manager Position, and Authorize the City Manager Fill the Position as per the Employee Policy and Procedure Guidelines.
6. Authorize the City Manager to Publish the Request for Proposals for Annual Audit Services.
7. Discussion/Decision regarding Introduction/First Reading of Ordinance 2023-03; correcting and reaffirming codification of the City of Trinidad Zoning Ordinance, Title 17 of the Trinidad Municipal Code.
8. Discussion/Decision regarding Introduction/First Reading of Ordinance 2023-04; reaffirming codification of the City of Trinidad Zoning Ordinance and amendments thereto that were not submitted to the CA Coastal Commission for certification.

*Motion (Ladwig/West) to approve consent agenda as submitted, with updating the start date on the City Manager contract and additional correction as noted by resident Bryce Kenny. **Passed unanimously.***

## **X. DISCUSSION/ACTION AGENDA ITEMS**

1. Continued Discussion/Decision regarding Traffic Calming Measures for View Street, Ocean Avenue, and Underwood Drive.

City Manager Naffah explained that at the August 22, 2023 meeting, the Council continued the discussion regarding traffic calming measures for View, Ocean, and Underwood, with a focus on a resident's request to have speed humps installed to reduce driving speeds.

Public comment in favor of purchasing and installing temporary speed hump was heard by Ocean Avenue resident Karin Reese. Comment against the proposal was heard by Edwards Street resident Mike Morgan, citing concern for the expense without criteria and data to justify the project. City Manager Naffah explained that City Engineer Josh Wolf would not be able to attend the September meeting, but would attend to provide more details in October.

Council directed staff to return in September with more detailed cost estimates, the number of humps required on each roadway, required signage, and to begin the public notification process to obtain as much input as possible before implementing a temporary measure.

Staff produced a public notice (included in the meeting packet), that was mailed to residents on each street, and posted on barricades for inspection on the affected streets. Staff gathered cost and installation requirements for the temporary speed humps (included in the meeting packet), and also researched County policy for evaluating neighborhood requests for speed humps (also included in the meeting packet).

Since the August 22 meeting, a letter has been received, signed by several Berry Road and Himalaya Drive residents requesting traffic calming/safety measures be reviewed for their roads, including Frontage and the underpass/interchange. Edwards Street residents have also requested the City consider speed humps to reduce speeds there as well.

In light of all the information gathered and received, it appears that without a policy, criteria, or data to evaluate and prioritize traffic calming strategies, independent resident observations are the only justification the City has to determine where and why speed humps are considered. This presents a challenge for Staff and Council as there are limited resources and if everything becomes a priority, nothing is a priority.

Public input received from the Ocean Avenue resident suggests there's a pattern to offensive speeding, that points to times of day and year when traffic circulation through town is heaviest, particularly when school is in session. City Engineer Josh Wolf suggested several initial, potential options for traffic calming in his August staff report update, including

1. installation of new 15 MPH signs,
2. Designate by Ordinance Main and Trinity prohibiting trucks on Ocean and View
3. Conducting outreach with Trinidad School to educate parents on the desired pick-up and drop-off routes.

Wolf also included information clarifying the price for a single 18' long, 10.5' wide, 3" tall temporary speed hump (see attached quote and image) purchase and installation would be approximately \$6,000 each, per street. Price includes sales tax and freight, and warning signage to be installed adjacent to each hump. Installation to be performed by Public Works staff.

To complicate matters, the other neighborhood residents that now believe their streets should be prioritized may feel ignored by their government if the criteria to evaluate the need for traffic calming measures isn't objective. A recent letter written to the Council regarding this topic pointed out that in December 2019 the Council "*authorized the City Manager to perform a comprehensive traffic study of all City streets*" in conclusion to a proposal to install radar feedback signs on Trinity Street to calm traffic. That traffic study was not performed.

City Engineer Josh Wolf suggested the City consider requesting traffic data equipment from County Public Works or the City of Arcata to collect data to help zero-in on the problem and target specific solutions on an objective basis. This equipment will gather traffic volumes, frequency, and speeds, and may prove useful in developing criteria similar to the County Public Works Speed Hump Installation Policy.

As this topic continues to grow in size and scope, it's important to note that it was not considered when the Council developed 2023-2024 budget priorities. The City is able to pivot and re-orient it's focus at any time, especially concerning matters of public safety, but at a cost of another determined priority being tabled.

If a temporary measure is implemented on View, Ocean, and Underwood (installing 1 speed hump per street), the cost will be approximately \$20,000. If one hump doesn't solve the problem, a second hump may be required as per Engineer recommendation as humps are most effective in pairs (two per street segment), for an additional \$20,000 (\$40,000 total). Restricted, street fund revenue such as Gas Tax or TDA could be used to cover the expense. Depending on the lifespan of the temporary humps, permanent structures may eventually be needed costing each street an additional \$20-30k.

Council questions included:

**Breckenridge:** I was supportive at first of installing the temporary speed humps, but with the volume of feedback received it may be time to gather some data.

**West:** I'm still unclear how many humps are required and the total cost.

**Kelly:** There is a short-term and long-term process. Enforcement and prevention is a missing part of the long-term conversation. Data driven decisions are necessary. Everyone I spoke with wants improved safety enhancements, including the School. There are many variations on this theme. Short-term solutions may be piloted speed humps.

**Ladwig:** More data is important, and looking at the County guidelines gives us a template to work with. We have read all the public comments received since 2pm today, and curious to hear more tonight.

Public comment included:

**Trinidad Resident** – 806 Edwards Street

I'm not a fan of speed humps but I share the concern for speed on Edwards. I lived in front of one for many years. It's dark and quiet in Trinidad. Speed bumps are noisy, and it's important for people to realize this. Their effectiveness depends on the height of the vehicle. This makes them partially effective. Street width influences traffic speeds. Pinch-points, or bulb-outs similar to the ones on Main and Trinity Streets help slow traffic. Pedestrian safety on Edwards Street would be improved by adding a sidewalk.

**City Manager Naffah** explained that crosswalks will be installed at Hector and Galindo on Edwards in the spring with HSIP funds.

**Dwight Miller** – Trinidad

Edwards Street traffic calming should be prioritized. It is unsafe. Expecting everyone to walk on Edwards Street is not appropriate. If we're installing crosswalks on Edwards, consider raised crosswalks. Gather as much data as possible, and consider installing speed cameras on Edwards if necessary. Investigate whether the slope on Edwards Street is an issue for installing humps.

**Willie Stein** – Trinidad

Concerned for traffic on Frontage Road. I've lived on Ocean, and View Streets. I'm agnostic about those streets. I support having a traffic study done on Frontage Road. The walk from Berry to Trinidad School is dangerous. Vehicles travel very fast on their way down Frontage. Probability and magnitude of harm should be combined to determine preventative measures when evaluating streets.

**Anna** – Trinidad, Hector Street

Mildly concerned about a raised crosswalk. I lived next to speed humps for nearly a decade. Braking, accelerating, braking, accelerating is the pattern. What we expect people to do, and what they will do are two different things. I encourage a long and thorough look at the consequences of speed humps. Trailers and boats on Edwards Street in the morning should be factored into the calculus. There's no perfect way to get humans to do the right thing, and careful consideration of impacts will help fine-tune possible solutions.

**Don Allen** – Trinidad Area resident

Referenced a conversation in the 1990's regarding a prior Mayor (Dave Zebo) saying the slope of Edwards may be an issue for speed hump installation.

**Jacque Hostler** – Trinidad Rancheria

Echo Anna's comments. Important to have a plan before piecemeal traffic calming. Finding the funds to bring a traffic study is encouraged. Large vehicles and trailers all visit the Harbor and must be considered.

**Betsy Musick** – Trinidad (Trinidad Eatery Owner)

Support gathering as much data as possible (traffic study) before reacting.

**Rebecca Inder** – Trinidad resident

I agree with everyone's comments about gathering data and having a comprehensive approach to traffic calming. I'm only aware of one speed limit sign on Main Street (covered by a eucalyptus tree branch), and encourage an audit and improvement of signage would be a good first step.

**Bryce Kenny** – Trinidad

Traffic calming on Trinity and Main Streets made Ocean Avenue traffic worse. I have mixed feelings about solutions. Speed humps were recently installed on Buttermilk Lane in Arcata. Seems like asphalt speed humps may be quieter, and if we're going for used ones, try to get them second-hand. Camera's sound interesting too.

Council comments included:

**West:** Installing humps on View and Ocean may push through traffic back to Trinity. Cameras sound interesting too. The cost of implementing everything can get expensive, so we need to develop some priorities.

**Breckenridge:** So many people want attention to their streets so a traffic study seems appropriate to gather data and develop priorities. I also like the idea to look at everything that can be done to improve safety such as improved signage, striping, etc. Where did the Edwards Street sidewalk project go? **Naffah** explained the Van Wycke Trail repair project failed to gain traction and the alternative plan to improve Edwards was shot down by residents on the downslope side of the road.

**Ladwig:** Collecting more information is key. There are more kids in town now, and we need to focus on the fact that traffic through town has been impacted by calming measures implemented on Main and Trinity.

**Kelly:** I'm in favor of a traffic calming "light" version, getting a sense of volume and speed. We need to take action on the reports and studies the City has already completed, or at least look at the recommendations and say why we aren't implementing them.

*No decision was made. Discussion will be continued to the October meeting.*

2. Discussion/Decision regarding Proclamation 2023-01: Proclaiming September as Septic Awareness Month, and Update on the Citywide Onsite Wastewater Treatment System Program.  
Project Manager Jennifer Hakenen explained that the City adopted Proclamation 2022-01 last year as a kick off to the nationally recognized Septic Awareness Week sponsored by the EPA to help communities, and state governments bring attention to the importance of caring for and maintaining septic systems by organizing homeowner educational events. Septic Sue was introduced as an educational tool to help educate Trinidad residents about their septic systems. She shared a variety of mailings covering a wide range of septic related information. This coincided with the kickoff of the City's renewed efforts to actively integrate all properties into the OWTS Management Program to ensure all systems obtain and maintain a current OWTS Operating Permit.

When the project began one year ago, 27% of the parcels in Trinidad had a valid OWTS Operating Permit. Now, one year later, 61% of the households have valid OWTS Operating Permits. The City has reached out via letter to all the owners of developed parcels within City limits that did not have a valid OWTS Permit to integrate them into the OWTS Management Program. City staff have been working with the homeowners over the last 12 months to get systems inspected and repaired as needed to issue a valid OWTS Permit.

Thanks to the cooperation and diligence of most homeowners, these efforts have resulted in us now having over 61% of homes having current permits in the OWTS Management Program. There are also approximately 10 additional properties with the City Planner that are pending review, repairs, or additional information. Once those files are processed and permits issued the compliance rate will increase another percentage.

During this process, a number of failed systems and systems in need of repair have been identified and repaired and/or replaced. This will help protect water quality and public health in the City, which is a primary purpose of the OWTS Management Program.

Final notices will go out to the remaining property owners who have not integrated themselves into the program in October. If the homeowner is unable to get a septic inspection or repair in accordance with the City's ordinance by the end of the year for good cause, they will be asked to reach out to myself or Gabe to discuss the situation. Otherwise, the City Council can choose to pursue enforcement action against those who are out of compliance.

Permits expiring in 2024 and thereafter, will be notified 60 days prior to the expiration date and renewals will be processed as normal and under the new fee schedule that took effect July 1, 2023, as authorized by the City Council. City staff are encouraged with the progress that each homeowner has made toward voluntary integration into the OWTS Management Program.

There were no Council or public comments.

*Motion (Ladwig/Breckenridge) to adopt Proclamation 2023-01. **Passed unanimously.***



3. Update/Discussion regarding Public Outreach and Awareness Options for City Leash Laws and various Announcements.

City Manager Naffah provided a brief recap of letters sent to residents and signage installed to alert pet owners of the leash law.

City Clerk Adams explained that the Council expressed interest in additional outreach programs to get the word out about pet leash law and etiquette. Colin Vance from KEKA 101 Country approached the City to discuss an opportunity to capture local airwaves and share information about the City of Trinidad. After considering how other public agencies were utilizing this media for public service messages, City staff felt it was worth exploring. Several samples were prepared by the station for playback at tonight's meeting, illustrating how the information would be produced and shared.

Council comments included:

**Kelly:** I'd like to understand who their audience is, and if they have analytics to share. Multi-modal marketing tends to be most successful.

**West:** How does this fit into the budget? City Clerk Adams explained that there's a recurring request from Council to expand outreach even after direct mailings, signage, etc., so we're delivering some options out there that may be a fit.

**Ladwig:** I agree with multi-modal advertising to deliver a consistent message on radio, website, and print.

Public comment included:

**Rebecca Inder** – Trinidad

No strong opinion about radio, but a filler could be about safe driving. The town can be represented as one that cares about safety and slow driving.

**Betsy Musick** – Trinidad

Happy to consider participating as a business owner, but only if the message being conveyed is consistent with the business community's values and the town's identity. A committee may be necessary to think this through.

*City Clerk Adams noted that the next steps would be to develop the concept a little more, and broaden the scope of messages that could be delivered in this campaign.*

**FUTURE AGENDA ITEMS**

- Community Ambassador Program
- Confirmation of Yurok Tribe Representative Sherri Provolt to the Trails Advisory Committee
- Van Wycke/Edwards Street Safety

**ADJOURNMENT: 8:25pm.**

**Submitted by:**

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**Gabriel Adams**  
Trinidad City Clerk

**Approved by:**

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**Cheryl Kelly**  
Mayor



## **CONSENT AGENDA ITEM 1**

### **SUPPORTING DOCUMENTATION ATTACHED**

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1. Staff Activity Report – September 2023

# Staff Activity Report

October 10, 2023

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## **Luffenholtz Creek:**

The Luffenholtz Creek flow measurement is 1.38 cfs on October 6, 2023.

## **Van Wycke Trail:**

Staff (City Manager, City Engineer, City Planner) as well as the CIRA Risk Manager have met with the Arcata Coastal Commission staff to discuss potential options for the Van Wycke Trail. Further research will be needed to address a light touch repair, upslope options, Edwards improvements, or trail closure. The City will reach out to impacted parties for their input. GHD will be preparing preliminary potential plans for possible feasible options.

## **STR Advisory Committee:**

A meeting of the STR Advisory Committee is scheduled for October 16<sup>th</sup> at 6pm as a hybrid meeting.

## **Trails Committee:**

A meeting of the Trails Committee is scheduled for October 17<sup>th</sup> at 5pm as a hybrid meeting.

## **Consumer Confidence Report:**

A public comment question was posed under “Items from the Floor at the last Water Advisory Committee (WAC) meeting. The question was regarding the 2022 Consumer Confidence Report (CCR) for Water. Phil Godman of Coleman Engineering who prepared the report provides the following response: 1) There were no E. Coli violations for the 2022 year; 2) The City’s distribution system has no lead or copper lines, therefore consumer pipes at residences or businesses would be the source of copper or lead. The 2022 CCR will be on the agenda of the November WAC meeting where we will go into further detail and answer questions regarding the report.

# STAFF REPORT SUPPLEMENTAL

Date: Tuesday, September 12, 2023

**Background Info:** In light of the drought affecting the State, there has been concern among residents regarding how the City of Trinidad is responding to the Governor's Order calling on all Californians to do their part by reducing consumption.

Luffenholtz Creek flow readings are presented to the Council on an as-needed basis - during drought events or when requested. November, December, January, and once again February has delivered abundant amounts of rainfall, providing relief from stress-related drought on the watershed. With this in mind, the focus of these reports (during the wet season) will be to share and put into perspective how Trinidad's water consumption metrics compare to those of recent years.

**The amounts represent the total water sold**, captured by 325 customer meters, measured in cubic feet (7.48 gallons = 1 cubic foot).

July 2019	282,552 cuft	January 2019	151,049
July 2020	275,612	January 2020	199,348
July 2021	251,168	January 2021	161,379
July 2022	198,081	January 2022	189,201
July 2023	223,806 (16.37% Water Loss)	January 2023	154,543
August 2019	307,500	February 2019	166,565
August 2020	273,992	February 2020	155,015
August 2021	269,771	February 2021	178,545
August 2022	227,681	February 2022	154,634
August 2023	265,808 (17.03% Water Loss)	February 2023	136,626
September 2019	238,316	March 2019	144,604
September 2020	302,614	March 2020	164,854
September 2021	227,831	March 2021	187,607
September 2022	216,470	March 2022	184,103
September 2023	200,348 (15.99% Water Loss)	March 2023	152,813 (21.58 Water Loss)
October 2019	188,075	April 2019	160,185
October 2020	230,430	April 2020	199,450
October 2021	203,176	April 2021	192,287
October 2022	180,065	April 2022	173,115
		April 2023	145,504 (20.19 Water Loss)
November 2019	211,649	May 2019	236,444
November 2020	198,813	May 2020	183,368
November 2021	204,438	May 2021	242,529
November 2022	169,144	May 2022	154,634
		May 2023	211,380 (23.13 Water Loss)
December 2019	201,305	June 2019	219,764
December 2020	185,860	June 2020	240,055
December 2021	201,160	June 2021	269,087
December 2022	170,419	June 2022	233,692
		June 2023	209,366 (13.63% Water Loss)

**Water sold in September decreased 25% from August**, and is the lowest September consumption in at least 5 years. We will continue to monitor consumption each month and report this information (along with summary trends and analysis) to the Council for review, comparison, and questions at each meeting.



## **CONSENT AGENDA ITEM 2**

### **SUPPORTING DOCUMENTATION ATTACHED**

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2. Financial Statements – August 2023

**City of Trinidad**  
Statement of Revenues and Expenditures - GF Revenue  
From 8/1/2023 Through 8/31/2023

		Current Month	Year to Date	Total Budget - Original	% of Budget
Revenue					
41010	PROPERTY TAX - SECURED	0.00	0.00	100,000.00	100.00)%
41020	PROPERTY TAX - UNSECURED	0.00	0.00	3,800.00	100.00)%
41040	PROPERTY TAX-PRIOR UNSECURED	0.00	0.00	25.00	100.00)%
41050	PROPERTY TAX - CURRENT SUPPL	0.00	0.00	1,300.00	100.00)%
41060	PROPERTY TAX-PRIOR SUPPL	0.00	0.00	200.00	100.00)%
41070	PROPERTY TAX - FINES	0.00	0.00	500.00	100.00)%
41110	PROPERTY TAX EXEMPTION	0.00	0.00	1,300.00	100.00)%
41130	PUBLIC SAFETY 1/2 CENT	0.00	0.00	1,900.00	100.00)%
41140	PROPERTY TAX - DOCUMENTARY RE	0.00	0.00	4,500.00	100.00)%
41220	IN LIEU VLF	0.00	0.00	28,500.00	100.00)%
42000	SALES & USE TAX	0.00	0.00	350,000.00	100.00)%
43000	TRANSIENT LODGING TAX	29,537.58	30,891.10	150,000.00	(79.41)%
46000	GRANT INCOME	0.00	0.00	10,000.00	100.00)%
47310	VEHICLE LICENSE COLLECTION	0.00	0.00	300.00	100.00)%
53010	COPY MACHINE FEE	0.00	0.00	50.00	100.00)%
53020	INTEREST INCOME	35.02	39.28	15,300.00	(99.74)%
53090	OTHER MISCELLANEOUS INCOME	0.00	(100.00)	9,000.00	101.11)%
54020	PLANNER- APPLICATION PROCESSIN	0.00	761.96	20,000.00	(96.19)%
54050	BLDG.INSR-APPLICATION PROCESSI	750.00	1,201.56	15,000.00	(91.99)%
54100	ANIMAL LICENSE FEES	45.00	125.00	300.00	(58.33)%
54150	BUSINESS LICENSE TAX	10.00	100.00	8,000.00	(98.75)%
54170	STR License Fee (Short Term Rental)	0.00	0.00	9,600.00	100.00)%
54300	ENCROACHMENT PERMIT FEES	0.00	0.00	400.00	100.00)%
56500	RENT - HARBOR LEASE	0.00	0.00	5,125.00	100.00)%
56550	RENT - PG& E	0.00	0.00	13,500.00	100.00)%
56650	RENT - SUDDENLINK	1,283.63	1,283.63	7,000.00	(81.66)%
56700	RENT - TOWN HALL	450.00	1,005.00	6,000.00	(83.25)%
	Total Revenue	32,111.23	35,307.53	761,600.00	(95.36)%

**City of Trinidad**  
Statement of Revenues and Expenditures - GF Expense  
201 - GFAdmin  
From 8/1/2023 Through 8/31/2023

		Current Month	Year to Date	Total Budget - Original	% of Budget
	Expense				
60900	HONORARIUMS	250.00	500.00	3,000.00	83.33%
61000	EMPLOYEE GROSS WAGE	12,287.71	21,235.27	148,820.00	85.73%
61470	FRINGE BENEFITS	853.86	1,707.73	2,160.00	20.94%
65100	DEFERRED RETIREMENT	1,128.56	1,974.14	17,858.00	88.95%
65200	MEDICAL INSURANCE AND EXPENSE	1,355.99	2,711.98	24,504.00	88.93%
65250	Health Savings Program	7.00	14.00	1,015.00	98.62%
65300	WORKMEN'S COMP INSURANCE	0.00	0.00	4,947.00	100.00%
65500	EMPLOYEE MILEAGE REIMBURSEMENT	248.99	410.64	750.00	45.25%
65600	PAYROLL TAX	1,085.66	1,895.52	12,751.00	85.13%
65800	Grant Payroll Allocation	(1,685.24)	(3,078.85)	(26,000.00)	88.16%
68090	CRIME BOND	0.00	1,121.50	1,115.00	(0.58)%
68200	INSURANCE - LIABILITY	0.00	23,501.40	20,800.00	(12.99)%
68300	PROPERTY & CASUALTY	(8,008.65)	8,008.65	6,000.00	(33.48)%
71110	ATTORNEY-ADMINISTRATIVE TASKS	0.00	1,408.50	40,000.00	96.48%
71130	ATTORNEY-LITIGATION	0.00	1,078.50	10,000.00	89.22%
71310	CITY PLANNER-ADMIN. TASKS	6,190.33	12,205.26	80,000.00	84.74%
71410	BLDG INSPECTOR-ADMIN TASKS	3,016.72	7,046.23	25,000.00	71.82%
71510	ACCOUNTANT-ADMIN TASKS	1,167.14	2,456.64	17,000.00	85.55%
71620	AUDITOR-FINANCIAL REPORTS	0.00	0.00	17,500.00	100.00%
72000	CHAMBER OF COMMERCE	0.00	0.00	15,000.00	100.00%
74110	GRANT EXPENSE	0.00	0.00	3,800.00	100.00%
75110	FINANCIAL ADVISOR/TECH SUPPORT	923.25	1,033.25	6,000.00	82.78%
75160	LIBRARY RENT & LOCAL CONTRIB.	0.00	500.00	2,000.00	75.00%
75170	RENT	750.00	1,500.00	9,000.00	83.33%
75180	UTILITIES	792.89	2,288.19	15,000.00	84.75%
75190	DUES & MEMBERSHIP	0.00	0.00	1,500.00	100.00%
75200	MUNICIPAL/UPDATE EXPENSE	499.58	499.58	3,500.00	85.73%
75220	OFFICE SUPPLIES & EXPENSE	31.44	653.28	5,000.00	86.93%
75240	BANK CHARGES	161.00	171.00	100.00	(71.00)%
75280	TRAINING / EDUCATION	0.00	0.00	200.00	100.00%
75300	CONTRACTED SERVICES	0.00	0.00	500.00	100.00%
75990	MISCELLANEOUS EXPENSE	0.00	0.00	500.00	100.00%
76110	TELEPHONE	608.64	1,163.88	6,000.00	80.60%
76130	CABLE & INTERNET SERVICE	144.45	288.90	3,000.00	90.37%
76150	TRAVEL	0.00	0.00	3,000.00	100.00%
78170	SECURITY SYSTEM	(20.00)	76.50	500.00	84.70%
78190	MATERIALS, SUPPLIES & EQUIPMEN	0.00	0.00	500.00	100.00%
	Total Expense	21,789.32	92,371.69	482,320.00	80.85%

**City of Trinidad**  
Statement of Revenues and Expenditures - GF Expense  
301 - Police  
From 8/1/2023 Through 8/31/2023

		<u>Current Month</u>	<u>Year to Date</u>	<u>Total Budget - Original</u>	<u>% of Budget</u>
	Expense				
61000	EMPLOYEE GROSS WAGE	836.87	1,452.42	10,425.00	86.07%
61470	FRINGE BENEFITS	69.24	138.48	480.00	71.15%
65100	DEFERRED RETIREMENT	107.61	188.96	1,251.00	84.90%
65200	MEDICAL INSURANCE AND EXPENSE	0.00	0.00	319.00	100.00%
65300	WORKMEN'S COMP INSURANCE	0.00	0.00	347.00	100.00%
65600	PAYROLL TAX	76.85	134.93	893.00	84.89%
75170	RENT	750.00	1,500.00	9,000.00	83.33%
75180	UTILITIES	195.96	357.86	2,750.00	86.99%
75300	CONTRACTED SERVICES	0.00	0.00	117,000.00	100.00%
75350	ANIMAL CONTROL	151.00	453.00	6,800.00	93.34%
76130	CABLE & INTERNET SERVICE	91.45	182.90	0.00	0.00%
78170	SECURITY SYSTEM	0.00	76.50	600.00	87.25%
	Total Expense	<u>2,278.98</u>	<u>4,485.05</u>	<u>149,865.00</u>	<u>97.01%</u>



**City of Trinidad**  
Statement of Revenues and Expenditures - GF Expense  
401 - Fire  
From 8/1/2023 Through 8/31/2023

		<u>Current Month</u>	<u>Year to Date</u>	<u>Total Budget - Original</u>	<u>% of Budget</u>
	Expense				
60900	HONORARIUMS	150.00	300.00	2,400.00	87.50%
75180	UTILITIES	9.53	123.55	1,150.00	89.26%
75190	DUES & MEMBERSHIP	0.00	0.00	350.00	100.00%
75280	TRAINING / EDUCATION	0.00	0.00	500.00	100.00%
75300	CONTRACTED SERVICES	0.00	0.00	35,000.00	100.00%
76110	TELEPHONE	130.21	130.21	1,300.00	89.98%
76140	RADIO & DISPATCH	0.00	0.00	1,800.00	100.00%
78140	VEHICLE FUEL & OIL	0.00	0.00	350.00	100.00%
78150	VEHICLE REPAIRS	0.00	0.00	2,500.00	100.00%
78160	BUILDING REPAIRS & MAINTENANCE	0.00	0.00	3,000.00	100.00%
78190	MATERIALS, SUPPLIES & EQUIPMEN	0.00	24.77	5,000.00	99.50%
78200	EQUIPMENT REPAIRS & MAINTENANC	0.00	0.00	1,000.00	100.00%
	Total Expense	<u>289.74</u>	<u>578.53</u>	<u>54,350.00</u>	<u>98.94%</u>

**City of Trinidad**  
Statement of Revenues and Expenditures - GF Expense  
501 - PW (Public Works)  
From 8/1/2023 Through 8/31/2023

		Current Month	Year to Date	Total Budget - Original	% of Budget
	Expense				
61000	EMPLOYEE GROSS WAGE	12,392.68	21,519.27	134,860.00	84.04%
61250	OVERTIME	0.00	0.00	500.00	100.00%
61470	FRINGE BENEFITS	46.16	92.28	240.00	61.55%
65100	DEFERRED RETIREMENT	711.06	1,282.97	12,289.00	89.56%
65200	MEDICAL INSURANCE AND EXPENSE	2,219.68	4,439.36	26,866.00	83.48%
65250	Health Savings Program	14.25	28.50	1,330.00	97.86%
65300	WORKMEN'S COMP INSURANCE	0.00	0.00	4,483.00	100.00%
65500	EMPLOYEE MILEAGE REIMBURSEMENT	0.00	0.00	100.00	100.00%
65600	PAYROLL TAX	977.65	1,706.78	11,257.00	84.84%
65800	Grant Payroll Allocation	(6,366.90)	(13,927.38)	(95,000.00)	85.34%
71210	CITY ENGINEER-ADMIN. TASKS	4,514.45	4,514.45	15,000.00	69.90%
75190	DUES & MEMBERSHIP	0.00	88.81	0.00	0.00%
75200	MUNICIPAL/UPDATE EXPENSE	0.00	0.00	3,600.00	100.00%
75300	CONTRACTED SERVICES	11,390.38	11,390.38	5,000.00	(127.81)%
75370	UNIFORMS/PERSONAL EQUIP.	0.00	0.00	1,000.00	100.00%
75990	MISCELLANEOUS EXPENSE	0.00	600.00	0.00	0.00%
76110	TELEPHONE	0.00	123.47	0.00	0.00%
78100	STREET MAINT/REPAIR/SANITATION	40.88	40.88	5,000.00	99.18%
78120	STREET LIGHTING	443.64	874.36	5,000.00	82.51%
78130	TRAIL MAINTENANCE	6,581.26	6,630.36	10,000.00	33.70%
78140	VEHICLE FUEL & OIL	743.49	1,216.83	4,000.00	69.58%
78150	VEHICLE REPAIRS	551.44	571.13	2,500.00	77.15%
78160	BUILDING REPAIRS & MAINTENANCE	279.14	279.14	14,000.00	98.01%
78190	MATERIALS, SUPPLIES & EQUIPMEN	1,633.24	1,699.66	5,000.00	66.01%
78200	EQUIPMENT REPAIRS & MAINTENANC	0.00	285.63	2,500.00	88.57%
	Total Expense	36,172.50	43,456.88	169,525.00	74.37%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
204 - IWM  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Revenue				
56150	FRANCHISE FEES	710.88	710.88	11,000.00	(93.54)%
	Total Revenue	710.88	710.88	11,000.00	(93.54)%
	Expense				
78190	MATERIALS, SUPPLIES & EQUIPMEN	0.00	0.00	1,800.00	100.00%
	Total Expense	0.00	0.00	1,800.00	100.00%
	Net Income	710.88	710.88	9,200.00	(92.27)%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
213 - SB2 Planning Grant  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	156.60	458.02	0.00	0.00%
75300	CONTRACTED SERVICES	<u>7,525.41</u>	<u>7,525.41</u>	<u>0.00</u>	<u>0.00%</u>
	Total Expense	<u>7,682.01</u>	<u>7,983.43</u>	<u>0.00</u>	<u>0.00%</u>
	Net Income	<u>(7,682.01)</u>	<u>(7,983.43)</u>	<u>0.00</u>	<u>0.00%</u>

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
214 - HCD LEAP Grant  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	110.18	288.64	0.00	0.00%
75300	CONTRACTED SERVICES	11,663.05	11,663.05	0.00	0.00%
	Total Expense	11,773.23	11,951.69	0.00	0.00%
	Net Income	(11,773.23)	(11,951.69)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
215 - LCP Update Grant #3  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	260.93	900.24	0.00	0.00%
	Total Expense	260.93	900.24	0.00	0.00%
	Net Income	(260.93)	(900.24)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
216 - CalRecycle SB 1383 Assistance Grant  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	878.85	1,127.33	0.00	0.00%
	Total Expense	878.85	1,127.33	0.00	0.00%
	Net Income	(878.85)	(1,127.33)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
217 - REAP Housing Grant HCAOG  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	278.69	304.65	0.00	0.00%
	Total Expense	278.69	304.65	0.00	0.00%
	Net Income	(278.69)	(304.65)	0.00	0.00%



**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
303 - COPS Program  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Revenue				
46000	GRANT INCOME	0.00	0.00	150,000.00	(100.00)%
	Total Revenue	0.00	0.00	150,000.00	(100.00)%
	Expense				
75300	CONTRACTED SERVICES	0.00	56,542.00	267,000.00	78.82%
	Total Expense	0.00	56,542.00	267,000.00	78.82%
	Net Income	0.00	(56,542.00)	(117,000.00)	(51.67)%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
503 - State Gas Tax  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Revenue				
46000	GRANT INCOME	0.00	0.00	15,000.00	(100.00)%
47030	GAS TAX REVENUE (2103)	584.82	584.82	0.00	0.00%
47050	GAS TAX REVENUE (2105)	297.98	297.98	0.00	0.00%
47060	GAS TAX REVENUE (2106)	1,001.92	1,001.92	0.00	0.00%
47070	GAS TAX REVENUE (2107)	415.96	415.96	0.00	0.00%
47075	GAS TAX REVENUE (2107.5)	1,000.00	1,000.00	0.00	0.00%
	Total Revenue	3,300.68	3,300.68	15,000.00	(78.00)%
	Expense				
75250	TRANSIT SERVICES- HTA	0.00	5,529.00	0.00	0.00%
	Total Expense	0.00	5,529.00	0.00	0.00%
	Net Income	3,300.68	(2,228.32)	15,000.00	(114.86)%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
504 - TDA - Transporation Development Agency  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Revenue				
46000	GRANT INCOME	0.00	0.00	14,500.00	(100.00)%
	Total Revenue	0.00	0.00	14,500.00	(100.00)%
	Expense				
60000	INTERDEPARTMENTAL TRANSFER EXP	0.00	0.00	8,500.00	100.00%
75250	TRANSIT SERVICES- HTA	0.00	0.00	5,500.00	100.00%
	Total Expense	0.00	0.00	14,000.00	100.00%
	Net Income	0.00	0.00	500.00	(100.00)%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
518 - OWTS - Onsite Wastewater Treatment System  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Revenue				
54020	PLANNER- APPLICATION PROCESSIN	175.00	875.00	0.00	0.00%
54050	BLDG.INSP-APPLICATION PROCESSI	(200.00)	(200.00)	0.00	0.00%
	Total Revenue	(25.00)	675.00	0.00	0.00%
	Expense				
71310	CITY PLANNER-ADMIN. TASKS	2,116.59	3,754.43	0.00	0.00%
	Total Expense	2,116.59	3,754.43	0.00	0.00%
	Net Income	(2,141.59)	(3,079.43)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
528 - Prop 84 Storm Water Grant Project  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	4,038.24	6,562.52	0.00	0.00%
75300	CONTRACTED SERVICES	0.00	11,126.56	0.00	0.00%
	Total Expense	4,038.24	17,689.08	0.00	0.00%
	Net Income	(4,038.24)	(17,689.08)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
531 - OPC Coastal Resilience  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	1,441.16	5,771.98	0.00	0.00%
75300	CONTRACTED SERVICES	0.00	21,965.50	0.00	0.00%
	Total Expense	1,441.16	27,737.48	0.00	0.00%
	Net Income	(1,441.16)	(27,737.48)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
532 - HSIP Street Improvements DOT  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	445.80	800.54	0.00	0.00%
	Total Expense	445.80	800.54	0.00	0.00%
	Net Income	(445.80)	(800.54)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
533 - OGALS Per Capita  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	355.61	628.36	0.00	0.00%
	Total Expense	355.61	628.36	0.00	0.00%
	Net Income	(355.61)	(628.36)	0.00	0.00%



**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
534 - STIP Trinity St Road Rehab  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	86.06	163.93	0.00	0.00%
75300	CONTRACTED SERVICES	8,372.19	8,372.19	0.00	0.00%
	Total Expense	8,458.25	8,536.12	0.00	0.00%
	Net Income	(8,458.25)	(8,536.12)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
601 - Water  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
<b>Revenue</b>					
53020	INTEREST INCOME	0.00	0.00	12,000.00	(100.00)%
53090	OTHER MISCELLANEOUS INCOME	0.00	0.00	1,000.00	(100.00)%
57100	WATER SALES	26,709.64	53,674.54	355,000.00	(84.88)%
57500	WATER A/R PENALTIES	167.31	(5,913.05)	10,000.00	(159.13)%
	<b>Total Revenue</b>	<b>26,876.95</b>	<b>47,761.49</b>	<b>378,000.00</b>	<b>(87.36)%</b>
<b>Expense</b>					
61000	EMPLOYEE GROSS WAGE	17,034.96	27,233.95	230,894.00	88.20%
61470	FRINGE BENEFITS	369.22	738.46	1,920.00	61.54%
65100	DEFERRED RETIREMENT	1,083.27	1,825.18	14,915.00	87.76%
65200	MEDICAL INSURANCE AND EXPENSE	1,785.74	3,571.48	24,507.00	85.43%
65250	Health Savings Program	10.00	20.00	1,015.00	98.03%
65300	WORKMEN'S COMP INSURANCE	0.00	0.00	7,675.00	100.00%
65600	PAYROLL TAX	1,429.25	2,300.91	18,804.00	87.76%
65800	Grant Payroll Allocation	(3,005.34)	(5,936.32)	(38,000.00)	84.38%
68090	CRIME BOND	0.00	603.89	600.00	(0.65)%
68200	INSURANCE - LIABILITY	0.00	12,654.60	10,632.00	(19.02)%
68300	PROPERTY & CASUALTY	(4,312.35)	4,312.35	3,000.00	(43.74)%
71110	ATTORNEY-ADMINISTRATIVE TASKS	0.00	0.00	500.00	100.00%
71210	CITY ENGINEER-ADMIN. TASKS	0.00	0.00	3,500.00	100.00%
71230	ENGINEER-SPECIAL PROJECTS	0.00	0.00	5,000.00	100.00%
71310	CITY PLANNER-ADMIN. TASKS	722.73	1,022.45	5,000.00	79.55%
71510	ACCOUNTANT-ADMIN TASKS	628.46	1,322.81	9,000.00	85.30%
71620	AUDITOR-FINANCIAL REPORTS	0.00	0.00	10,000.00	100.00%
72100	BAD DEBTS	0.00	0.00	100.00	100.00%
75180	UTILITIES	2,126.94	4,371.99	20,000.00	78.14%
75190	DUES & MEMBERSHIP	0.00	601.00	950.00	36.74%
75200	MUNICIPAL/UPDATE EXPENSE	0.00	0.00	250.00	100.00%
75220	OFFICE SUPPLIES & EXPENSE	0.00	524.16	5,000.00	89.52%
75240	BANK CHARGES	0.00	10.00	100.00	90.00%
75280	TRAINING / EDUCATION	0.00	0.00	500.00	100.00%
75300	CONTRACTED SERVICES	22,764.22	22,764.22	261,000.00	91.28%
76110	TELEPHONE	405.01	779.52	1,800.00	56.69%
76130	CABLE & INTERNET SERVICE	61.95	123.90	750.00	83.48%
76160	LICENSES & FEES	0.00	0.00	5,000.00	100.00%
78140	VEHICLE FUEL & OIL	2,924.74	3,055.06	5,800.00	47.33%
78150	VEHICLE REPAIRS	0.00	0.00	2,500.00	100.00%
78160	BUILDING REPAIRS & MAINTENANCE	0.00	0.00	2,500.00	100.00%
78170	SECURITY SYSTEM	0.00	91.50	500.00	81.70%
78190	MATERIALS, SUPPLIES & EQUIPMEN	884.33	898.32	3,000.00	70.06%
78200	EQUIPMENT REPAIRS & MAINTENANC	636.36	1,166.36	7,500.00	84.45%
79100	WATER LAB FEES	740.00	1,325.00	6,500.00	79.62%
79120	WATER PLANT CHEMICALS	1,170.00	1,170.00	9,000.00	87.00%
79150	WATER LINE REPAIR	3,742.65	3,742.65	25,000.00	85.03%
79160	WATER PLANT REPAIR	0.00	0.00	3,000.00	100.00%
	<b>Total Expense</b>	<b>51,202.14</b>	<b>90,293.44</b>	<b>669,712.00</b>	<b>86.52%</b>
	<b>Net Income</b>	<b>(24,325.19)</b>	<b>(42,531.95)</b>	<b>(291,712.00)</b>	<b>(85.42)%</b>

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
606 - Drought Relief Tank & Pipelines  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	1,931.62	3,679.27	0.00	0.00%
75300	CONTRACTED SERVICES	0.00	30,961.25	0.00	0.00%
	Total Expense	1,931.62	34,640.52	0.00	0.00%
	Net Income	(1,931.62)	(34,640.52)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
607 - Interie & Tank Projects DWR Grant  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Expense				
65800	Grant Payroll Allocation	1,073.73	2,257.06	0.00	0.00%
	Total Expense	1,073.73	2,257.06	0.00	0.00%
	Net Income	(1,073.73)	(2,257.06)	0.00	0.00%

**City of Trinidad**  
Statement of Revenues and Expenditures - Monthly Reports  
701 - Cemetery  
From 8/1/2023 Through 8/31/2023

		Current Period Actual	Current Year Actual	Total Budget - Original	% of Budget
	Revenue				
58100	CEMETERY PLOT SALES	0.00	1,410.00	15,000.00	(90.60)%
	Total Revenue	0.00	1,410.00	15,000.00	(90.60)%
	Expense				
61000	EMPLOYEE GROSS WAGE	921.43	1,605.00	11,627.00	86.20%
61470	FRINGE BENEFITS	46.16	92.32	0.00	0.00%
65100	DEFERRED RETIREMENT	65.40	114.44	1,395.00	91.80%
65200	MEDICAL INSURANCE AND EXPENSE	177.31	354.62	2,748.00	87.10%
65250	Health Savings Program	1.25	2.50	140.00	98.21%
65300	WORKMEN'S COMP INSURANCE	0.00	0.00	386.00	100.00%
65600	PAYROLL TAX	78.73	138.09	996.00	86.14%
75180	UTILITIES	45.23	90.46	493.00	81.65%
75300	CONTRACTED SERVICES	0.00	0.00	3,000.00	100.00%
78170	SECURITY SYSTEM	0.00	126.00	500.00	74.80%
78190	MATERIALS, SUPPLIES & EQUIPMEN	0.00	0.00	500.00	100.00%
	Total Expense	1,335.51	2,523.43	21,785.00	88.42%
	Net Income	(1,335.51)	(1,113.43)	(6,785.00)	(83.59)%



## **CONSENT AGENDA ITEM 3**

### **SUPPORTING DOCUMENTATION ATTACHED**

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3. Law Enforcement Report – September 2023.

**HUMBOLDT COUNTY SHERIFF'S OFFICE**

Page 1

**Incident Search Results**

City is trinidad or trin, Date Between 9/4/2023 and 9/10/2023

09/11/2023

Date	Inc #	Type	Time	Location	Dispositio
09/04/2023	2309040005	XFER	01:08:26	73 ANDERSON LN	Xfer to Medical
09/04/2023	2309040039	VEHI	09:36:00	SCENIC DR	Unoccupied
09/04/2023	2309040050	ANIMAL	10:48:39	300 TRINITY ST	No Report
09/04/2023	2309040055	VEHI	11:20:43	S WESTHAVEN DR/6TH AVE	Field Interview
09/04/2023	2309040059	ANVIC	11:38:49	111 HAVEN WAY	Scheduled Incident Created
09/04/2023	2309040067	XFER	12:50:24	307 N WESTHAVEN DR	Xfer to Medical
09/04/2023	2309040068	ANVIC	13:00:37	111 HAVEN WAY	Pending Recontact From Rp
09/04/2023	2309040080	TRF	14:17:15	900 SCENIC DR	Warned
09/04/2023	2309040085	INC	15:00:44	333 QUARRY RD	Cad Documentation Only
09/04/2023	2309040087	415	15:03:18	1 BAKER RANCH RD	Admonished
09/04/2023	2309040107	XFER	17:29:36	170 QUARRY RD	Xfer to Medical
09/04/2023	2309040132	XFER	20:29:14	4150 PATRICKS POINT DR	Xfer to Medical
09/04/2023	2309040149	XFER	22:30:44	HIGHWAY 101 OFF RAMP/WES	Xfer to CHP
09/04/2023	2309040154	33X	23:16:59	1658 PATRICKS POINT DR	Billable Alarm
09/05/2023	2309050026	LIVSTK	07:12:53	753 PATRICKS POINT DR	Cancel Per Rp
09/05/2023	2309050042	911M	09:21:13	33 STUMPTOWN RD	Accidental Dial
09/05/2023	2309050061	XFER	10:11:39	US HWY 101/TRINIDAD EXIT	Xfer to CHP
09/05/2023	2309050091	XFER	11:36:53	73 ANDERSON LN	Xfer to Medical
09/05/2023	2309050104	ANVIC	13:00:33	111 HAVEN WAY	Pending Recontact From Rp
09/05/2023	2309050128	FRAUD	14:36:48	185 RAINBOW LN	Pending Recontact From Rp
09/05/2023	2309050174	XFER	20:36:06	734 PATRICKS POINT DR	Xfer to CHP
09/05/2023	2309050175	602	20:41:03	1471 STAGECOACH RD	Advised to Move Along
09/05/2023	2309050176	XFER	20:55:45	US HWY 101/PATRICKS POIN	Xfer to CHP
09/06/2023	2309060048	CAMP	09:22:37	SCENIC DR	Field Interview
09/06/2023	2309060198	TPAT	23:46:57	MAIN ST/VIEW AVE	No Report
09/07/2023	2309070060	PROB	11:26:44	806 S WESTHAVEN DR	Cad Documentation Only
09/07/2023	2309070064	PROB	11:42:59	118 WA-RAY RD	Cad Documentation Only
09/08/2023	2309080088	DUI	14:15:18	300 TRINITY ST	Agency Assist
09/08/2023	2309080091	ASSISTA	14:52:17	US HWY 101 OFF RAMP/WEST	Agency Assist
09/08/2023	2309080093	SUSPP	14:54:12	1341 FOX FARM RD	Field Interview
09/08/2023	2309080115	PAN	17:35:39	101 MAIN ST	Unable to Locate
09/08/2023	2309080203	33X	23:49:53	170 SCENIC DR	Billable Alarm
09/09/2023	2309090044	VEHI	10:45:04	TRINIDAD FRONTAGE RD/ALD	Warned
09/09/2023	2309090087	UNW	16:59:27	510 BIG LAGOON PARK RD	Cad Documentation Only
09/09/2023	2309090088	XFER	17:02:52	LIGHTHOUSE RD/BAY ST	Referred To Other Agency
09/10/2023	2309100003	XFER	00:25:29	27 SCENIC DR	Xfer to Medical
09/10/2023	2309100008	415MW	01:04:22	120 OKEGA LN	Arrest Made
09/10/2023	2309100038	911C	09:56:04	380 JANIS CT	Pending Recontact From Rp
09/10/2023	2309100079	UNW	16:03:29	101 MAIN ST	Cancel Per Rp
09/10/2023	2309100087	XFER	16:44:51	LIGHTHOUSE RD/BAY ST	Xfer to another agency
09/10/2023	2309100106	488DET	18:57:12	389 MAIN ST	Admonished

**HUMBOLDT COUNTY SHERIFF'S OFFICE**

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**Incident Search Results**  
**City is trinidad or trin, Date Between 9/11/2023 and 9/17/2023**

09/20/2023

Date	Inc #	Type	Time	Location	Dispositio
09/11/2023	2309110001	ASSISTP	00:08:59	122 MOONSTONE BEACH RD	Cad Documentation Only
09/11/2023	2309110040	ASSISTP	09:41:43	1990 SCENIC DR	Pending Recontact From Rp
09/11/2023	2309110057	CAMP	10:59:15	EDWARDS ST/TRINITY ST	Gone On Arrival
09/11/2023	2309110084	AVA	12:51:02	PATRICKS POINT DR/SEAWOO	Marked For Abatement
09/11/2023	2309110128	PC	18:21:04	US HWY 101/TRINIDAD EXIT	Referred To Other Agency
09/12/2023	2309120037	CAMP	09:03:53	PATRICKS POINT DR/SEAWOO	Advised to Move Along
09/12/2023	2309120090	XFER	13:38:14	1895 PATRICKS POINT DR	Xfer to CHP
09/12/2023	2309120094	INFO	14:01:21	ANDERSON LN/STAGECOACH RD	Cad Documentation Only
09/12/2023	2309120122	ASSISTP	15:34:37	1146 DRIVER RD	Public Assist
09/12/2023	2309120124	911C	15:40:56	STAGECOACH RD/ANDERSON LN	Cad Documentation Only
09/12/2023	2309120192	PC	22:59:44	510 BIG LAGOON PARK RD	Cad Documentation Only
09/13/2023	2309130138	CIVS	14:50:53	51 MIDWAY DR	Good Service
09/13/2023	2309130184	ANIMAL	18:52:24	260 OLD WAGON RD	Cancel Per Rp
09/14/2023	2309140087	CIVIL	12:39:52	69 STUMPTOWN RD	Cad Documentation Only
09/14/2023	2309140144	GUNSV	17:00:15	101 MAIN ST	Report Taken
09/14/2023	2309140173	CAMP	19:39:44	TRINITY ST/EDWARDS ST	Advised to Move Along
09/15/2023	2309150022	UNW	07:03:01	389 MAIN ST	Arrest Made
09/15/2023	2309150063	ASSISTP	11:40:51	920 DRIVER RD	Public Assist
09/15/2023	2309150108	INV	14:23:03	245 PARKER CREEK DR	No Report
09/15/2023	2309150139	911C	17:07:01	US HWY 101	Pending Recontact From Rp
09/15/2023	2309150174	415	20:38:59	27 SCENIC DR	No Report
09/16/2023	2309160021	ANIMAL	07:29:27	8TH AVE/RAILROAD	Gone On Arrival
09/16/2023	2309160031	XFER	08:50:05	770 8TH AVE	Xfer to CHP
09/16/2023	2309160035	ANIMAL	09:36:09	8TH AVE/RAILROAD	Warned
09/16/2023	2309160046	594	10:49:15	51 MIDWAY DR	Report Taken
09/16/2023	2309160064	ANIMAL	13:38:30	101 ANDERSON LN	Cad Documentation Only
09/16/2023	2309160122	2735	19:55:10	115 FRONTAGE RD	Arrest Made
09/17/2023	2309170018	CWS	02:21:38	115 FRONTAGE RD	Previously Investigated



**HUMBOLDT COUNTY SHERIFF'S OFFICE**

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**Incident Search Results**  
**City is trinidad or trin, Date Between 9/18/2023 and 9/24/2023**

09/25/2023

Date	Inc #	Type	Time	Location	Dispositio
09/18/2023	2309180046	AVACHP	12:11:32	SCENIC DR/MOONSTONE BEAC	No Report
09/18/2023	2309180060	XFER	13:30:33	661 PARKER ST	Xfer to Medical
09/18/2023	2309180132	PC	22:10:24	306 VIEW AVE	Admonished
09/19/2023	2309190126	MP	14:53:36	1 STAGECOACH RD	Report Taken
09/20/2023	2309200030	TRF	08:36:37	US HWY 101/TRINIDAD EXIT	Merged Cfs
09/20/2023	2309200052	CIVS	10:33:49	751 WESTHAVEN DR	Good Service
09/20/2023	2309200057	CIVS	11:09:34	1125 DRIVER RD	Negative Service
09/20/2023	2309200061	EVIC	11:23:52	51 MIDWAY DR	Good Service
09/20/2023	2309200064	602	11:30:03	102875 US HWY 101	Advised to Move Along
09/21/2023	2309210048	PC	11:11:04	101 MAIN ST	Report Taken
09/21/2023	2309210053	XFER	11:17:46	HIGHWAY 101 OFF RAMP/PAT	Xfer to Fire
09/21/2023	2309210054	911C	11:18:24	HIGHWAY 101 OFF RAMP	Xfer to Fire
09/21/2023	2309210056	XFER	11:18:56	SEAWOOD DR	Xfer to Fire
09/21/2023	2309210057	XFER	11:20:13	HIGHWAY 101 OFF RAMP/SEA	Xfer to Fire
09/21/2023	2309210115	THREAT	16:24:35	27 SCENIC DR	Public Assist
09/22/2023	2309220082	XFER	14:08:18	3633 PATRICKS POINT DR	Xfer to Fire
09/23/2023	2309230055	XFER	11:24:37	HIGHWAY 101 OVERPASS/6TH	Xfer to CHP
09/23/2023	2309230058	XFER	11:33:36	306 VIEW AVE	Xfer to Medical
09/23/2023	2309230068	XFER	12:52:09	US HWY 101	Xfer to CHP
09/23/2023	2309230069	XFER	13:17:33	US HWY 101	Xfer to Fire
09/23/2023	2309230084	PC	14:57:23	1146 DRIVER RD	Civil Problem
09/23/2023	2309230087	XFER	15:32:49	HIGHWAY 101 ON RAMP/CLAM	Xfer to CHP
09/23/2023	2309230142	PROWL	23:05:22	1175 STAGECOACH RD	Unable to Locate
09/23/2023	2309230153	TPAT	23:38:23	409 TRINITY ST	Cad Documentation Only
09/24/2023	2309240080	415MW	16:00:43	54 WESTHAVEN DR	Not as Reported
09/24/2023	2309240135	WELF	20:51:08	MA-WE-MOR VIEW LN	Quiet on Arrival or Departur
09/24/2023	2309240144	SHOTSH	21:52:35	29 RAYIPA LN	Quiet on Arrival or Departur

**HUMBOLDT COUNTY SHERIFF'S OFFICE**

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**Incident Search Results**  
**City is trinidad or trin, Date Between 9/25/2023 and 10/1/2023**

10/02/2023

Date	Inc #	Type	Time	Location	Dispositio
09/25/2023	2309250037	VEHI	08:59:42	4150 PATRICKS POINT DR	No Report
09/25/2023	2309250038	ANIMAL	09:02:04	877 9TH AVE	Unable to Locate
09/25/2023	2309250088	WELF	12:27:36	1471 KANE RIDGE RD	Cad Documentation Only
09/25/2023	2309250100	DISABLE	13:18:00	103660 US HWY 101	Cad Documentation Only
09/25/2023	2309250107	UNW	14:11:00	575 EDWARDS ST	Arrest Made
09/25/2023	2309250128	XFER	16:18:14	US HWY 101	Xfer to CHP
09/25/2023	2309250139	ANIMAL	17:35:32	FRONTAGE RD	Public Assist
09/25/2023	2309250153	XFER	19:39:03	359 MAIN ST	Xfer to Medical
09/25/2023	2309250154	XFER	19:41:10	355 MAIN ST	Xfer to Medical
09/25/2023	2309250166	TRF	21:32:31	US HWY 101 OFF RAMP/MAIN	Warned
09/25/2023	2309250178	XFER	23:23:10	306 VIEW AVE	Xfer to Fire
09/26/2023	2309260003	911C	00:22:51	STUMPTOWN RD/FRONTAGE RD	ending Recontact From Rp
09/26/2023	2309260080	XFER	12:41:07	180 LOOP PL	Xfer to Medical
09/26/2023	2309260091	XFER	13:41:46	576 PACIFIC CT	Xfer to Fire
09/26/2023	2309260162	TRF	21:26:41	US HWY 101/MCDONALD CREE	Warned
09/26/2023	2309260166	FP	22:08:01	27 SCENIC DR	No Report
09/27/2023	2309270069	XFER	11:26:36	1828 PATRICKS POINT DR	Xfer to Medical
09/27/2023	2309270104	415MW	14:28:50	389 MAIN ST	Verbal Domestic Violence Onl
09/27/2023	2309270107	XFER	14:35:37	US HWY 101	Xfer to Fire
09/27/2023	2309270110	PC	15:09:20	MAIN ST/VIEW AVE	Quiet on Arrival or Departur
09/27/2023	2309270121	XFER	16:20:16	389 MAIN ST	Xfer to Medical
09/27/2023	2309270143	TRF	19:21:24	US HWY 101 OFF RAMP	Warned
09/28/2023	2309280006	XFER	01:04:31	889 S WESTHAVEN DR	Xfer to Medical
09/28/2023	2309280028	XFER	08:44:39	1471 KANE RIDGE RD	Xfer to Medical
09/28/2023	2309280121	911C	15:44:00	4150 PATRICKS POINT DR	Cad Documentation Only
09/28/2023	2309280125	XFER	16:11:41	269 BIG LAGOON PARK RD	Xfer to Fire
09/28/2023	2309280142	BITE	17:58:38	271 LYNDA LN	Report Taken
09/29/2023	2309290031	MP	09:30:34	MAIN ST/VIEW AVE	No Report
09/30/2023	2309300021	XFER	09:07:36	893 S WESTHAVEN DR	Xfer to Medical
09/30/2023	2309300060	DISP	13:58:26	893 S WESTHAVEN DR	Xfer to Fire
09/30/2023	2309300081	XFER	16:55:53	105000 US HWY 101	Xfer to CHP
09/30/2023	2309300094	XFER	18:54:03	893 S WESTHAVEN DR	Xfer to Fire
10/01/2023	2310010037	FU	07:00:15	101 MAIN ST	Supplemental Taken
10/01/2023	2310010060	602	09:44:01	27 SCENIC DR	Advised to Move Along
10/01/2023	2310010063	BOLO	10:14:06	1639 SCENIC DR	Cited
10/01/2023	2310010102	XFER	17:03:54	3443 PATRICKS POINT DR	Xfer to Medical
10/01/2023	2310010103	XFER	17:11:24	3443 PATRICKS POINT DR	Xfer to Medical
10/01/2023	2310010107	XFER	17:18:33	3443 PATRICKS POINT DR	Xfer to Medical



## **CONSENT AGENDA ITEM 4**

### **SUPPORTING DOCUMENTATION ATTACHED**

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4. Confirmation of Sherri Provolt as Yurok Tribe Representative on the Trinidad Trails Committee.

## DISCUSSION AGENDA ITEM

Tuesday, October 10, 2023

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**Item:** Discussion/Decision to Accept Sherri Provolt as the Yurok Tribe's Designation to fill the Representative Vacancy on the Trinidad Trails Committee.

**Background:** On July 24, 2023, the City of Trinidad received a letter from Yurok Tribal Chairman Joe James serving notice that Tribal Councilmember Sherri Provolt has been appointed to replace Frankie Myers as their designee to the Trinidad Trails Committee.

As per the Trinidad Trails Advisory Committee Resolution, the City must formally recognize and appoint new members. Action taken by the Council will confirm the appointment.

The Trails Committee is now currently operating without 1 member; (1) General Public Representative.

The Committee Membership currently consists of:

(1) City Councilmember (Committee Chair)	<b>Jack West</b>
(1) Planning Commission liaison	<b>Tom Hopkins</b>
(2) General Public representatives	<b>VACANT / Tim Needham</b>
(1) Tribal representative of the Yurok Tribe	<b>Sherri Provolt (pending City Council approval)</b>
(1) Tribal representative of the Trinidad Rancheria	<b>Trina Matthewson</b>
(1) Tribal representative of the Tsurai Ancestral Society	<b>Kelly Lindgren</b>
(1) Visitor Services/Business Community representative	<b>Zoe Zigler (Trinidad Coastal Land Trust)</b>

**Side note:** The latest, revised version of the Resolution 2019-13 establishing the Trails Advisory Committee calls for members holding "staggered two-year terms" (See No.4, Terms of Office). Considering periodic difficulties of maintaining full attendance and full-membership, this condition may need further discussion in the near future. The term "staggered" may need clarification as it relates to each member.

### **Recommended Action:**

**Attachments:** - Letter from Yurok Tribal Chair authorizing appointment of Sherri Provolt  
- Resolution 2019-13, Establishing the Trails Advisory Committee



# YUROK TRIBE

190 Klamath Boulevard • Post Office Box 1027 • Klamath, CA 95548

July 24, 2023

Mr. Jack West  
Trinidad Trails Committee  
409 Trinity Street  
Trinidad, CA 95570

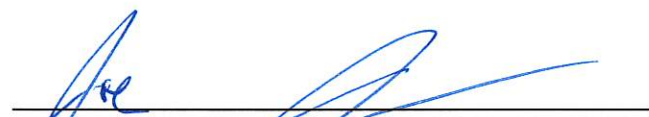
RE: Appointment to Trinidad Trails Committee

Dear Mr. West,

This letter shall serve as the official notice that the Yurok Tribal Council on May 25, 2023, appointed Yurok Tribal Councilmember Sherri Provolt to participate in the Trinidad Trails Committee on behalf of the Yurok Tribe.

Please feel free to contact me should you have any questions or concerns.

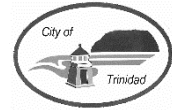
Respectfully,

  
\_\_\_\_\_  
Joe James, Chairman  
Yurok Tribal Council

Cc: Yurok Tribal Council Members  
Taralyn Ipina, Chief Operations Officer  
Rosie Clayburn, Tribal Heritage Preservation Officer

**Trinidad City Hall**  
P.O. Box 390  
409 Trinity Street  
Trinidad, CA 95570  
707-677-0223

**Steve Ladwig, Mayor**  
**Gabriel Adams, City Clerk**



## **RESOLUTION 2019-13**

*Revised 10-13-2020, and on 03-09-2021*

### **A RESOLUTION AUTHORIZING THE TRAILS ADVISORY COMMITTEE**

**WHEREAS**, the City of Trinidad's unique location on the coast with panoramic vistas and beautiful beaches makes its trail system a treasured asset for residents and visitors alike; and

**WHEREAS**, trails are important because they provide access to natural and culturally significant areas, for recreation, for scientific study, and for understanding our relationship with nature; and

**WHEREAS**, trails enhance public health and provide a vital medium for community cohesion, they are also serve to bolster the local economy by attracting people to the area, and some of the trails in the City also provide a means of use for alternative transportation; and

**WHEREAS**, the Council established the Trails Advisory Committee as a sub-committee of the City Council on March 22, 2019 to bring members with various viewpoints together to make recommendations to the City Council, City Staff, and Planning Commission on various topics identified below; and

**NOW, THEREFORE BE IT RESOLVED**, the Trinidad City Council hereby adopts a Trails Advisory Committee to hold public meetings in accordance with the Brown Act, and to operate within the framework as follows:

1. **PURPOSE:** The purpose of the Committee is 1) to advise on matters relating to policies affecting trails in the City of Trinidad, 2) to serve in an advisory capacity to the Council, Commissions, and City Staff, 3) make recommendations during the environmental review process on projects that may involve or affect trails in the City of Trinidad, 4) provide a forum for community engagement, outreach, and education regarding trails, and 5) make recommendations to City Manager and City Council on the maintenance and repair of trails in the City of Trinidad.
2. **OBJECTIVES:** Committee objectives include; 1) provide a public forum to solicit input from the community on issues or successes related to the maintenance and management of City trails, 2) assist City Staff in evaluating the need for maintenance on the trails throughout the calendar year, 3) make balanced and informed recommendations to the City Council on ways to improve the trails, and 4) report to the Council annually on the Committee meetings, activity, and recommendations.
3. **COMMITTEE MEMBERSHIP:** The Trails Committee will consist of one City Council representative, one Planning Commissioner, two City residents, one Trinidad Rancheria Representative, one Yurok Tribe Representative, **one Tsurai Ancestral Society Representative**, and one Visitor Services/Business Representative. The City Council representative will be appointed by the City Council, and will serve as the Committee Chairperson. The Planning Commission will be recommended by the Commission and appointed by the City Council. The Tribal Representatives will be appointed by the appropriate Tribal governments, and will also provide their alternates. The two ~~members of the public~~ **city residents, as well as the Visitor Services/Business Representative**, will be appointed by the City Council in open session based on letters of interest and public interviews.
4. **TERMS OF OFFICE:** All members will hold staggered two-year terms. Committee members serve at the pleasure of the City Council and may be removed from office by a majority vote of the Council.
5. **MEETING DATES:** The Trails Committee will meet at minimum quarterly. The meetings will be held on the 3rd Tuesday of January, April, July, and October, with special meetings as needed. The

Committee will report to the City Council on a regular basis and present recommendations to the City Council on a quarterly or annual basis as needed.

6. **STAFF ASSISTANCE:** City Staff will provide agenda preparation, notification, and outreach assistance to the Committee. The Trails Committee may choose a member of the Committee to record the meeting minutes, or request to have a City Staff member to provide the service.
7. **ETHICS CODE:** All members shall review, accept, and conduct themselves in a manner consistent with the values promoted in the City of Trinidad's Code of Ethics.

**PASSED, APPROVED AND ADOPTED** this 12th day of November, 2019 by the following vote:

AYES:	West, Miller, Ladwig, Grover, Davies
NOES:	None
ABSTAIN:	None
ABSENT:	None

ATTEST:

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**Gabriel Adams**  
Trinidad City Clerk

---

**Steve Ladwig**  
Mayor



## **CONSENT AGENDA ITEM 5**

### **SUPPORTING DOCUMENTATION ATTACHED**

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5. Contract with Pacific Coast Security to Provide Supplemental Law Enforcement Services to the City of Trinidad.





## **Pacific Coast Security**

Office 510 O Street, Suite D, Eureka, CA

Mailing: PO Box 3415, Eureka, CA 95502

Phone: 707-442-8888 \* California License PPO12310

### **Agreement for Security Service**

This agreement is made on the 6<sup>th</sup> of the month of October 2023. An agreement entered between **City of Trinidad, CA** -, hereinafter referred to as "Client" and **Pacific Coast Security**, hereinafter may be referred to as "Service Provider or PCS."

PCS is engaged in the business of providing Security Services within the State of California under the authority of licensing with the Bureau of Security and Investigative Services (BSIS). PCS maintains a valid license to conduct Security Guard and Patrol Services within California. California License PPO12310.

PCS will provide Security Services at the following premises: City of Trinidad, CA. Property commonly referred to as Trinidad, California located in the County of Humboldt.

Detailed descriptions supplied in Exhibit A.

The rates and conditions of this agreement shall commence from the effective date of October 2023 and continue to run for a term not to exceed 90-days from the effective date and thereafter automatically renewed for 90-days until terminated by either party, in writing, with at least thirty (30) days written notice. Rates or conditions may be evaluated and agreed upon by both parties at or near the 90-day expiration date of the agreement.



## DEFINITIONS:

*"Agreement"* means these terms and conditions, the schedules and any exhibits or attachments hereto.

*"City"* means the customer specified in the schedule

*"Client"* means the customer specified in the schedule.

*"Effective Date"* means the date specified in the Schedule.

*"In writing" or "Written Document"* shall include any written communication which has been signed by a person authorized to represent the party, including, but not limited to printed documents, facsimiles, e-mails and other electronic means of communication.

*"Losses"* means losses as stipulated in applicable law including, but not limited to, any and all claims, losses, liabilities, damages, actions, demands or expenses (including, but not limited to, all reasonable attorney's fees or costs of suit which a party may incur as a result of or in connection with the provisions of the Services under this Agreement).

*"Schedule"* the cover page to which these terms and conditions are attached.

*"Scope of Work"* means the specification of the Services provided by PCS to the Client under this Agreement, incorporated into this Agreement by reference, and attached hereto as Exhibit A.

*"Service Fee"* means PCS charges to the Client for the provision of the Services as set out in the [Scope of Work/ Exhibit B/ Service Agreement] as well as charges for any additional services agreed between the parties. Such charges may be varied from time to time in accordance with the terms of this Agreement.

*"Services"* means the Services to be provided by PCS under this Agreement, as specified in the Scope of Work.

*"Site/s"* means such premises at which the Services are to be performed, as specified in the Scope of Work.



**PCS AND CLIENT AGREE TO THE FOLLOWING  
TERMS AND CONDITIONS.**

**SCOPE AND PERFORMANCE OF SERVICES:**

1. PCS agrees to provide the Services to the Client under the specific terms set out in this Agreement. All equipment, software, materials and / or documentation supplied by PCS shall always be the property of PCS, unless otherwise agreed in writing between the parties.
2. PCS will arrange deployment of trained personnel with best endeavors to conduct the offered services and assist in the protection of legitimate interests and items at the premises of the client.
3. The Security personnel deployed at client property will be employees of PCS and the necessary statutory requirements shall be the responsibility of PCS, who is licensed with the State of California.
4. PCS shall have the right to change personnel assigned to the service location at any time. The Client may request changes in PCS personnel, but PCS in its sole discretion will determine any action to be taken based upon such a request. Client requests to change personnel shall be made in writing stipulating the reasons for requesting the changes.
5. PCS will provide necessary supervision to ensure suitable performance.
6. PCS shall not be obliged to follow any instructions of the Client other than those specified in the Scope of Work. If, in the performance of the Services, the Client gives instructions outside the Scope of Work, which alter or affect the performance of the Services, the Client shall be solely responsible for all consequences deriving from such instructions and shall indemnify PCS harmless in respect thereof.



7. Subject to the terms of this Agreement, each party may request reasonable adjustments and/or additions to the Services by giving written notice thereof to the other party. Should such adjustments and/ or additions in PCS opinion require an adjustment, PCS shall notify the Client of such required adjustments to the Service Fee. The parties shall negotiate in good faith on all requested adjustments and/or additions to the Services, the Service Fee, or this Agreement. For any changes to the Services, Service Fees and/or this Agreement to be binding for the parties, all adjustments and/or additions must be agreed in writing with an authorized official of the relevant parties. For clarity, PCS employees providing the Services are not entitled to agree to adjustments and/or additions to the Services unless it is agreed in writing between both parties. However, PCS shall be entitled to amend the Agreement to comply with public instructions, orders, rules, and legislation applicable to the Services to be provided hereunder. Such amendments shall be deemed to have been accepted by the Client unless expressly opposed in writing within ten (10) days of their communication. In case of opposition, PCS shall be entitled to terminate the Agreement for good cause.
8. PCS does not guarantee function, result of the Services, or accept overall responsibility for the Security at the Client Site/s. Unless otherwise agreed in the Scope of Work, PCS is not engaged as a Security Consultant. PCS makes no representation, express or implied, that its Services will prevent any loss or damage. However, PCS is committed to performing its duties with due diligence.

#### **SERVICE FEES:**

1. The Client shall pay the Service Fee to PCS for the provision of the Services as specified in Scope of Work.
2. Service Fee Adjustment: PCS shall be entitled to adjust the Service Fee during the term of this Agreement upon ten (10) days written notice to the Client in case PCS costs for the provision of the Services increase due to (i) increased labor costs or costs related to cars or other equipment provided, (ii) changes in insurance premiums and/ or (iii) changes in legislation or regulations relating to the Services.



## **PAYMENTS:**

1. Client's Failure to Remit Payment: Client's failure to pay any amount when due will be considered a material breach by the Client. A late charge of 1.5% per month will be added to balances not paid by the due date. Client will bear all costs associated with Client receiving payments due for services rendered under this Agreement. PCS may institute suit or collection services to collect amounts owed to PCS under this Agreement and the Client agrees to pay all costs including Attorney's Fee of such suit or collection.
2. Suspension: In the event of payment delay, PCS may suspend the performance of Services rendered under this Agreement, upon ten (10) days prior written notice. Suspension will not release the Client from any of its obligations under this Agreement.
3. Immediate Cash Payment: In case of non-payment based on liquidity problems of the Client, PCS may condition the continued performance of the Services on immediate cash payment for Services already rendered (whether or not invoiced) and/or for Services to be rendered.



## **LIMITATION OF LIABILITY:**

1. **Liability for Losses:** PCS's liability for Client Losses and any other liability under this Agreement shall be limited as set out under this Article. The Client agrees that the Service Fee reflects PCS's assessment of the risks and exposures based on information provided by the Client and that the Agreement and the Scope of Work is conditioned upon the fact that PCS's liability in this Agreement is limited as provided herein.
2. **Exclusion of Indirect and Consequential Damages:** PCS shall in no event be liable for any indirect or consequential damages, including, but not limited to, loss of profit, purely economic loss, loss of income, business or revenue, even if PCS has been advised of the possibility of such losses or damages. Further, PCS will not be held responsible for any damages / sabotage and other acts caused to the premises of the Client due to activities of trade unions / riots etc. or any other events of "force majeure", acts of God / Nature etc. which are considered as beyond the direct control of PCS.
3. **Negligent or Willful Act of personnel of PCS:** PCS will be responsible for damages or loss arising directly from the negligence or willful act of its personnel within the defined responsibilities assigned to them subject to force majeure, timely payments of invoices and the report of the joint committee represented equally. In case of any theft or negligence the Client will inform PCS of the incident within the shortest possible time and provide a copy of any documents which are required by PCC to effectuate the insurance claim.
4. **Notification Limits for Claims:** The Client shall notify PCS of any claim arising from the Services in reasonable detail and in writing within ten (10) days on which the Client became aware (or should reasonably have become aware ) of the occurrence giving rise to the claim, provided, however, that if the Client does not provide such notice to PCS within thirty (30) days from the occurrence, PCS shall have no obligation to pay any compensation whatsoever relating to such claim.



**CLIENT, UNDERTAKES TO:**

1. Pay to PCS an amount of forty-five dollars (\$45.00) per hour worked specified in Exhibit A. Hourly rate shall be billed from point of origin to return of point of origin (see Exhibit A)
2. Make payment after presentation of invoice for completed services. Balances not paid within 15 days of delivery of invoice shall be subject to additional charges as stated in this agreement.
3. Make payments by way of a check issued in the name of **"Pacific Coast Security."**

**4. Indemnification & Insurance:**

PCS (Contractor) shall hold harmless, defend and indemnify CITY its officers, officials, employees and volunteers (collectively "indemnified parties") from and against all claims, damages, losses and expenses including attorney fees which actually or allegedly arise out of the performance of the work described herein, caused in whole or in part by any negligent act or omission of the contractor, any subcontractor, anyone directly or indirectly employed by any of them or anyone for whose acts any of them may be liable, except where caused by the active negligence, sole negligence, or willful misconduct of the CITY its officers, officials, employees and volunteers. It is agreed that the CONTRACTOR's duty to indemnify and defend does not apply to the following: claims related to the enforcement of City ordinances; the physical condition of any premises; the maintenance, service, or inspection of mechanical equipment of any nature; any response or lack of response by agencies contracted (excluding Contractor) by the CITY or area of coverage; the actions of Indemnified Parties' personnel or other subcontractors; any emergency plan or order for carrying out the same.



**PCS AND CLIENT BOTH AGREE THAT:**

1. The client shall have the right to recommend, within reason, the change of any security personnel, within 24 Hours. Similarly, PCS reserves the right to change or rotate the Security personnel at any time.
2. The rates charged under this contract are governed by the applicable minimum wages and other statutory costs at that time of deployment of services by PCS, for the State of California and any increase in statutory obligations including minimum wages by the state will attract a pro-rata increase in the price. PCS will raise invoices incorporating such revisions/amendments in it and the client will remit payment accordingly.
3. In case of any negligence on the part of the security personnel deployed at the Client premises which cause loss/damage to the Client, an investigation will be conducted by a mutually agreed upon Joint Investigation Committee comprising of equal number of members of both parties and will submit its report, fixing responsibility of such negligence, to management for both parties.





## **TERM AND TERMINATION OF CONTRACT:**

1. This Contract is valid for a period of 90-days from the date of commencement and will be automatically renewable for equal periods on mutually agreed revised terms unless either party terminates the same by giving one month's notice in writing before the end of the Contract period or payment in lieu of the notice period. However, either party may terminate this contract without any cause or penalty for convenience by giving prior notice in writing of one month to the other party.
2. Either party may terminate this Agreement for good cause upon ten (10) days' prior notice to the other party. Good Cause for PCS will include, without limitation:
  - a. Any material or persistent minor breach by Client or PCS of its obligations under this Agreement,
  - b. Cancellation of or a material change to any of PCS's insurance coverage relevant to this Agreement,
  - c. A change in applicable laws or regulations that has a material effect on, or causes a material change to the obligations of PCS under this Agreement,
  - d. If the Client or PCS becomes insolvent, an application for insolvency procedure or similar has been submitted by or against the Client or PCS, or
  - e. Any act, omission or conduct of the Client or PCS, which in the other party's reasonable opinion, brings or may bring the party's business or reputation into disrepute.
3. In case of termination of the contract between the Client and PCS, for any reasons whatsoever, or without any reasons for convenience, it shall be the obligation of the Client to settle the dues of PCS in full before the actual withdrawal of service. Any delay in remitting the full and final payment will result in the Service Provider continuing to occupy the site and billing the Client for the period at full rates but with no obligations.
4. Upon termination of this Agreement, both parties shall be discharged from all further performance under this Agreement and PCS shall be entitled to enter the site/s and recover any equipment, materials, software and/or documents (including but not limited to retrieval and/or destruction of electronic documents and data) belonging to PCS.



## **GROUND'S FOR RELIEF:**

1. Force Majeure: The following circumstances shall be considered as grounds for relief if they delay or impede the performance of this Agreement: any circumstance beyond the direct control of a party such as fire, war, mobilization of military call up of a comparable scope, requisition, seizure, currency restrictions, insurrection and civil commotion, hi-jacking or an act of terrorism, epidemic, pandemic, shortage of Transport, general shortage of materials or personnel, strikes or other industrial disputes and defects or delays in deliveries by sub-contractors caused by any such circumstances as referred to in this Article.
2. Notice: The party intending to claim relief under above Article shall inform the other party without delay on the occurrence and on the cessation of such circumstances.
3. Client's Relief: If grounds for relief prevent the Client from fulfilling its obligations, the Client shall reimburse PCS for reasonable costs incurred in securing and protecting the site/s. The Client shall also reimburse PCS for costs incurred for personnel, subcontractors, and equipment which, with the consent of the Client, are held in readiness to resume the Services.
4. Termination Relief: Notwithstanding any other provision of this Agreement, a party shall be entitled to terminate this Agreement and the Services with immediate effect by written notice to the other party if performance of the respective undertakings is delayed more than thirty (30) days by reason of any grounds for relief as described in the said Article of Force Majeure.



## **CONFIDENTIALITY AND DATA PROTECTION:**

1. Confidential Information: Each party shall keep confidential and shall not disclose any confidential information of the other party disclosed to it in connection with this Agreement except as required for the purpose of the delivery of Services and performance of any other duties under this Agreement. Information shall be confidential if it has been designated as confidential by the disclosing party at the time of disclosure, or if it, considering all the circumstances surrounding the disclosure, ought reasonably to be understood by the receiving party to be confidential. For clarity, PCS's Service Plans (the "Security manual" and/ or similar documentation) shall always be considered as confidential information for the purpose of this Article. And is protected by intellectual property rights. Neither party will have any duty of confidentiality under this Agreement with respect to information which:
  - a. Is or subsequently becomes publicly available without breach of any obligation under this Agreement,
  - b. Was in the possession of the other party prior to the time of first disclosure hereunder,
  - c. Is developed by the other party without any use of or reference to any confidential information received from the disclosing party,
  - d. Is obtained without restriction from a third party reasonably believed by the other party to be free to provide such information without breach of any obligation owed to the disclosing party,
  - e. Is disclosed with the prior written approval of the disclosing party, or
  - f. Is disclosed pursuant to the order or requirement of a court, administrative agency, or other Government Body.
2. Data Protection: The parties acknowledge that access and distribution of personal information of the other party or its employees, agents or related parties may be necessary for the proper performance of the Services as set out in this Agreement. Both parties agree to use any personal information obtained throughout the performance of this Agreement with care, in keeping with all applicable rules and regulations and to use such information only for the purpose of performing their duties as set out in this Agreement.



**SETTLEMENT OF DISPUTE AND JURISDICTION:**

1. Any claim, dispute, or controversy arising out of, or in relation to, this Contract, the interpretation thereof, the activities performed hereunder, or the breach thereof, which cannot, within a period of 30 days, be satisfactorily resolved by mutual understanding between the parties, shall be finally settled in a court of law.
2. The Parties submit to the exclusive jurisdiction of the Courts located within the State of California and the County of Humboldt.

**CLIENT INFORMATION:**

Authorized Signature \_\_\_\_\_ Title \_\_\_\_\_

Date Signed \_\_\_\_\_

Printed Name \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_

Zip Code: \_\_\_\_\_ Phone: \_\_\_\_\_

**PACIFIC COAST SECURITY**

Authorized Signature  Title: **Owner/QM**

Date Signed: 10/6/2023

Printed Name Gene Bass

Mailing Address: PO Box 3415

City: Eureka State: CA

Zip Code: 95502 Phone: 707-442-8888

INITIAL HERE \_\_\_\_\_ PCS REV2022 12



**Pacific Coast Security**

**Office 510 O Street, Suite D, Eureka, CA**

**Mailing: PO Box 3415, Eureka, CA 95502**

**Phone: 707-442-8888 \* California License PPO12310**

**Agreement for Security Service  
EXHIBIT A**

PCS shall provide Uniformed Patrol Security Services (USS) at the following premises:  
**City of Trinidad California**

- 1. PCS Insurance limits shall be maintained at \$2M general aggregate**
2. PCS shall provide services to client Security Patrol Service (SPS) not including the following holidays which shall be non-scheduled unless otherwise agreed upon by both parties.
  - a. New Year's Day
  - b. Memorial Day
  - c. Independence Day (Fourth of July)
  - d. Thanksgiving
  - e. Christmas Day
3. PCS officers shall take (1) one hour (30 minutes) meal break as close to the midpoint of shift as possible for shifts over six (6) hours. Meal Breaks shall be "off the clock" and PCS officers will not be allowed to respond to calls for services without approval of supervisor.
4. PCS shall provide detailed billing statements to the client specifying when officers clocked on/off, took meal breaks.
5. PCS shall provide the client with daily logs with information documented during their tour of duty. Logs will be uploaded to Google Drive and the client shall have access to those logs on a weekly basis or as requested.
6. In the event PCS has an officer unable to make his/her shift on time, PCS shall find a replacement as soon as possible. In the event no replacement can be found, PCS shall notify the client as soon as that determination has been made.
7. The workweek for PCS officers assigned to your location shall be defined as Monday to Sunday. Under no circumstances may total hours per week exceed (40) without prior consent from PCS and written authorization from client as overtime charges will occur.



**Agreement for Security Service  
EXHIBIT A (continued)**

8. PCS description of job duties at this location shall consist of the following: \*site specific\*
  - a. Patrol of City of Trinidad and areas within the city as designated by client
  - b. Respond to requests for service as directed by client
  - c. Assist merchants within client jurisdiction with any criminal/suspicious activity.
  - d. Deter criminal activity and report to local law enforcement as needed.
  - e. Other duties not contained in this agreement shall be determined and agreed upon by both client and PCS.
  
9. Scheduling: The City of Trinidad shall submit changes (if needed) in scheduling
  - a. (7) days in advance to allow for internal scheduling adjustments
  - b. In written form (email is approved)
  - c. Shifts shall be no less than six hours
  
10. Drive Time from Point of Origin: PCS time shall be started at north end of Eureka
  - a. Drive time shall start and end at city limits of Eureka (north)
  
11. PCS shall maintain and deliver Daily Activity Reports (DAR) to client upon request.
  - a. Delivery of DAR's shall be by email to designated client representative
  
12. This Exhibit may be modified upon mutual agreement by client and PCS
  - a. Modifications must be submitted in writing and signed by client and PCS
  - b. Modifications may be submitted by email and may be initiated by client or PCS.
  - c. Any modifications do not change any other part of this agreement unless specifically stated.



## **CONSENT AGENDA ITEM 6**

### **SUPPORTING DOCUMENTATION ATTACHED**

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6. Continued Introduction/First Reading of Ordinance 2023-03; correcting and reaffirming codification of the City of Trinidad Zoning Ordinance, Title 17 of the Trinidad Municipal Code.

## CONSENT AGENDA ITEMS

~~August 22, 2023~~

~~Item 8:~~ First reading of Ordinance No. 2023-03 correcting and reaffirming codification of the City of Trinidad Zoning Ordinance, Title 17 of the Trinidad Municipal Code

~~Item 9:~~ First reading of Ordinance No. 2023-04 reaffirming codification of the City of Trinidad Zoning Ordinance and amendments thereto that were not submitted to the CA Coastal Commission for certification

As explained at the July 25 meeting, the Coastal Commission has not certified the City's codified version of its ordinances and therefore does not recognize the City's numbering system. So, with previous amendments, the City included both numbering systems in the new regulations to allow for certification by the Coastal Commission. However, the most recent amendments add and update quite a few definitions and various sections of the zoning ordinance, and the use of two numbering systems was becoming unwieldy. Therefore, it was decided that the City should go ahead and get the codified version of the zoning ordinance certified by the Coastal Commission to facilitate current and planned amendments.

This process has been more complicated than originally anticipated. The City has passed several zoning ordinance amendments over the years that have been incorporated into the codified ordinance, but were never submitted to the Coastal Commission for certification. And there may have been some errors in the codification process and/or the City's adoption of changes to the original zoning ordinance recommended by the Coastal Commission that created inconsistencies between the codified ordinance and the certified ordinance. But since this goes back to 1980, locating all the records has been difficult. City and Coastal Commission staff are still working through some of the discrepancies to figure out the most efficient path forward.

These amendments were originally noticed and posted for the July meeting. And to avoid having to renotice and post again six weeks prior to action, these items will again be continued to the next meeting.

### **Attachments**

None

### **Recommended Action:**

Continue the items to the next scheduled City Council meeting.





## **CONSENT AGENDA ITEM 7**

### **SUPPORTING DOCUMENTATION ATTACHED**

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7. Continued regarding Introduction/First Reading of Ordinance 2023-04; reaffirming codification of the City of Trinidad Zoning Ordinance and amendments thereto that were not submitted to the CA Coastal Commission for certification.

## CONSENT AGENDA ITEMS

~~August 22, 2023~~

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This process has been more complicated than originally anticipated. The City has passed several zoning ordinance amendments over the years that have been incorporated into the codified ordinance, but were never submitted to the Coastal Commission for certification. And there may have been some errors in the codification process and/or the City's adoption of changes to the original zoning ordinance recommended by the Coastal Commission that created inconsistencies between the codified ordinance and the certified ordinance. But since this goes back to 1980, locating all the records has been difficult. City and Coastal Commission staff are still working through some of the discrepancies to figure out the most efficient path forward.

These amendments were originally noticed and posted for the July meeting. And to avoid having to renotice and post again six weeks prior to action, these items will again be continued to the next meeting.

### **Attachments**

None

### **Recommended Action:**

Continue the items to the next scheduled City Council meeting.



## **DISCUSSION AGENDA ITEM 1**

### **SUPPORTING DOCUMENTATION ATTACHED**

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1. **Unmet Transit Needs Public Hearing.**

**Background:** Each year HCAOG conducts a citizen participation process to assess unmet transit needs within Humboldt County. The public is invited during the hearing to express their opinion, solutions, complaints, or suggestions regarding Humboldt County's public transportation systems and/or general unmet transit needs.

**Recommended action:** Open the public hearing, receive comments, and forward to HCAOG.

**Attachments:**

- HCAOG summary letter.



**HCAOG**  
*Regional Transportation  
Planning Agency*

611 I Street, Suite B  
Eureka, CA 95501  
707.444.8208  
Fax: 707.444.8319  
www.hcaog.net

*Members:*

*City of Arcata  
City of Blue Lake  
City of Eureka  
City of Ferndale  
City of Fortuna  
City of Rio Dell  
City of Trinidad  
County of Humboldt*

August 19, 2022

To: City Managers/County Administrative Officer  
North Coast Tribal Transportation Commission  
McKinleyville Municipal Advisory Committee  
Manila Community Services District

**RE: Unmet Transit Needs Annual Process – Public Hearings**

Every year, as established by the California Transportation Development Act (TDA), the Humboldt County Association of Governments (HCAOG) is required to conduct a citizen participation process to identify any “unmet transit need” (UTN) in the region. This process is required prior to allocations of TDA funding in the following fiscal year. All comments deemed to meet the definition of an unmet transit need will be analyzed and reviewed by HCAOG’s Social Services Transportation Advisory Council (SSTAC) to determine if the need is “reasonable to meet.” Comments that are operational in nature are forwarded to transit operators. The attached document includes a summary of the TDA rules, use of Local Transportation Funds, role of the citizen participation process, and adopted definitions and criteria used to determine if a need is reasonable to meet.

The HCAOG Board of Directors will hold a public hearing on Thursday, November 17, 2022. Though not required, we encourage your agency to also conduct a public hearing between the timeline of October 3rd through the end of November. We also request that you forward us a record of all comments received. Comments will be discussed by the SSTAC at their February 1, 2023 meeting prior to the UTN Report of Findings review by the SSTAC and HCAOG Board in April and May 2023.

Please provide your meeting date to Stephen Luther at [stephen.luther@hcaog.net](mailto:stephen.luther@hcaog.net) by **Wednesday, September 14, 2022**, to allow us to meet publishing and posting requirement deadlines. HCAOG will publish an ad in either the Times Standard or the North Coast Journal which will include a schedule of all hearing dates and times. Either I or an SSTAC representative will join your meeting to provide information or answer any questions. Thank you for your assistance.

Enclosure

ec: City Clerks

Sincerely,

Stephen Luther  
Associate Regional Planner



## HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Regional Transportation Planning Agency  
Humboldt County Local Transportation Authority  
Service Authority for Freeway Emergencies

611 I Street, Suite B  
Eureka, CA 95501  
(707) 444-8208  
[www.hcaog.net](http://www.hcaog.net)

### **Citizen Participation Process for Assessing Unmet Transit Needs**

#### **Transportation Development Act**

The Humboldt County Association of Governments (HCAOG) is responsible for allocating Transportation Development Act (TDA) funds within the region. The TDA provides two major sources of funding, Local Transportation Funds (LTF) derived from a ¼ cent of the general sales tax and State Transportation Assistance Funds (STAF) derived from a tax on diesel fuel. Together, these TDA funds provide a significant revenue source for public transit in Humboldt County. The Unmet Transit Needs process is carried out annually to identify and evaluate any potential needs that are not being met through existing public transportation services. HCAOG is required to assess unmet transit needs prior to allocating LTF money for non-transit purposes, while STA is programmed to the Humboldt Transit Authority and Arcata and Mad River Transit.

Each jurisdiction has their own LTF account. Eureka and Arcata use the entirety of their LTF allocation for transit purposes. The County of Humboldt, Cities of Fortuna, Rio Dell, Blue Lake and Trinidad have funds remaining after paying their share for eligible transit uses. In these cases, the TDA allows LTF to be applied to local streets and roads budgets, including pedestrian and bicycle projects. In Ferndale, there are no eligible public transit services and the LTF allocation is applied to non-transit purposes.

#### **Public Process to Make a Finding**

HCAOG's Social Services Transportation Advisory Council (SSTAC) leads the UTN process. Although only one hearing is required, public meetings are held to ensure residents in each jurisdiction are heard. The SSTAC considers all public testimony and input, determines if the suggestions meet the adopted definition of an unmet transit need and applies adopted criteria to determine if the need is "reasonable to meet".

After comments close on December 31, the SSTAC will consider all the comments at their meeting on February 2023, direct staff on any needs to further analyze, and in April 2023 forward one of the following findings to the HCAOG board for consideration:

- (a) there are no unmet transit needs; or
- (b) there are no unmet transit needs which are "reasonable to meet"; or
- (c) there are unmet transit needs, including those that are "reasonable to meet"

#### **Potential Impacts to Local Transportation Funding**

If HCAOG adopts finding (c), then the unmet transit needs shall be funded before any allocation is made for non-transit purposes (i.e. streets and roads) within the jurisdiction. Funds for new or expanded transit services can be set-aside from sources other than TDA funds. For instance, in 2018 the HCAOG Board voted to set aside Low Carbon Transit Operations Program (LCTOP) funds for late-night weekday service on the Redwood Transit Service. The service was found based on ridership at that time to be an unmet transit need reasonable to meet, but could not be funded due to insufficient Local Transportation Funds available to all required entities. When COVID hit and ridership plummeted, these LCTOP funds were repurposed to support free fares.

## Examples of Past Public Input and Findings

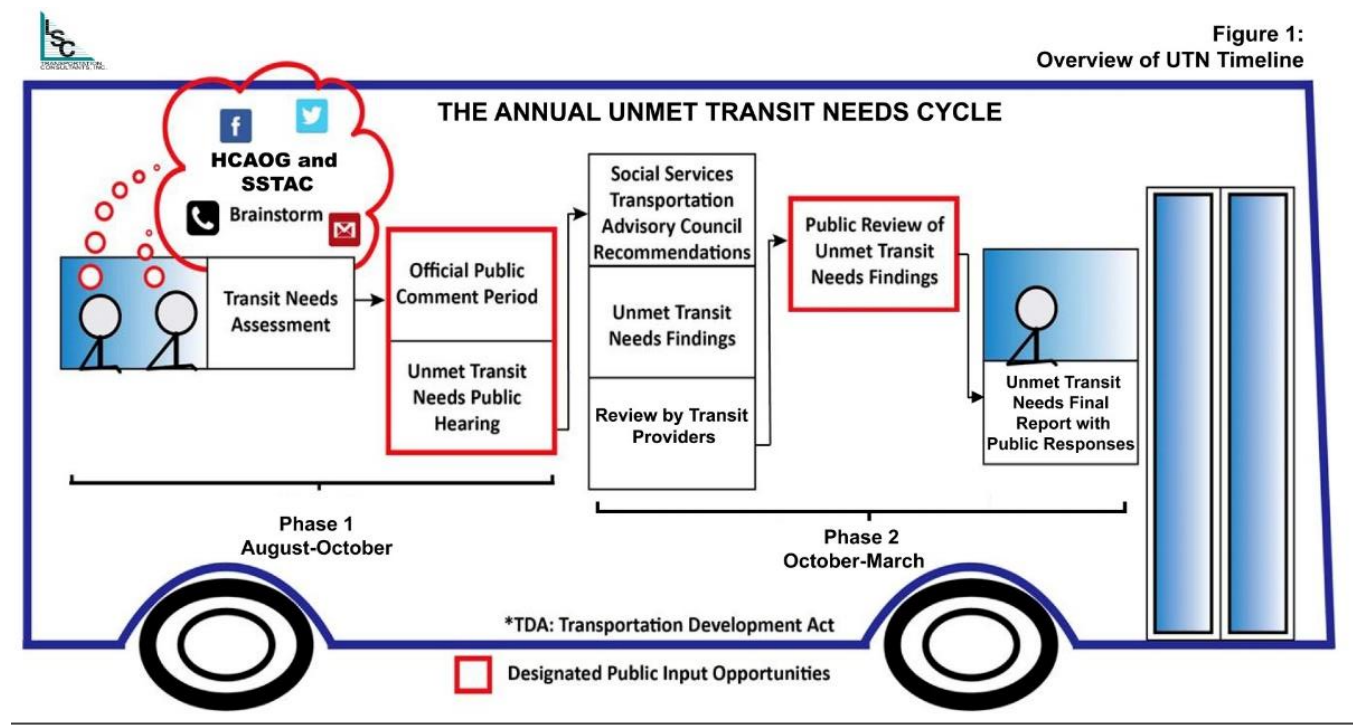
As a result of UTN findings in 2015-16, new transit services began to Tish Non-Village (Bear River Rancheria) and along Old Arcata Road. Both services were discontinued after two years because not enough people used the new service to sustain it.

Public comments often ask for later night service, Sunday service, more frequent peak service between McKinleyville-Arcata-Eureka, and bus service to rural communities. Based on existing ridership, each of these fail to meet the required 10% farebox return ratio -- meaning there are not enough projected transit riders to meet minimum performance criteria necessary to sustain the services. If these conditions change, the Humboldt Transit Authority does not need a formal UTN finding to start new services.

Comments received through this annual process can provide valuable feedback to transit operators. For example, in 2021 several people commented that they needed a westbound bus stop near Titlow Hill for their children to get to school in Arcata on the Willow Creek Intercity line. The operational request was sent to Humboldt Transit Authority and HTA was able to set up a trial flag stop for use during the school year. Not all operational requests can be accommodated, but agencies make every effort to respond. In addition, public comments made during the Unmet Transit Needs process can be beneficial as a record of community need and help secure grant-funded opportunities such as first-last mile mobility solutions to expand access to transit.

## Opportunities for Public Comment on Unmet Transit Needs

- The form linked at the project page: <https://hcaog.net/documents/unmet-transit-needs> or visit the survey directly at <https://bit.ly/humboldttransit>
- At one of the advertised public meetings;
- Written comments and/or feedback gathered from staff during direct outreach;
- Comment submittals by email or telephone: [stephen.luther@hcaog.net/444-8208](mailto:stephen.luther@hcaog.net)



## UNMET TRANSIT NEEDS DEFINITION & REASONABLE TO MEET CRITERIA

**Unmet transit needs** are, at a minimum:

- (1) Trips requested from residents who do not have access to public transportation, specialized transportation, or private transport services or resources for the purpose of traveling to medical care, shopping, social/recreational activities, education/training, and employment; or
- (2) Proposed public transportation, specialized transportation, or private transport services identified in the following, but not limited to: a Transportation Development Plan, Regional Transportation Plan, Coordinated Public Transit–Human Services Transportation Plan.

HCAOG Plans can be found at: <http://hcaog.net/library>

Additionally, unmet transit needs do not include:

- ❖ Improvements funded or scheduled for implementation in the next fiscal year. Two potential new services that will be reevaluated this year are:
  - Express bus service between McKinleyville and Eureka during peak hours
  - Late Night Weekday Service on the Regional Transit System
- ❖ Minor operational improvements or changes such as bus stops, schedules, and minor route changes. Minor operational improvements are changes to service which do not affect the operating cost of the transit service either by requiring additional staff and/or additional vehicle hours of service or miles of service.
- ❖ Trips for primary or secondary school transportation
- ❖ Sidewalk improvements or street and road needs

**Reasonable to meet** criteria:

- (1) To be considered “reasonable to meet”, a service must be operationally feasible and financially sustainable, as defined below:
  - a) The service must have adequate roadways, and must be safe to operate.
  - b) Enough money should be available from identified sources of funding to pay for the marginal operating costs of the service continuously for three years.
- (2) The service must be projected to meet a minimum “marginal farebox-return-ratio” of 10 percent within 2 years. If multiple competing services are requested, other factors may also be considered such as estimated subsidy per passenger trip and passengers per vehicle hour of service. For new service, ridership and farebox-return-ratio thresholds will be considered.
- (3) Pursuant to the requirements of TDA Statutes (Public Utilities Code Section 99401.5c, a determination of needs that are “reasonable to meet” shall not be made by comparing unmet transit needs with the need for streets and roads, for the allocation of TDA funds.
- (4) Once a service is determined to be "reasonable to meet" and is implemented, it can be expected that the ridership in the first 1-2 years of the new service will be less than the projected optimal ridership. Ridership should be evaluated at 6-month intervals to determine if service is meeting performance standards adopted by the transit provider, and specifically, whether the service meets a minimum 10 percent marginal farebox-return-ratio. If the service is being adequately promoted and fails to be within 60 percent of the identified standards after six months, 90 percent with the first year, or 100 percent within two years, the service may be cancelled and deemed "no longer reasonable to meet." An exception to this rule is when a community or group is willing to participate in sharing the ongoing cost of the new service.



## **DISCUSSION AGENDA ITEM 2**

### **SUPPORTING DOCUMENTATION ATTACHED**

---

2. Continued Discussion/Decision regarding Traffic Calming Measures for View Street, Ocean Avenue, and Underwood Drive.



# DISCUSSION AGENDA ITEM

Date: Tuesday, October 10, 2023

---

**Item:** Continued Discussion/Decision regarding Traffic Calming Measures for View Street, Ocean Avenue, and Underwood Drive.

**Background:** At the request of several residents on Ocean Avenue and View Streets, the Council has discussed the topic of traffic calming in July, August, and September. At the onset, residents insisted on installing temporary speed humps to calm speeding drivers. Staff was directed to expand the outreach for public input and provide professional analysis comparing temporary vs. permanent infrastructure.

The City Engineer returned at the August meeting with cost estimates for both permanent and temporary speed humps. The price tag for both options was significant enough to warrant more public input. The outreach yielded a wide range of feedback including requests from areas of Trinidad that were not originally the focus, including Berry, Frontage, Edwards, and Main Streets.

There is general agreement in the community that; 1) drivers are less aware of their speed than they should be, 2) data should be collected to prioritize spending of limited resources, and 3) effort should be made to promote and enforce Trinidad as a place to drive slow and safe. Staff recommends that a linear approach be taken by the Council to evaluate the data, organize the options, and implement solutions that honor the past and capture the current safety concerns expressed by the community, starting with recommendations listed in the Local Road Safety Plan adopted in January 2022.

City Engineer Josh Wolf will be present to answer questions and provide a list of recommendations that should help begin the process. Public Works is currently performing a speed limit sign audit to determine which need better visibility, placement, or replacement. Several other improvements will be discussed on a street-by-street basis so the community has a better understanding of what is in progress for the following streets:

**EDWARDS STREET:** Hi-visibility crosswalks with flashing beacons will be installed at Hector and Galindo in Spring 2024, paid for through the Caltrans funded HSIP Program.

**FRONTAGE ROAD:** Improved pavement markings for vehicles and pedestrians (HSIP, Spring 2024)

**VIEW & OCEAN:** In the early 2000's the community prioritized safe pedestrian and school route walkability from Main Street to the Harbor. In 2007 those values materialized in reality through two successful grant awards; The Trinidad Gateway Project and the High Risk Rural Roads Program (HR3). HR3 was the driving force that convinced Caltrans to significantly improve pedestrian safety of the Highway 101 interchange from Frontage Road to Main Street. Prior to this project, the sidewalks under the freeway consisted of eroded gravel paths and there were no safe landings between on and off-ramps.

Both grant awards also funded the bulb-outs created at the foot of View & Ocean on Main Street, and along Trinity Street between Stagecoach and Parker. The bulb-outs were designed intentionally to slow traffic. The side-effect, however, was that large vehicles and local drivers avoided the School and Beachcomber Café during peak hours by taking the alternate route out of town via View or Ocean, turning them both into arterial streets instead of collectors.

In 2018, at the demand of Ocean Avenue residents the City removed mid-street encroachments that narrowed the traveled path and created the impression of an unsafe condition. Residents also felt that vehicles were parking too far into the travel lane so the City installed a white fog line as a visual reference for parking awareness. Past Councilmember (and licensed surveyor) Jim Baker carefully surveyed and marked the area on Ocean to place the fog line. Subsequently, a few years later the City began receiving complaints that driving speeds had increased.

Changing demographics make priorities a moving target. Just prior to the Covid pandemic of 2021, the City held several public meetings soliciting input for local road safety priorities. State transportation programs that feed the

City's street maintenance budget have strings attached to ensure the money is being spent lawfully, in accordance with State goals and principals. Suggestions received during that series of meetings held in June and July of 2021 resulted in the development and adoption of the Local Road Safety Plan in January 2022. The plan archived over 40 public comments gathered that reflected the community's values at that time.

Simultaneously while the LSRP was being developed, houses were selling and a new demographic of residents including families with children, were moving into View, Underwood, Berry, and Himalaya. Suddenly a renewed focus of school children safety emerged, as parent's awareness of vehicle speed and circulation habits elevated.

The question before the Council now is how best to strategize spending of limited resources to reflect these new values in a linear process that syncs previous priorities with new ones. The City has received valuable feedback ranging from optimizing existing speed limit signage, to installing speed humps on View, Underwood, Ocean, and Edwards Streets. A general consensus was reached at the September 12 meeting that data collected on targeted streets would be very useful in determining which should receive immediate attention.

Staff is recommending the Council look at this issue holistically, starting with an understanding that traffic calming measures implemented in 2007 had a notable impact on how Ocean and View Streets evolved from collector streets into arterial streets, carrying a substantial outbound vehicle load during peak travel times.

Since Frontage, Scenic, and Edwards Streets will be receiving improvements in 2024 to enhance vehicle and pedestrian safety, City Engineer Josh Wolf suggests targeting traffic studies on specific streets, starting with View and Ocean. The estimated cost to collect, analyze, and report data will be approximately \$2,000 per street. Wolf will also be presenting information at the meeting to highlight immediate, intermediate, and long-range suggestions to address road safety.

In conjunction with spending transportation dollars on tangible improvements, the Council may also consider using local radio media to raise public awareness on several topics of interest. At the September 12 meeting, a resident suggested promoting a community that values slow driving speeds as another topic to highlight along with pet etiquette and leash laws.

Traffic studies, temporary speed humps, radar feedback speed signs, hi-tech ticketing cameras, better sign placement, and public awareness campaigns are on the table for discussion. City Engineer will help narrow down the options into a bite-size plan that will hopefully connect current community values with priorities set in place, into a timeline that makes sense in a local government framework.

**Action requested:** Consider phased recommendations presented by Staff and adjust/modify as Council deems appropriate.

**Attachments:** Public Notice for October 10 Council meeting discussion.  
2022 Local Road Safety Plan

# ***CITY OF TRINIDAD PUBLIC NOTICE***

## ***TRAFFIC CALMING MEETING***

**PROJECT SUMMARY:** Some households from View Street, Ocean Avenue, and Underwood are requesting speed humps be installed to calm traffic speeds. The proposal has been brought up at several Council meetings in 2023 and the City is informing all residents of the discussion as the installation of speed humps will affect everyone that drives through town.

Modifications to traffic circulation affects everyone; locals and visitors. The roads are maintained primarily with special revenue received by the City from State of CA Gas Tax, Transportation Funds, and Grant Sources.

**PROPOSED TRAFFIC CALMING STRATEGY & ESTIMATED COST:** The City received a wide range of feedback from residents leading up to the September 12 Council meeting. Residents from all parts of town expressed concern for their streets, provided input on the impacts of speed humps, and recommended the City take an analytical approach before reaching any conclusions. The Council directed staff to evaluate current road safety plans, audit and optimize current speed limit signage, and return on October 10 to continue the discussion. The City's street engineer will attend the meeting to answer technical questions and provide recommendations as needed.

Temporary rubberized humps are being considered on a trial period basis, likely 60 days to determine their effectiveness, at a cost of approximately \$10-12,000 per street. The main objective is to make the streets safer for pedestrians and calm traffic, but they may also have disadvantages such as diversion of traffic to adjoining streets, modified driving patterns around the hump, signage and street markings that detract from the appearance of the neighborhood, or noise.

**PUBLIC PROCESS:** The City would like to receive as much input as possible before incurring the expense on a possible temporary measure. The hearing on October 10 will hopefully result in some immediate actions to improve pedestrian safety. Depending on the amount of feedback received, the City may require a petition requiring a substantial majority of all legal residents on each street support the temporary speed hump proposal if the Council decides to proceed in that direction.

The Council will continue the discussion at the upcoming regular meeting:

**DATE & TIME:** Tuesday, October 10, 2023, 6:00pm.  
**LOCATION:** Trinidad Town Hall, and video-conference (ZOOM).  
**ZOOM:** Visit <https://trinidad.ca.gov> for more information. Click on the City Calendar for Zoom login credentials.

**COMMENTS:** Your input is valuable. You may attend the meeting in person or virtually and contribute your comments. They can be submitted in writing, in advance of the meeting in the following ways:

**Email to:** [cityclerk@trinidad.ca.gov](mailto:cityclerk@trinidad.ca.gov)  
**Mail to:** City of Trinidad, P.O. Box 390, Trinidad, CA 95570.  
**Deliver to:** 409 Trinity Street, Trinidad, CA.



# Local Roadway Safety Plan

## Final Document

City of Trinidad

Adopted January 11, 2022





## REPORT SIGNATURE SHEET

This Local Roadway Safety Plan for the City of Trinidad has been prepared under the direction of the following Professional Engineer. The Registered Civil Engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



Kathryn Savoy Kleinschmidt, PE  
Registered Civil Engineer

January 11, 2022

Date

**Exhibit 17-M: Final Project Expenditure Report  
(For State-Only Funded Projects)**

Date: 03/30/2022

Mark Mueller  
 Department of Transportation  
 1656 Union Street  
 Eureka, CA 95501  
 Attention: [Name]

**FINAL EXPENDITURE REPORT**

Description/Location of Work: Develop and adopt a City of Trinidad LRSP.

Project Completion Date: 02/10/2022

Adv. Project ID (or prior EA): 120000061

Project Number: LRSPL5036(015)

Administering Agency-State Agreement No.: 00062S

Program Supplement No.: T75

State Funds Allocated: \$ 40,000.00

Expenditure Incurred: \$ 45,867.18


A.	Payment to Contractor (attach final pay estimate)	\$ 0.00
B.	Other Project Costs:	
	Preliminary Engineering	\$ 45,867.18
	Construction Engineering	
	Any Additional Construction	
	Right of Way (Capital and Support)	
C.	Liquidated Damages	\$ 0.00
D.	Outstanding Contractors Claims	0.00
E.	Others (specify):	
<b>TOTAL EXPENDITURES</b>		<b>\$ 45,867.18</b>

Sources and Amount of Additional Funds Used: The additional funds used were from the City general fund.

State Funds Allocated but Not Used: [Amount and Reason]

**CERTIFICATION**

To the best of my knowledge and belief, the information in this report is a true and accurate record of project costs. The work was performed in accordance with the CTC approved scope and state funding for the project.



Local Agency's Person in Responsible Charge & Title

PROJECT VERIFICATION: This verification of completion also constitutes approval to pay costs shown in the Final Invoice included in the Report of Expenditures. I have reviewed the job site and found the project completed in accordance with the scope and description of the project authorization document.

District Local Assistance Engineer

Date

# Executive Summary

In 2020, the City of Trinidad was awarded a state grant from Caltrans to perform a Local Roadway Safety Plan (LRSP) for a citywide safety assessment of local roads. A LRSP will be a requirement for the next Highway Safety Improvement Program (Cycle 11) that will open a call for projects around April 2022. Furthermore, the City of Trinidad strives to identify safety countermeasures to increase the safety on Trinidad roadways and continue to keep the number of collisions low.

The LRSP is a collaborative process that is similar to a Systemic Safety Analysis Report (SSAR) except a LRSP has a local leadership group that represents the 5 E's (not just engineering) and public outreach. **The 5 E's of traffic safety include Engineering, Enforcement, Education, Emergency Services, and Emerging Technologies.**



This holistic approach allows certain areas of concern not showing a crash pattern to be analyzed. Also, it fosters local, state, and agency partnerships to advance local road safety.

In following the overall LRSP process, a Stakeholder Working Group (Working Group) was formed with the City as the lead and local organizations from the 5 E's and anyone with an interest in improving the City's roadway safety. This group gathered for meetings to discuss the overall collision analysis, goals, priorities, safety recommendations, and overall development of the safety plan.

Based on the City's Stakeholder Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including but not limited to:

1. Pedestrians
2. Aggressive Driving/Speeding
3. Distracted Driving
4. Intersections
5. Bicyclists

In addition, the vision, mission statement, and goals were established in guiding the development of the LRSP. It was also decided that the LRSP for the City of Trinidad would be a living document with official updates every five (5) years.

Based on the LRSP working group, the following strategies are recommended for the focused study locations and citywide systemic applications for the 5 E's of Traffic Safety.

1. Engineering: Apply low-cost safety countermeasures systemically at locations with potential risks (comprehensive approach).
2. Enforcement: Enforce actions that reduce high-risk behaviors to include speeding, distracted roadway usage, and Driving Under the Influence (DUI).
3. Education: Educate all road users on safe behaviors.

4. Emergency Response: Improve emergency response times and actions.
5. Emerging Technologies: Apply emerging technologies to the roadway, vehicle, and user.

Through collision data analysis, public input, and City feedback, priority locations were identified in the City. These locations, along with their proposed engineering countermeasures, are shown in the tables below. However, with any improvement a context sensitive approach should be taken in balancing the rural environment and traffic safety needs. The City of Trinidad prefers to have minimal signage and pavement markings. Therefore, the recommended countermeasures below are open for consideration before installation.

Location	Recommended Countermeasure
Patricks Point Drive/Scenic Drive/US 101 Southbound Ramps and Main Street	Evaluate installing a roundabout
Underwood Drive/Parker Drive and Hector Street	Evaluate installing thermoplastic centerline striping
	Evaluate installing intersection markings
	Consider reducing the size of center median at the northwest end to accommodate turning vehicles
Edwards Street from Trinity Street to Ocean Avenue	Evaluate installing thermoplastic centerline and edgeline striping
	Evaluate installing Class III bikeway pavement markings and signage
	Evaluate installation of horizontal curve chevron signs near Ocean Avenue intersection
	Evaluate installing sidewalk on north side of the roadway
Main Street	Evaluate installing bicycle lane or Class III bikeway markings
	Evaluate installing and upgrading curve warning signs
	Evaluate installing a dynamic speed feedback signs to regulate speed at entrance to the city and before the horizontal curve at Trinity Street
Trinity Street	Evaluate installing thermoplastic centerline and edgeline striping
	Consider limiting parking and installing bicycle lanes or an alternate bicycle route to travel to the harbor area
	Evaluate installing a dynamic speed feedback signs to regulate speeds around the school zone
View Avenue and Ocean Avenue	Delineate or remove objects from the Clear Recovery Zone
	Evaluate installing thermoplastic centerline and edgeline striping
	Evaluate installing bicycle lane or Class III bikeway markings
East Street, West Street, and Hector Street	Delineate or remove objects from the Clear Recovery Zone
	Evaluate installing thermoplastic centerline and edgeline striping
Scenic Drive	Delineate or remove objects from the Clear Recovery Zone
	Consider installing High-Friction Surface Treatment (HFST) at curves to increase friction between vehicles and pavement
	Evaluate installing curve warning signs as needed
	Evaluate installing centerline rumble strips to reduce the potential for head-on collisions

It is important to understand the upcoming funding opportunities in the successful implementation of these safety projects. Most of the proposed engineering countermeasures above can be HSIP fundable if Benefit to Cost Ratios (BCRs) are met or through available countermeasures with set-aside funding (no BCRs required).



With the limited collisions in Trinidad, the minimum BCR criteria would not be met. Therefore, it would be advisable that Trinidad pursue HSIP set aside funding.

HSIP Cycle 11 funding will include set-aside funding for the following safety countermeasures:

- Pedestrian Crossing Enhancements
- Edgelines
- Guardrail
- Tribes

Since Trinidad was successful in securing HSIP Cycle 10 funding for pedestrian crossing enhancements, edgelines, and guardrails it is unlikely the City would secure more funding in Cycle 11 for these same improvements. However, there are opportunities for set aside funding for improvements for tribes. These improvements could include roadway improvements along Scenic Drive. Scenic Drive came up as a concern for both the City of Trinidad and Trinidad Rancheria

In addition, to HSIP funding there are other funding sources that could be pursued for improvements. These include:

- Active Transportation Program (ATP)
  - Next call for funding projects is scheduled to start in March 2022
- Congestion Mitigation and Air Quality (CMAQ) program
- Sustainable Transportation Planning Grant (Sustainable Communities)
- Stimulus funding sources
- Capital Improvement Program or with on-going maintenance work
- Office of Traffic Safety grants
- Safe Routes to School
- Senate Bill 1 (SB1) funding for Local Programs

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## Appendices

Appendix A	Stakeholder and Public Input
Appendix B	Systemic Analysis

## List of Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
APS	Accessible Pedestrian Signal
ATP	Active Transportation Program or Plan
AWSC	All Way Stop Control
BCR	Benefit to Cost Ratio
BUI	Biking Under the Influence
CA MUTCD	California Manual on Uniform Traffic Control Devices
CMAQ	Congestion Mitigation and Air Quality
DUI	Driving Under the Influence
EPDO	Equivalent Property Damage Only
FHWA	Federal Highway Administration
FSI	Fatal or Severe Injury
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
LRSM	Local Roadway Safety Manual
LRSP	Local Roadway (Road) Safety Plan
RRFB	Rectangular Rapid Flashing Beacon
SHSP	Strategic Highway Safety Plan
SSAR	Systemic Safety Analysis Report
SWITRS	Statewide Integrated Traffic Records System
TIMS	Transportation Injury Mapping System
TWLTL	Two-Way Left Turn Lane
TWSC	Two Way Stop Control

# 1. Introduction

The project involves the development of a Local Roadway Safety Plan (LRSP), which provides local agencies an opportunity to address unique roadway safety needs in their jurisdictions. The process of preparing an LRSP creates a framework to systematically identify and analyze local safety problems and recommend engineering safety improvements for future Highway Safety Improvement Program (HSIP) funding.

Preparing an LRSP facilitates local agency partnerships and collaboration, resulting in a prioritized list of improvements and actions that contribute to California's Strategic Highway Safety Plan (SHSP) overall vision and goals. This SHSP focuses on reducing fatal and severe injury collisions (FSI collisions) with focused challenge areas with a focus on the Five "E's" of Traffic Safety (see **Figure 1.1**).



Figure 1.1 California SHSP (2020-2024)

The City and GHD will follow the Federal Highways Administration's (FHWA) Local Road Safety process in the following six (6) steps as shown in **Figure 1.2**:



Figure 1.2 FHWA's LRSP Development Process

In working with the first step of establishing leadership, Eli Naffah, the City Manager for Trinidad, reached out to the various stakeholder representative for the LRSP working group in capturing the "5E's" and local community members that can contribute to the overall safety plan for the City of Trinidad. This working group was key in creating a comprehensive safety plan that is tailored to address the local needs and issues.

## 2. Background

### 2.1 Purpose and Need

Trinidad is a city located in Humboldt County with a population of approximately 324. The small city is situated on the California coastline, around 15 miles north of Arcata. The scenic coastline attracts a high number of tourists to the City during summer months. The majority of the roads in Trinidad are local roadways connecting to residences. According to the Circulation Element of the *City of Trinidad General Plan*, residents desire that the roads in Trinidad are improved by increasing quality of paving and drainage, while maintaining their character. The LRSP can complement this plan by providing avenues to achieve these improvements, while also improving the safety of Trinidad roadways.

### 2.2 Standards and Guidelines

In developing the City of Trinidad LRSP, the following standards and guidelines were followed:

- “Local Roadway Safety, A Manual for California’s Local Road Owners”, Caltrans, Version 1.5, April 2020.
- 2020-2024 California’s Strategic Highway Safety Plan (SHSP), “California Safe Roads: 2020-2024 Strategic Highway Safety Plan”, Caltrans.
- “Developing Safety Plans, A Manual for Local Rural Road Owners”, Federal Highway Administration, March 2012.
- “Highway Safety Manual”, American Association of State Highway Officials (AASHTO), 1<sup>st</sup> Edition, 2014 supplement.
- “California Manual of Uniform Traffic Control Devices (CA MUTCD)”, Revision 5, 2014.
- “Systemic Safety Project Selection Tool”, Federal Highway Administration, July 2013.
- “Guide to Quantitative Approaches to Systemic Safety Analysis”, National Cooperative Highway Research Program, NCHRP Research Report 955, 2020.

#### 2.2.1 California Strategic Highway Safety Plan

The LRSP will complement California’s SHSP 2020-2024. Per this plan, the recommended challenge areas are shown in **Figure 2.1**. This plan will focus on challenge/emphasis areas that are determined through data analysis and stakeholder input.



## 2.3 Methodology

The LRSP methodology followed the FHWA's LRSP development process as shown in **Figure 2.2**.

Below is a roadmap created by the Federal Highway Administration to show the process of creating the Local Road Safety Plan. Here are the primary steps used to create this plan:

1. **Identify Stakeholders**
  - i) Working Group was formed of the 5 E's and other interested representatives.
2. **Use Safety Data**
  - i) Past 5 years of collisions were analyzed with discussion of other high-risk locations.
3. **Chose Proven Solutions**
  - i) FHWA Proven Countermeasures and Caltrans safety countermeasures were used in mitigation collision trends and risk characteristics.
4. **Implement Solutions**
  - i) Projects were identified for specific location and systemically.



Figure 2.2 FHWA's LRSP Development Map (Source: Federal Highway Administration)



## 3. Safety Partners/Stakeholders

### 3.1 Stakeholder Working Group Members

Based on community connections, the City of Trinidad led the formation of the LRSP Working Member Group. This leadership group was crucial in the development of the LRSP and helped in capturing the safety needs, goals, and priorities including safety countermeasures for the City of Trinidad.

The LRSP Working Group included the following representatives:

- City of Trinidad
- Caltrans, District 1
- Humboldt County Public Works
- Humboldt County Sheriff's Department
- Trinidad Rancheria
- Trinidad Union School District
- Trinidad Volunteer Fire Department



#### 3.1.1 LRSP Working Group Meetings

Two meetings were held with the stakeholder working group. The virtual meetings were as follows:

1. May 25, 2021 – 1 p.m. to 3 p.m.
  - (a) Discussed the LRSP overall process, working group member's safety priorities, past 5 years of collisions (City and Caltrans roadways), vision, goals, and priorities, recent/upcoming projects, safety projects for consideration
2. September 29, 2021 – 2 p.m. to 4 p.m.
  - (a) Reviewed first meeting, discussed public comments and ways to address their concerns, recent developments, safety countermeasures and projects, refined LRSP's guiding principles, and coordinated next steps.

The meeting summaries for the stakeholder working group meetings are in **Appendix A: Stakeholder and Public Input**. The stakeholder working group was also given an opportunity to provide their feedback and comments on the Draft Local Roadway Safety Plan document before the plan was finalized. With many of the safety countermeasures to include engineering, enforcement, and emergency response, it is important to have buy in from the stakeholders in understanding how the plan will be implemented.

### 3.2 SHSP Challenge Areas

Based on the LRSP Working Group Meetings, this LRSP will address multiple Strategic Highway Safety Plan (SHSP) Challenge Areas including:

1. Pedestrians
2. Aggressive Driving / Speeding
3. Distracted Driving
  - a. Visitors stopping for sightseeing and unfamiliar drivers

4. Intersections
5. Bicyclists

## 3.3 Guiding Principles

The members of the working group coordinated to establish the vision, mission statement, and goals that guided the development of the document. Ideally, this document will help the City move toward Vision Zero. The aim of Vision Zero is to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, and equitable mobility for all. Traditionally traffic deaths and severe injuries have been considered as inevitable side effects of modern life. The reality is that these tragedies can be addressed overtime by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue.

### 3.3.1 Vision Zero

Vision Zero is a significant departure from the status quo in two major ways:

- Vision Zero recognizes that people will sometimes make mistakes, so the road system and related policies should be designed to minimize those inevitable mistakes and reduce their likeliness to result in severe injuries or fatalities. This means that system designers and policymakers are expected to improve the roadway environment, policies (such as speed management), and other related systems to lessen the severity of crashes. Roadway users are however still responsible for their mistakes and should follow all applicable laws and use reasonable judgement when conducting themselves within the public right of way.
- Vision Zero is a multidisciplinary approach h, bringing together diverse and necessary stakeholders to address this complex problem. In the past, meaningful, cross-disciplinary collaboration among local traffic planners and engineers, policymakers, and public health professionals has not been the norm. Vision Zero acknowledges that many factors contribute to safe mobility -- including roadway design, speeds, behaviors, technology, and policies -- and sets clear goals to achieve the shared goal of zero fatalities and severe injuries.

As shown in **Figure 3.1**, is the comparison of the traditional approach versus the Vision Zero approach.

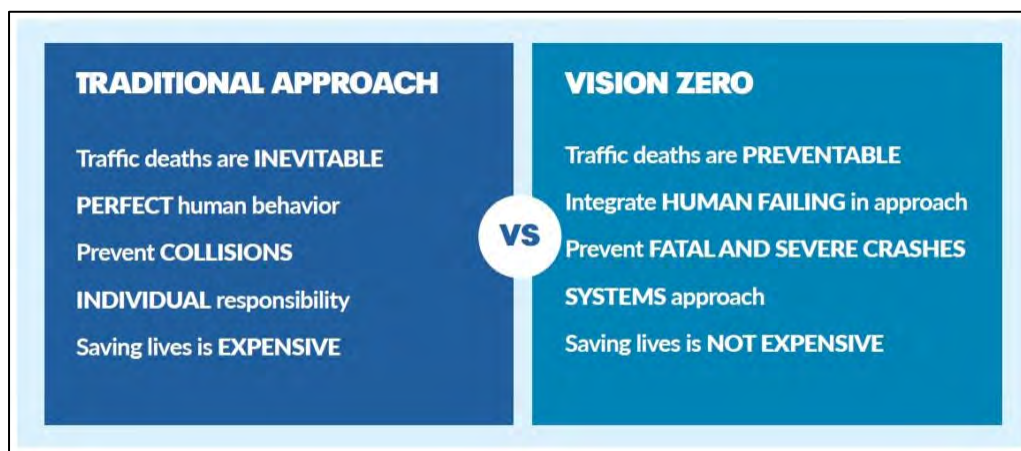


Figure 3.1 Traditional Approach vs. Vision Zero

### 3.3.2 Vision

A vision statement describes what the Local Roadway Safety Plan is trying to achieve.

**Trinidad will develop a comprehensive safety plan with engagement of stakeholders and citizens that encourages improved safety for all users, whether it is walking, biking, and driving – because every person in our community matters.**

### 3.3.3 Mission Statement

The mission statement defines the purpose of the plan, what it does, and what it is about. The mission statement was developed in collaboration with the working group.

**The City of Trinidad will provide a safe, sustainable, and equitable multimodal transportation system for all users of the public roadways in Trinidad.**

### 3.3.4 Goals

Safety goals were developed for the Local Roadway Safety Plan. It is important to capture realistic goals that can be measurable or evolve over time.

1. Reduce the potential for fatal and severe injury collisions citywide
2. Improve the health and vitality of our community with a roadway safety plan targeted to Trinidad's needs
3. Encourage safety for pedestrians and bicyclists
4. Improve safety around schools
5. Increase safety with multimodal roadway improvements
6. Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school
7. Reduce speeding and improper turning related collisions through engineering, enforcement, and education strategies.

## 4. Analyze Safety Data

### 4.1 Current Safety Projects

The City of Trinidad and Caltrans have conducted some previous safety analysis that has developed the following planned safety projects.

#### 4.1.1 HSIP Cycle 10

The City of Trinidad recently received funding through the Highway Safety Improvement Program for three (3) different systemic safety projects. These projects are being implemented at eight (8) different locations throughout the city. A map of these projects can be seen in **Figure 4.1** below. The funded projects are

- Install edgelines and improve striping
- Upgrade/replace existing guardrail systems and end treatments
- Install Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, ADA curb ramps, yield lines, traffic signs, striping and pavement markings

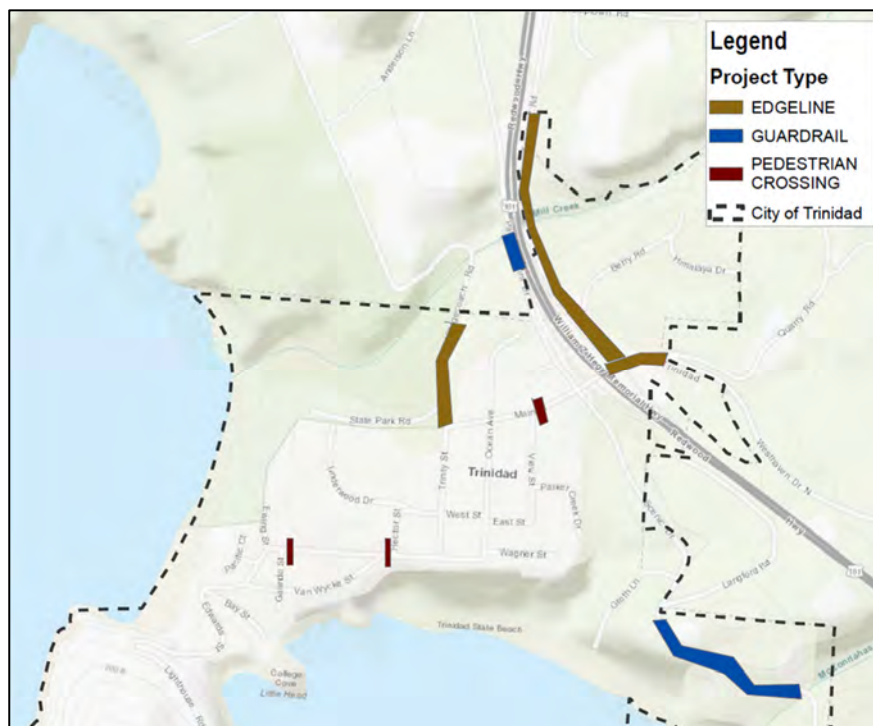


Figure 4.1 Locations of HSIP Cycle 10 Projects in the City

#### 4.1.2 Downtown Trinidad Pedestrian and Connectivity Project

The Downtown Trinidad Pedestrian and Connectivity Project completed accessibility along Trinity Street and Patricks Point Drive. This project removed accessibility barriers on the sidewalks, curb ramps, and crosswalks with extended routes that are updated to follow ADA requirements. The project is expected to be completed in 2021.

### 4.1.3 Parking Study

The City is in the process of conducting a parking study to understand the impact of parking on different users. This study is part of the Local Coastal Program that guides the development of the City. Three different surveys were circulated to visitors, residents, and businesses/employees to gain insight on any parking issues these various groups face while in Trinidad. The parking study is a parallel effort to the LRSP.

### 4.1.4 Trinity Street and Edwards Street Intersection Updates

The current configuration of the Trinity Street and Edwards Street intersection is a one-way stop with two marked crosswalks. The proposed updates to this intersection will convert the control to an all-way stop and add an additional crosswalk to the north leg. As this intersection is also adjacent to the bluff and multiple parking areas, “No Overnight Sleeping in Vehicles” signs will be posted as part of the improvements.

## 4.2 Collision Data

The City of Trinidad collision data was gathered using the Statewide Integrated Traffic Records System (SWITRS) and City collision records. Each data set was analyzed, crosschecked, and compiled into one complete comprehensive data set. This process was done to ensure that all reported collisions occurring within the City are accounted for and to provide additional information that one system may not have captured. The data set contains five years' worth of collisions spanning from January 1, 2016 to December 31, 2020.

During this period, there were 2 collisions reported in the City of Trinidad. Both collisions were property damage only (PDO), occurred at night and at the same intersection – Main St at Patricks Point Dr/ Scenic Dr (also known as Trinidad Scenic Dr). These two collisions had the following unique characteristics:

1. Occurred in 2018 – A sideswipe collision as a result of a driver failing to stop at the stop sign. Determined that the driver had a medical emergency
2. Occurred in 2020 – A single vehicle, hit object collision with an unknown violation category. Vehicle was turning right onto Patricks Point Dr from westbound Main St

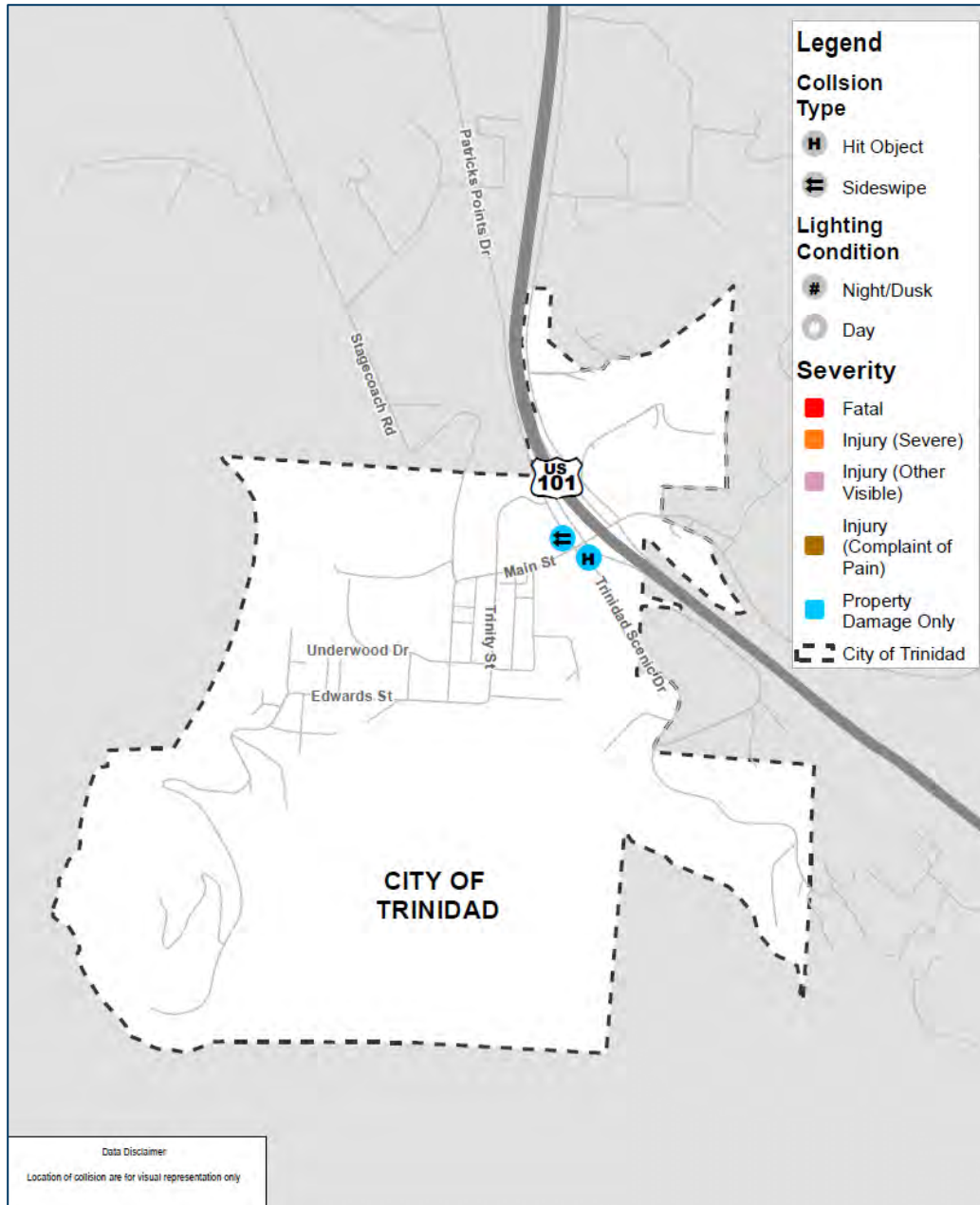


Figure 4.2 Collisions on City Roadways

Per the *Caltrans Local Roadway Safety Manual*, it is recommended to rank locations with higher severity as higher focus. The Highway Safety Manual (HSM) methodology of Equivalent Property Damage Only (EPDO) rating assigns a weight to collisions in capturing the relative severity in equivalent property damage only (PDO =1).

**Table 4.1** provides the comprehensive collision costs and EPDO weights that were used in ranking the collisions. Collision costs include both direct and indirect costs. Direct crash costs include ambulance service, police and fire services, property damage, insurance, and other costs directly related to the crashes. Indirect collision costs account for the value society would place on pain and suffering or loss of life associated with the crash.



**Table 4.1** Comprehensive Collision Costs and EPDO Weights (2018 dollars)

Severity	Comprehensive Costs	EPDO Weight
Fatal (K)	\$6,418,400	544
Severe Injury (A)	\$345,800	30
Minor Injury (B)	\$126,500	11
Non-Visible Injury (C)	\$71,900	6
PDO (O)	\$11,800	1
<i>Based on Table 7-1, Highway Safety Manual, 2010, Adjusted to 2018 dollars.</i>		

As there were only two recorded collisions within the city and both were PDOs at the same intersection, the EPDO weights and intersection rankings were not considered in the development of countermeasures. They were instead determined through a proactive systemic approach and through feedback from the Stakeholder Working Group.

## 4.3 Systemic Analysis

Due to the low number of collisions on Trinidad roadways, a systemic analysis was performed to determine locations of safety concerns. A systemic analysis approach is beneficial in proactively identifying problematic locations with no recent collision history. In a systemic analysis, locations are rated based on risk factors. Risk factors are determined based on existing collision characteristics (when available), roadway design features, traffic volumes, approach geometry (for intersection locations) and absence of proven safety feature. This methodology is consistent with FHWA's *Systemic Safety Project Selection Tool*, July 2013. Information for each of the categories was gathered through various sources including data from the City and observations on Google Maps.

### 4.3.1 Intersections

The City currently does not have any signalized intersections. For the systemic intersection analysis, twenty-eight (28) unsignalized intersections were evaluated and scored based on risk factor that could pose a higher risk for collisions. Systemic countermeasures were developed based on deficiencies at the highest scoring intersections. Intersection-specific countermeasures and systemic countermeasures that can be applied to other intersections Citywide are discussed in **Section 6** of this document.

### 4.3.2 Segments

Roadway segments throughout the city were evaluated based on roadway and land use characteristics. Each roadway was rated (high, medium or low) for how likely a countermeasure presented in the LRSM can be applied to it based on engineering judgment and known risk factors (e.g. Speed, roadway width, presence of proven safety countermeasure, etc.). Results of this analysis is presented in **Appendix B: Systemic Analysis**. Countermeasures and locations of high potential are discussed in **Chapter 6** of this report. Safety countermeasures are recommended to be installed after an evaluation of the current conditions is conducted (some of these may already be addressed)

## 4.4 Field Reconnaissance

A field visit was performed on Saturday July 3, 2021 to analyze the roadways throughout the City of Trinidad and observe the functionality of several locations. During the field visit, the weather was foggy and overcast.

### 4.4.1 Patricks Point Drive/Scenic Drive and Main Street

The intersection of Patricks Point Drive/Scenic Drive and Main Street is a three-way-stop intersection with free movement for westbound movements. There are three striped pedestrian crossings on the north, south and west legs. This intersection is in close proximity to the intersections with the US 101 southbound ramps. Striping and pavement markings are faded and need replacement. There is a City light post on the southwest corner of the intersection.



*Figure 4.3 Intersection of Patricks Point Drive/ Scenic Drive and Main Street*

### 4.4.2 US 101 Southbound Ramps

The southbound off-ramp is a single-lane, stop-controlled approach into Main Street. Sight distance should be evaluated at the intersection. Westbound traffic does not stop at the intersection and eastbound movements stop at the intersection of Patricks Point Drive, Scenic Drive and Main Street. Striping and pavement markings are faded and need replacement.





**Figure 4.4** Intersection of Main Street and US 101 Southbound Ramps

### 4.4.3 Hector Street and Underwood Drive/Parker Street

This intersection has a low-impact development with a raised, landscaped drainage island at the center of the intersection which can create confusion with navigating through the intersection. Vehicles turning left onto Underwood Drive from northbound Hector Street have to travel left of the center island to make the turn (see **Figure 4.5**). There is potential for driver confusion for westbound East Street vehicles turning left onto Hector Street about which route to take. There are traversable valley gutters on the south side of East Street and across the northbound approach to Underwood Drive/East Street. During field visit, there were cars parked along the south side of East Street (parking is allowed).

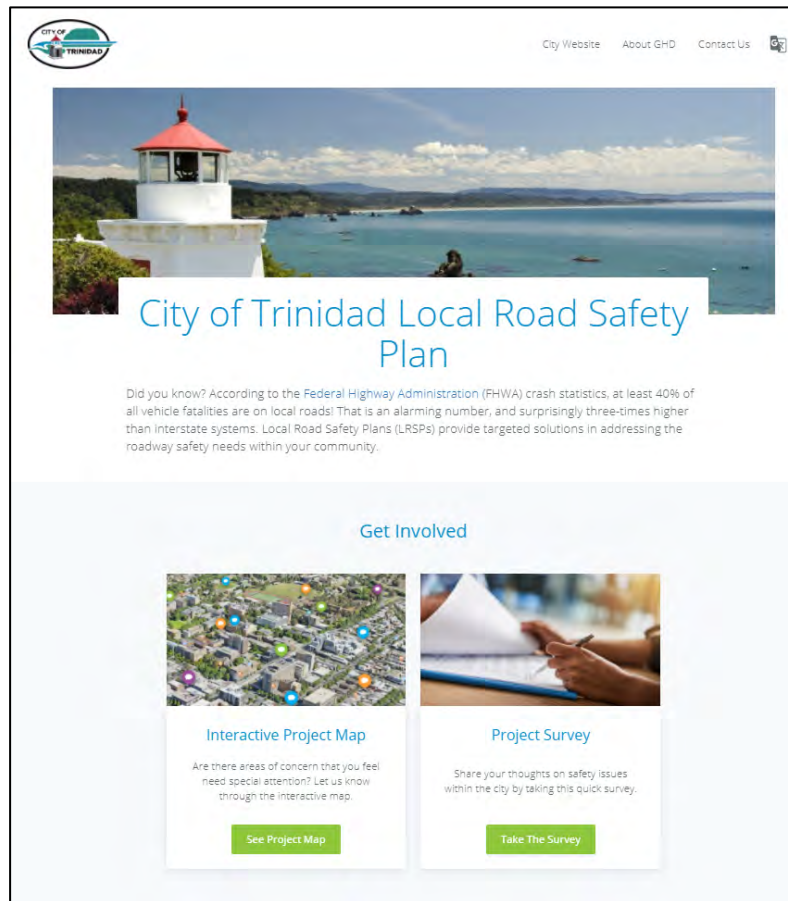


**Figure 4.5** Intersection of Hector Street/East Street/Underwood Drive

## 5. Public Outreach

### 5.1 Public Website

A project website was created on the Social Pinpoint platform to inform the public about the LRSP and provide a platform for input. **Figure 5.1** displays the homepage for the website found at [lrsp.mysocialpinpoint.com/trinidad](http://lrsp.mysocialpinpoint.com/trinidad). Visitors to the page were invited to provide comments on an interactive project map and share their thoughts through a project survey. Comments from the interactive map and detailed results from the survey are included in **Appendix A: Stakeholder and Public Input**.



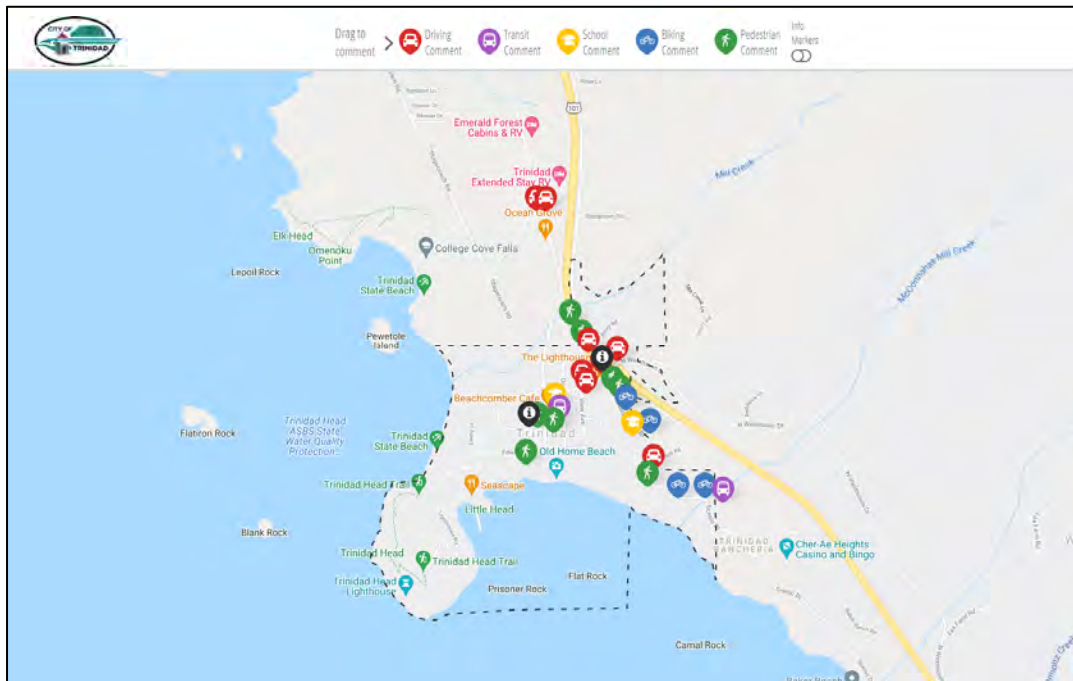
**Figure 5.1** Public Website Home Page

The public website was promoted in a variety of ways including the City website, Humboldt County website, and school newsletters.

#### 5.1.1 Interactive Map

The interactive map feature on the website allowed the public to drag icons to a location within the city and leave a comment regarding driving, transit, school, pedestrian, or bicycle suggestions at that location. **Figure 5.2** shows the interactive map feature from the website. The majority of the comments were related to driving and pedestrians. Some of the public concerns collected from the interactive map were located at the following areas:

- Hector Street and Underwood Drive/Parker Street
- East Street/West Street
- Edwards Street
- Scenic Drive



**Figure 5.2** Public Website Interactive Map

## 5.1.2 Public Survey

The City of Trinidad Public Survey asked ten questions relating to the LRSP. When the survey closed on August 31, 2021, it received eight responses. According to the survey, the primary safety issues for Trinidad are distracted driving, speed related collisions, and intersections (see **Figure 5.3** for a chart with the responses).



**Figure 5.3** Public-Identified Roadway Issues

The survey asked the public to rank parking locations in the City from the most difficult to least difficult to find parking. The locations, in order from most difficult at top to least difficult at the bottom are shown below.

8. Trinidad Elementary School
9. Town Hall
10. Main Street
11. Trinidad Memorial Park
12. Trinidad State Beach
13. Edwards Street
14. Harbor/Seascape
15. Ocean/View Avenue
16. Trinity Street
17. Saunder's Plaza (Murphy's Market area)

Through HSIP Cycle 10, RRFBs will be installed in the City. The majority of the responses (87.5%) indicated a familiarity with RRFBs and all responders were not interested in learning more about how to use them.

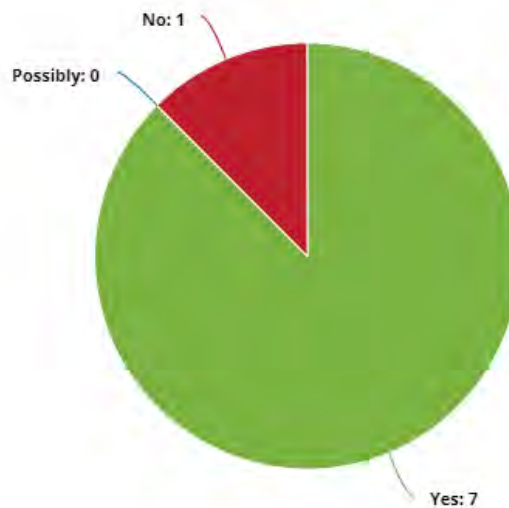
Public responses (per their wording) for improvements in Trinidad listed below.

- "Better signage and all way stops at the Patricks Point Dr/ Scenic Dr & Main St intersection (we've almost been hit there several times when people did not realize that incoming traffic does not stop). Longer on-ramps to avoid problems with merging."
- "More and better signage. And as with anywhere, the condition of the lesser roads can be very bad. (i.e.: Stagecoach, Anderson Rd.)"
- "Work with the State park to provide drop off and pick up on the park side for the school. This will keep families safe and have more activity to keep vagrants away. Need sidewalks all the way to Trinidad state beach!"

The survey also asked how often the residents use alternate modes of travel in a typical week and whether or not they would be willing to use alternate modes of travel more often. The responses to these questions are shown in **Figures 5.4** and **5.5**.



**Figure 5.4** Use of Alternate Modes of Travel in a Typical Week



**Figure 5.5** Willingness to Use Alternate Modes of Travel More Often

Improvements that would encourage residents to use alternate modes of travel more often are listed below.

- “better roads”
- “Bike or walking paths away from cars.”
- “I work in Eureka and need a vehicle to get around while in town. I walk/hike within town on weekends.”
- “safer bike lanes, sidewalks along PP drive”

Additionally, questions were asked about a potential roundabout at Main St and the US 101 southbound ramps. Some of the safety issues and concerns that residents identified at this intersection are listed below.

- Size of signs
- Quantity of signs
- Driver confusion



## 6. Identify Strategies

Through coordination and feedback from the City of Trinidad, LRSP working group, and public outreach, safety projects and strategies were identified for the Local Roadway Safety Plan.

The LRSP will reference specific location engineering projects and systemic safety applications. In addition, safety strategies and projects that address the other E's to include Enforcement, Education, Emergency Response, and Emerging Technologies will be discussed below.

### 6.1 Engineering Strategies

#### 6.1.1 Systemic Projects

In addition to analyzing intersections by collision characteristics, a systemic analysis was performed for all intersections and segments in the City. Methodology for systemic evaluation is discussed in Section 4.3 of this report. The following systemic countermeasures were identified based on highest scoring categories of the top high-risk locations identified through the systemic analysis.

##### 6.1.1.1 Citywide Sign Audit

Signage is a key part of roadway safety and navigation for all roadway users. Overtime, signage degrades with sunlight, weather, and environmental factors and become less effective. The California MUTCD requires local agencies to maintain sign retroreflectivity per Section 2A.08. A sign audit determines signage that needs replacing due to fading or damage as well as any foliage that needs clearing or removal to avoid sign blockage. The City of Trinidad could benefit from a systemic citywide sign audit.

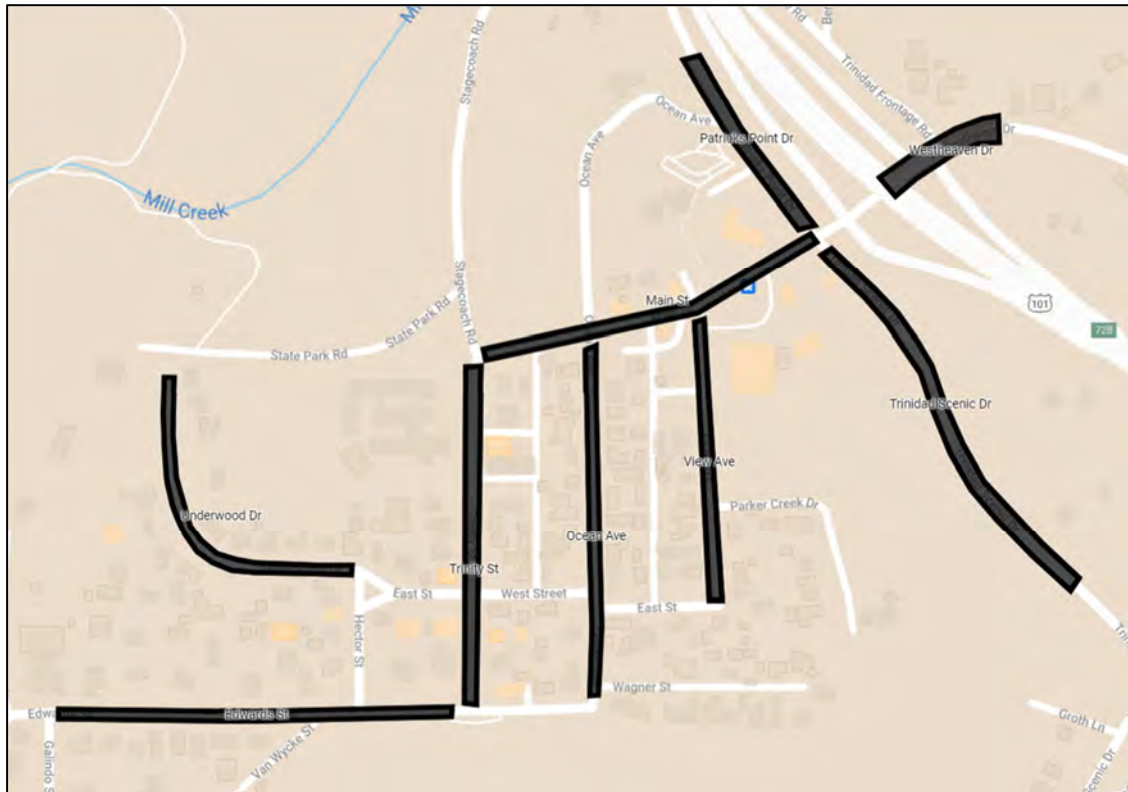
##### 6.1.1.2 Roadway Lighting

Roadway lighting has proven safety benefits, especially in preventing collisions in low-light conditions. Trinidad currently has intersection lighting in some locations but would benefit from lighting in all locations as a proactive approach to limiting these low-light intersection related collisions. The existing citywide lighting should be evaluated for sufficiency and illumination. The proposed street lighting will be low in elevation and shaded or directed as to not cause light pollution.

##### 6.1.1.3 Speed Survey

Speed surveys are conducted to determine the travel speeds along roadway segments and subsequently set speed limits based on roadway design and the 85<sup>th</sup>-percentile speed. There are multiple segments throughout the City with speed limits of 15 and 20 miles per hour. Per the current California Vehicle Code (CVC), a speed survey must be completed to set a prima facie speed limit of 15 or 20 mph. The proposed locations for recommended speed surveys are shown in the map below (**Figure 6.1**). However, this recommendation is an interim measure to the implementation of Assembly Bill 43 (AB 43).

AB 43 was signed into law by Governor Newsom on October 8, 2021. This bill will change several aspects of speed setting and enforcement in California with a goal to make roadways safer for all road users. The new law is set to go into effect by June 30, 2024 and allows agencies more flexibility with keeping the previous speed limit, allows business and residential districts to have 15 and 20 mph speed limits, and allows the agency to round down the proposed speed limit based on an engineering study due to a high presence of bicycles or pedestrians.



**Figure 6.1** *Proposed Locations for a Speed Survey*

## 6.1.2 Location-Specific Projects

Due to the minimal number of collisions within the City, a proactive approach was taken in the development of safety projects. These projects were developed in accordance with feedback from the City and the noted needs. There are eight location-specific projects proposed with various proposed countermeasures. Location specific countermeasures also considers high scoring categories of top scoring risk locations identified through the systemic analysis process.



### 6.1.2.1 Patricks Point Drive/Scenic Drive/US 101 Southbound Ramps and Main Street

As previously mentioned, there were 2 known collisions within the City of Trinidad during the five-year study period. Both collisions occurred at the intersection of Main Street and Patricks Point Drive/Scenic Drive making this the sole priority intersection for the hot spot approach.

The intersections of Main St at US 101 Southbound Ramps and Main Street at Patricks Point Drive/Scenic Drive are two of the main access points into the city. The current configuration of these intersections allows for turning movement conflicts and auto right of way issues due to their close proximity. This intersection was determined to be an area of concern by the City and Stakeholders and improvement options were evaluated.

A roundabout is a recommended option that will limit the conflict points from 43 to 10 (see **Figure 6.2**) and allow for better flow of traffic. Roundabouts increase the flow of traffic while also reducing the severity of collisions at intersections.

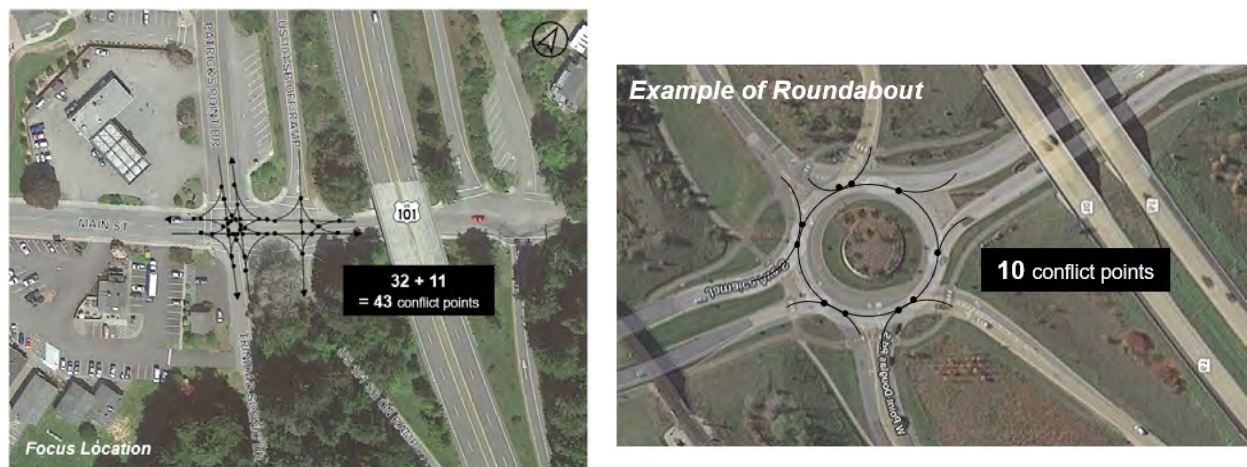


Figure 6.2 Reduction in Conflict Points with Roundabout Installation

A roundabout at this location was studied in *US 101/Trinidad Area Access Improvements PSR-PDS* (prepared by Omni-Means for Trinidad Rancheria, December 2017) as Alternative 1B. Designs were based on the full buildout of the Trinidad Rancheria. The overall design from this report is shown in **Figure 6.3**. This conceptual design should be re-evaluated if the City moves forward with the project.

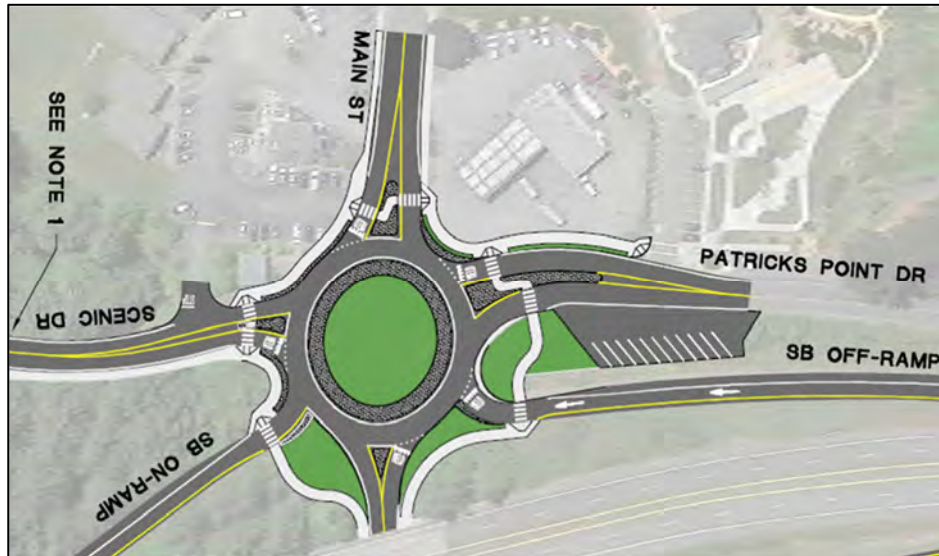


Figure 6.3 Preliminary Roundabout Concept - Alternative 1B from the US 101/Trinidad Area Access Improvements PSR-PDS

### 6.1.2.2 Underwood Drive/Parker Drive and Hector Street

The intersection of Underwood Dr/Parker St and Hector St has an existing center island with drainage features that functions as a rain garden. To allow for better operations, it is recommended that centerlines be added to Hector St and along Underwood Dr/Parker St through the intersection as well as installing stop-control on the approach to Parker St from Hector St. The northbound approach from Hector Street should be realigned to increase visibility. Pavement along west edge of Hector Street can be widened to facilitate westbound left-turning vehicles.



Figure 6.4 Proposed Improvements at Underwood Drive/Parker Drive and Hector Street

### **6.1.2.3 Edwards Street – Trinity Street to Ocean Avenue**

Edwards Street is a frequently used roadway in Trinidad as it runs parallel to the coast and provides access to and parking for Old Home Beach. It also connects the rest of the town to the Seascapes Pier/Trinidad State Beach area and Trinidad Memorial Lighthouse that was relocated to the harbor area. The Seascapes Pier and harbor area is owned and operated by the Trinidad Rancheria. Although Edwards Street from Trinity Street to Ocean Avenue is a shorter segment, it would benefit greatly from minor safety upgrades. This segment is approximately 35 feet wide with unmarked pavement and parking along the southern edge. The following improvements are recommended for consideration on this segment:

- Thermoplastic centerline and edgeline striping
- Class III bikeway pavement markings and signage
- Horizontal curve chevron signs (at approach to Ocean Ave) be installed to provide safety enhancements

### **6.1.2.4 Main Street**

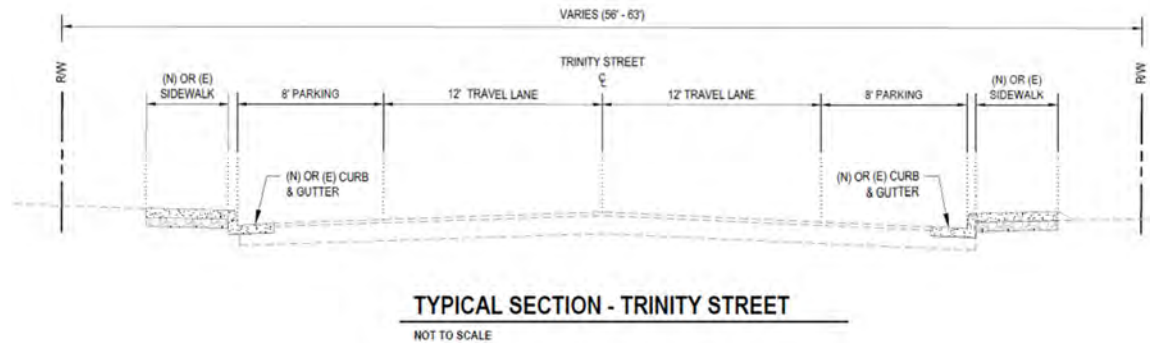
Main Street is the primary road that provides access in and out of the city. To create an environment that is safe for all roadway users, there are multiple recommended countermeasures. These countermeasures are stated below are recommended for consideration.

- Install bicycle lane or Class III bikeway markings (Sharrows)
- Evaluate installing and upgrading curve warning signs
- Install dynamic speed feedback signs to regulate speed at entrance to the city and before the horizontal curve at Trinity Street

A planned crosswalk will be installed at View Street through HSIP Cycle 10 funding.

### 6.1.2.5 Trinity Street

Trinity Street is another main thoroughfare in Trinidad. **Figure 6.5** below shows the typical existing segment. While this roadway has adequate existing facilities, it is recommended that low-cost countermeasures be implemented to increase multimodal accessibility and improve safety.



*Figure 6.5 Trinity Street Typical Section*

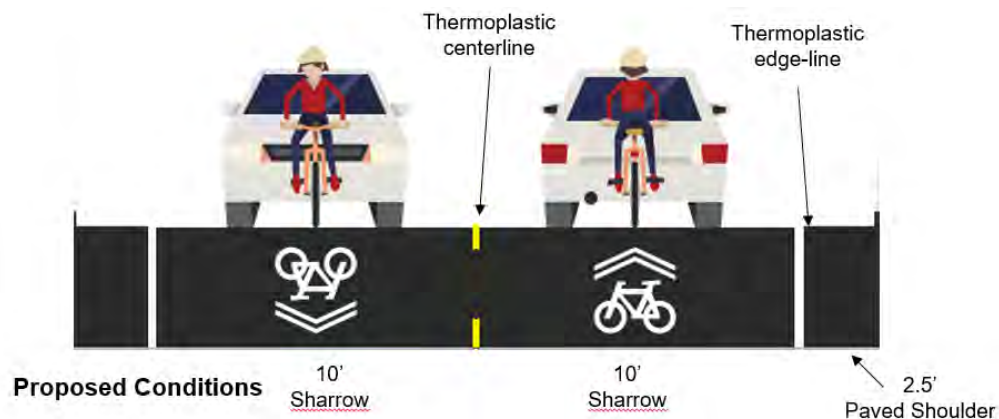
These countermeasures for consideration are as follows.

- Install thermoplastic edgelines and centerlines
- Consider limiting parking and installing bicycle lanes or an alternate bicycle route to travel to the harbor area
- Dynamic speed feedback signs to regulate speeds around the school zone

### 6.1.2.6 View Avenue and Ocean Avenue

To improve the safety and accessibility of the Ocean Avenue and View Avenue segments, multiple countermeasures are recommended. These countermeasures for consideration are listed below.

- Delineate or remove objects from the Clear Recovery Zone (the unobstructed, traversable area beyond the edge of the traveled way for the recovery of an errant vehicle)
- Install thermoplastic edgelines and centerlines
- Install Class III bikeway markings (Sharrow) and signage



*Figure 6.6 Proposed Cross Section at View Avenue and Ocean Avenue*



### 6.1.2.7 East Street, West Street, and Hector Street

The roadway segments of East Street, West Street, and Hector Street have similar existing conditions. There is currently 20 to 24 feet of unmarked pavement at these locations. The following countermeasures are recommended for this consideration on this segment:

- Removal or delineation of objects in the Clear Recovery Zone
- Installation of thermoplastic edgelines and centerlines reduce the potential for conflicts

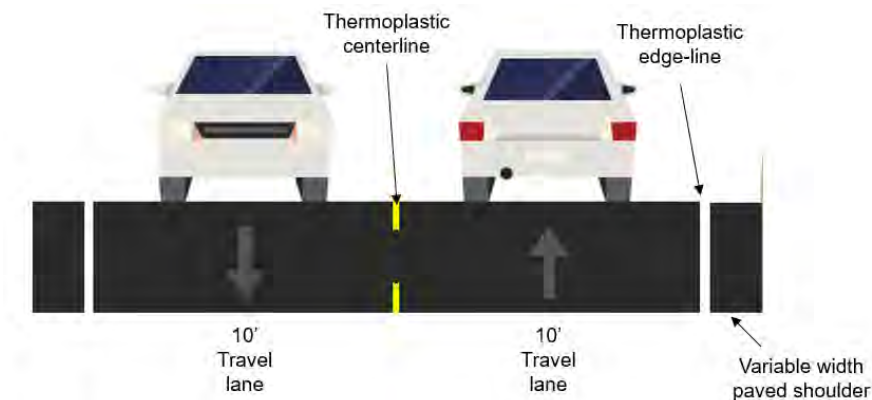


Figure 6.7 Proposed Cross Section at East Street, West Street, and Hector Street

### 6.1.2.8 Scenic Drive

Scenic Drive is a narrow, winding roadway that provides access to Trinidad Rancheria. To increase the safety of this road, the following countermeasures are recommended for consideration.

- Delineate or remove objects from the Clear Recovery Zone
- Install High-Friction Surface Treatment (HFST) at curves to increase friction between vehicles and pavement
- Install curve warning signs as needed
- Install centerline rumble strips to reduce the potential for run-off collisions

## 6.2 Non-Engineering Strategies

### 6.2.1 Education



Education strategies are listed below.

- Partner with Humboldt County for education campaigns
  - Driver education – speeding and distracted driving
  - Pedestrian education campaign – street crossing do's and don'ts, bright clothing
  - Bicyclist education and resources
- Safe route to school maps and outreach at schools
- Social media blasts with quick education tool for all users

## 6.2.2 Emerging Technologies



Possible emerging technologies strategies are listed below.

- ITS infrastructure, web/mobile application (apps) and smart cities practices
- Crash warning system
- Changeable message signs

## 6.2.3 Enforcement



Enforcement strategies are listed below.

- Targeted speed and distracted driving enforcement
  - Focus on areas of concern for residents based on public feedback
- Focused DUI check points or routine stops

## 6.2.4 Emergency Response



Emergency response strategies are suggested below.

- Disaster preparedness plan
- Maintain and improve roadway access for emergency responders

## 6.3 Public-Identified Strategies

The interactive map tool on the public website for the plan gathered many suggestions from residents of the City for areas of improvement. These suggestions were summarized and are shown in **Table 6.1** below.

**Table 6.1** *Public Suggestions Identified through Interactive Map*

Suggestion	Location
Repave	Scenic Drive
Install bike lanes	Scenic Drive
	Citywide
Install multiuse path	West side of Scenic Drive
Add bus stop	Scenic Drive near Cher-Ae Heights Casino and Bingo*
	In front of town hall
Install sidewalk or walking path	Patricks Point Drive from city boundary to N Westhaven Drive
	Edwards Street
Install guardrail	Along US 101 SB off-ramp*
Evaluate sight distance	Patricks Point Drive at Anderson Lane/Midway Drive*
	Scenic Drive at Langford Road
	East Street/West Street and Trinity Street

Improve drop off and pick up procedures	Near Trinidad Union Elementary School
Install additional parking	Near Trinidad Union Elementary School
Evaluate installation of roundabout	Westhaven Drive at US 101 NB ramps
	View Avenue at Main Street
Install alternate route for pedestrians	Near closed Van Wyke Trail
Ensure pedestrians are not in road	East Street between Hector Street and Trinity Street
Evaluate removing parking	West Street between Trinity Street and Ocean Avenue
	On Trinity Street near Trinidad Bay Eatery and Gallery
Evaluate overnight camping	Edwards Street between Hector Street and Ocean Avenue
Evaluate conversion to one-way street	West end of Van Wycke Street
Evaluate widening sidewalks	South side of Main Street between Stagecoach Road and Ocean Avenue
Consider widening bridge	Stagecoach Road bridge over Mill Creek
School zone enforcement	Trinity Street near Trinidad Union Elementary School
Install bike parking/racks	Citywide
	Near Trinidad City Hall
Reinforce, pave, and widen roadway	West side of Hector Street, intersecting Underwood Drive
Evaluate implementing speed management measures	Edwards Street
<i>*Location is not under City jurisdiction</i>	

## 7. Prioritize and Incorporate Strategies

### 7.1 Funding Sources

The City of Trinidad can look for opportunities to incorporate safety enhancements with the Capital Improvement Program. However, it is noted that funding is very limited and typically used from roadway paving. Additional funding opportunities can come through grant funding to include HSIP, ATP, and CMAQ.

One source of funding for many of these countermeasures can be HSIP. Each cycle has available project funding for Benefit to Cost Ratio (BCR) and funding set-aside projects. BCR projects use expected benefit and estimated cost to determine eligibility and likelihood for receiving funding. The expected benefit is determined using the crash history and the predicted collision reduction from the recommended countermeasures. Since there were only two collisions in Trinidad in the past five years, the City would not qualify for HSIP BCR funding due to the minimum BCR would not be met.

However, HSIP also provides funding set-aside projects that do not require a collision history. Per Stakeholder confirmation this next call (HSIP Cycle 11), will have the same set aside funding as last call. Set aside funding will consist of guardrail upgrades, pedestrian crossing enhancements, installing edgelines, and tribes. With Scenic Drive as a focus for road safety improvements for the City of Trinidad and Trinidad Rancheria, this would be a great project for set aside tribal funding.

### 7.2 Prioritized Projects

**Table 7.1** contains a prioritized list of the proposed projects on City roadways. Low-cost systemic countermeasures are preferred by Caltrans.

**Table 7.1**      *Priority of Recommended Projects*

Location	Recommended Countermeasure
Patricks Point Drive/Scenic Drive/US 101 Southbound Ramps and Main Street	Evaluate installing a roundabout
Underwood Drive/Parker Drive and Hector Street	Evaluate installing thermoplastic centerline striping
	Evaluate installing intersection markings
	Consider reducing the size of center median at the northwest end to accommodate turning vehicles
Edwards Street from Trinity Street to Ocean Avenue	Evaluate installing thermoplastic centerline and edgeline striping
	Evaluate installing Class III bikeway pavement markings and signage
	Evaluate installation of horizontal curve chevron signs near Ocean Avenue intersection
	Evaluate installing sidewalk on north side of the roadway
Main Street	Evaluate installing bicycle lane or Class III bikeway markings
	Evaluate installing and upgrading curve warning signs
	Evaluate installing a dynamic speed feedback signs to regulate speed at entrance to the city and before the horizontal curve at Trinity Street
Trinity Street	Evaluate installing thermoplastic centerline and edgeline striping



	Consider limiting parking and installing bicycle lanes or an alternate bicycle route to travel to the harbor area
	Evaluate installing a dynamic speed feedback signs to regulate speeds around the school zone
View Avenue and Ocean Avenue	Delineate or remove objects from the Clear Recovery Zone
	Evaluate installing thermoplastic centerline and edgeline striping
	Evaluate installing bicycle lane or Class III bikeway markings
East Street, West Street, and Hector Street	Delineate or remove objects from the Clear Recovery Zone
	Evaluate installing thermoplastic centerline and edgeline striping
Scenic Drive	Delineate or remove objects from the Clear Recovery Zone
	Consider installing High-Friction Surface Treatment (HFST) at curves to increase friction between vehicles and pavement
	Evaluate installing curve warning signs as needed
	Evaluate installing centerline rumble strips to reduce the potential for head-on collisions

## 8. Evaluation Process



To evaluate the success of this plan, yearly collision analysis, along with requests for public feedback, can take place and be compared to the established goals.

1. **Reduce the potential for fatal and severe injury collisions citywide**
  - **Measure of Success:** Continue to maintain no fatal or severe injury collisions each year.
2. **Improve the health and vitality of our community with a roadway safety plan targeted to Trinidad's needs**
  - **Measure of Success:** Community stakeholders will have increased participation in conversations about safety issues in the City.
3. **Encourage pedestrian and bicyclist safety**
  - **Measure of Success:** Education strategies from this plan are implemented.
4. **Improve safety around schools**
  - **Measure of Success:** Parents and students feel increased security while traveling to and from school after safety improvements near schools are implemented
5. **Increase safety with multimodal roadway improvements**
  - **Measure of Success:** Multimodal strategies at specific locations outlined in this plan are implemented.
6. **Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school**
  - **Measure of Success:** Observe an increase in users utilizing alternate modes of travel.
7. **Reduce speeding and improper turning related collisions through engineering, enforcement, and education strategies.**
  - **Measure of Success:** Maintain no collisions related to speeding and improper turning each year.

## 9. Next Steps

The City of Trinidad's sent the Local Roadway Safety Plan to City Council for review in December 2021 and adoption in January 2022. It was unanimously adopted by City Council on January 11, 2022. This safety plan will be a living document and will guide the City's roadway safety needs for the next five years. It will be updated as needed and the goals will be monitored.

# 10. References

## Traffic Data

- SWITRS Collision Data, City of Trinidad, 2015-2019.

## Manuals/Articles

- “Developing Safety Plans, A Manual for Local Rural Road Owners”, Federal Highway Administration, March 2012, [http://safety.fhwa.dot.gov/local\\_rural/training/fhwasa12017/](http://safety.fhwa.dot.gov/local_rural/training/fhwasa12017/).
- 2020-2024 California’s Strategic Highway Safety Plan (SHSP), “California Safe Roads: 2020-2024 Strategic Highway Safety Plan”, Caltrans.
- “Local Roadway Safety, A Manual for California’s Local Road Owners”, Caltrans, Version 1.5, April 2020
- “Highway Safety Manual”, American Association of State Highway Officials (AASHTO), 1<sup>st</sup> Edition, 2014 supplement.
- “California Manual of Uniform Traffic Control Devices (CA MUTCD)”, Revision 5, 2014.
- Environmental Research Consultants, Inc., “City of Trinidad General Plan”, City of Trinidad, 2021 Revision.
- “Systemic Safety Project Selection Tool”, Federal Highway Administration, July 2013.
- “Guide to Quantitative Approaches to Systemic Safety Analysis”, National Cooperative Highway Research Program, NCHRP Research Report 955, 2020.

## Websites

- California Department of Transportation, “Strategic Highway Safety Plan (SHSP)”, <https://dot.ca.gov/programs/safety-programs/shsp>.
- California Department of Transportation, “Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP)”, <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>.
- California Department of Transportation, “HSIP Cycle 10”, <https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/apply-now>.
- City of Trinidad Local Road Safety Plan, <https://lrsp.mysocialpinpoint.com/trinidad>.

## Surveys

- Local Road Safety Plan Project Survey, <https://lrsp.mysocialpinpoint.com/trinidad>.



[ghd.com](http://ghd.com)

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# Appendix A

## **Stakeholder and Public Input**

## Interactive Map Comments

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
1	6/21/2021 10:30	Biking Comment	Scenic Dr is so beautiful for cycling. its current road conditions are very dangerous for cyclists. please repave.	8	0	41.056201	-124.135315	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222021">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222021</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
2	6/21/2021 10:38	Biking Comment	No room for bicycling or jogging along this scenic route. Bike lanes needed.	7	0	41.060117	-124.138384	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222022">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222022</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
3	6/21/2021 10:40	School Comment	When I worked in Trinidad - I would see children walking to school on Scenic Drive - need more paths for children along this area.	2	0	41.059	-124.137998	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222023">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222023</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
4	6/21/2021 10:41	Transit Comment	Public Transit need the casino would be very helpful for employees that must use public transportation.	2	0	41.056023	-124.132633	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222024">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222024</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
5	6/21/2021 10:56	Driving Comment	This is a challenging intersection with the 101 on and off ramps as well as the regular four way crossing. if you are waiting for someone coming down Westhaven Drive - it can be hard to tell if they are turning onto the S-bound 101 onramp, or onto Scenic Drive.	8	0	41.061775	-124.139864	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222029">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222029</a>	The intersections of Main Street at the US 101 southbound ramps and at Patricks Point Drive/Trinidad Scenic Drive have been identified as priority locations in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.
6	6/21/2021 11:21	Biking Comment	Automobile traffic and speeds between Main St and Cher-Ae Ln are not safe. Having a class one trail or protected lane sure would reduce the anxiety when riding bikes on this stretch.	6	0	41.056217	-124.133706	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222033">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222033</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
7	6/21/2021 11:56	Pedestrian Comment	walking in and out of town is dangerous to pedestrians, there is no sidewalk, and little bike lane/shoulder that is maintained. Lots of vacation/RV places where citizens would like to walk safely to and from town.	2	0	41.063077	-124.141002	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222055">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222055</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
8	6/21/2021 11:57	Driving Comment	A retaining fence or construct should be placed at the bend in the road between PP drive and the 101,cars have glided off the off ramp and onto PP drive in recent past.	2	0	41.062723	-124.140629	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222057">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222057</a>	The US 101 ramps are under Caltrans jurisdiction and improvements will need to be coordinated through them. However, this suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
9	6/22/2021 8:37	Driving Comment	Blind very tight corner. (Vegetation just needs to be cut back regularly to avoid this). Much of the shoulder on Anderson is crumbling or gone, with a couple areas VERY damaging and deep.	1	0	41.069063	-124.143703	<a href="https://kymkemp.com/">https://kymkemp.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222270">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222270</a>	The intersection of Patricks Point Drive and Anderson Lane/Midway Drive is under County of Humboldt jurisdiction and improvements will need to be coordinated through them. However, this suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
10	6/22/2021 12:27	School Comment	Need better drop off and pick up procedures. More parking as well. People are consistently parking illegally in the handicapped spot.	2	0	41.06023	-124.1426	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222318">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222318</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan. In addition, this location is being evaluated in Trinidad's parking survey.
11	6/22/2021 12:28	Driving Comment	This intersection gets so hectic. Especially during tourist season when folks don't know how it works.	3	0	41.061273	-124.141018	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222319">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222319</a>	The City of Trinidad recently received funding to upgrade the pedestrian facilities at the intersection of Main Street and View Avenue. These upgrades include installing RRFBs, curb extensions, and edgelines.
12	6/22/2021 19:02	Driving Comment	roundabout here too. Poor visibility when making left turn from NB off ramp onto surface street. Will help traffic flow with offset street intersections.	1	0	41.062323	-124.138912	<a href="https://kymkemp.com/2021/06/22/public-input-needed-for-trinidad-local-road-safety-plan/">https://kymkemp.com/2021/06/22/public-input-needed-for-trinidad-local-road-safety-plan/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222432">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222432</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
13	6/23/2021 14:53	Proposed Projects	Add bike lanes in city streets and surrounding roads to promote inner-city bikeriding; add bike racks in likely areas, e.g., city hall, harbor, shopping area	0	0					This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
14	6/23/2021 17:53	Pedestrian Comment	This is a dangerous walking area but a lot of people walk here. People drive faster than is necessary and shoulders are narrow.	2	0	41.063972	-124.141667	<a href="https://kymkemp.com/2021/06/22/public-input-needed-for-trinidad-local-road-safety-plan/">https://kymkemp.com/2021/06/22/public-input-needed-for-trinidad-local-road-safety-plan/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222585">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222585</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
15	6/25/2021 9:05	Pedestrian Comment	Walking on Scenic Drive is sometimes very scary and dangerous, plus one gets splashed by cars if it is wet. There needs to be a safe off-road walking area along the west side; the east side is completely unwalkable. A 3 foot wide gravelled strip would work for pedestrians.	3	0	41.060606	-124.13877	<a href="https://trinidad.ca.gov/">https://trinidad.ca.gov/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222941">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/222941</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.

ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
16	6/25/2021 9:08	Transit Comment	An additional bus stop in front of the town hall would be particularly valuable during the rainy season.	0	1	41.059683	-124.142332	https://trinidad.ca.gov/	https://rsp.mysocialpinpoint.com/trinidad/map#/marker/222944	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
17	6/25/2021 11:08	Biking Comment	I love to bike on scenic drive in Trinidad, however, I don't always feel safe on the road because there is such a small shoulder and no bike lane. Having designated bike lanes or even a wider shoulder would help.	4	0	41.059104	-124.136984		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/222961	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
18	6/25/2021 11:33	Driving Comment	Turning from Langford Road onto Scenic Drive is hazardous either direction due to blind corners and fast-moving traffic both ways.	0	0	41.057484	-124.136732		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/222966	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
19	6/25/2021 13:19	Driving Comment	this is where a roundabout makes most sense	2	0	41.060893	-124.140723		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/222990	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
20	6/25/2021 13:22	Pedestrian Comment	Either a striped lane to indicate a walkway/ bikeway (i.e., widen the road) or a dedicated trail/ sidewalk off the side of the road is needed from Main Street to the Casino - that section has the heaviest traffic on Scenic Drive and is really difficult for bikers and walkers	1	0	41.06099	-124.139178		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/222992	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
21	6/25/2021 13:23	Pedestrian Comment	Edwards Street needs an alternate route for pedestrians - repair and re-open the Van Wycke trail	2	0	41.057706	-124.144306		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/222993	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
22	6/25/2021 13:26	Proposed Projects	make Main Street/ Scenic/ Patricks Pt Drive intersection a roundabout. There is often confusion or delays because people heading west on Main Street don't always signal when they are turning left onto Scenic Drive	1	0					The intersections of Main Street at the US 101 southbound ramps and at Patricks Point Drive/Trinidad Scenic Drive have been identified as priority locations in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.
23	6/28/2021 14:09	Pedestrian Comment	Walking anywhere on Scenic Drive is at risk. In addition, the road suffers from dumping, speeding, and campers (who dump and defecate along the roadside).  A safety plan should include all of Scenic Drive...	1	0	41.056751	-124.137116		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/223489	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
24	6/28/2021 14:13	Proposed Projects	A roundabout is a terrific solution at this location! Highly agree...!	0	0					Thank you for your input. The intersections of Main Street at the US 101 southbound ramps and at Patricks Point Drive/Trinidad Scenic Drive have been identified as priority locations in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.
25	6/28/2021 14:56	Driving Comment	Negotiating around this corner, entering or leaving Anderson Road, is dangerous. Anderson is really only a one lane road here, and has steep inclines on either side. I realize this isn't in the City limits, but locals and visitors alike take this route at their own risk. Walking this stretch of road is equally risky. Poor sight lines, too.	0	0	41.069018	-124.143152		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/223492	The intersection of Patricks Point Drive and Anderson Lane/Midway Drive is under County of Humboldt jurisdiction and improvements will need to be coordinated through them. However, this suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
26	6/28/2021 15:01	Pedestrian Comment	"Trinidad Treasures" place their tables right against the roadway, forcing customers to stand in the street to peruse their wares. They should be required to post signs that remind folks to stay out of the road. People also treat this end of the road like it is an extension of the Eatery parking lot. On sunny weekends, I avoid it by using Hector.	0	0	41.05934	-124.143615		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/223494	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
27	6/28/2021 15:05	Pedestrian Comment	Parked vehicles often take up most of the driving lane next to the cherry trees at this end of West. Perhaps a red zone would correct this.	0	0	41.059133	-124.142658		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/223495	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
28	6/30/2021 8:43	Proposed Projects	This is a ridiculous method of marking out the areas of concern! I'm a computer literate individual, and see no benefit in over complicating the process! The marker was not adjustable as described. Anyway, EDWARDS St has a CONSISTENT flow of speeders which almost DOUBLE the 20mph as they freely coast to the coast! There's PLENTY of room for a sidewalk on the Northern side of EDWARDS St.	1	0					This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
29	7/3/2021 19:50	Driving Comment	I have a concern about overnight camping on Edwards street. As there are no restrooms, it is evident that there may be a sanitation hazard. Occupants of car/vans/campers are relieving themselves in the surrounding areas. Also, numerous times we have observed cars/vans/campers parking then staying for several nights at a time.	0	0	41.058284	-124.143512		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/224675	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
30	7/5/2021 14:49	Biking Comment	Riding Scenic Drive on my bicycle is wonderful and terrible. The terrible part would be the washboard sections and the damaging potholes.	1	0	41.052094	-124.129629		https://rsp.mysocialpinpoint.com/trinidad/map#/marker/224813	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
31	7/5/2021 16:41	Pedestrian Comment	Parked cars block sidewalk at Eatery.	0	0	41.059045	-124.143166	https://www.google.com/	https://rsp.mysocialpinpoint.com/trinidad/map#/marker/224829	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.



ID	Created on	Type	Comment	Up Votes	Down Votes	Latitude	Longitude	Referrer	View on map	Response to Comment
32	7/5/2021 16:42	Pedestrian Comment	Need an alternative route to the close Van Wycke Trail.	0	0	41.057746	-124.145696	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224830">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224830</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
33	7/5/2021 16:43	Driving Comment	This lower section of Van Wycke Street should be one-way (need one-way signs).	0	0	41.057625	-124.147493	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224831">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224831</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
34	7/5/2021 16:43	Driving Comment	The new stop signs seem to be working.	0	0	41.058434	-124.143099	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224832">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224832</a>	Thank you for your input.
35	7/5/2021 16:44	Pedestrian Comment	The sidewalks on the south side of Main Street are very narrow.	1	0	41.060994	-124.142268	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224833">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224833</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
36	7/5/2021 16:45	Pedestrian Comment	Need a crosswalk on Edwards Street at Galindo.	0	0	41.058393	-124.147053	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224834">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224834</a>	The City of Trinidad recently received funding to install a crosswalk with RRFBs at the intersection of Main Street and View Avenue.
37	7/5/2021 16:46	Driving Comment	Need to trim and maintain the vegetation at this corner as it's hard to see coming up the hill.	0	0	41.058353	-124.147407	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224835">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224835</a>	The City of Trinidad recently received funding to install a crosswalk with RRFBs at the intersection of Main Street and View Avenue. This funding will also cover trimming the bushes on Edwards Street, west of Galindo Street to improve the line of sight to the planned crosswalk.
38	7/5/2021 16:46	Pedestrian Comment	Need a crosswalk on Edwards at Hector.	0	0	41.058405	-124.144226	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224836">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224836</a>	The City of Trinidad recently received funding to install a crosswalk at the intersection of Edwards Street and Hector Street, with additional crossing enhancements.
39	7/5/2021 16:47	Pedestrian Comment	A sidewalk on Edwards would be nice. Currently you have to walk in the road.	0	0	41.058373	-124.14554	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224837">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224837</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
40	7/5/2021 16:47	Driving Comment	The temporary one lane bridge is very narrow.	0	0	41.064149	-124.142751	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224838">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224838</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
41	7/5/2021 16:48	School Comment	Need speeding enforcement during school hours.	0	0	41.060646	-124.143099	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224839">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224839</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
42	7/5/2021 16:49	Biking Comment	Need bike parking/racks at Town Hall.	0	0	41.0601	-124.143027	<a href="https://www.google.com/">https://www.google.com/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224840">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224840</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
43	7/6/2021 8:03	Biking Comment	When crossing on bike, it is very hard to check if cars are coming	0	0	41.05923	-124.143262		<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224888">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224888</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan.
44	7/6/2021 16:37	Driving Comment	The west side of Hector St, intersecting Underwood Dr, is severely degraded as a result of a new (2019) "water-garden"/storm drain that enlarged a small triangular grassy island. Now, traffic negotiating from west-bound Parker St (which becomes Underwood at that intersection) to south-bound Hector St, does not make a tight turn, and swings onto non-paved/grassy city right-of-way. That side of Hector needs to be reinforced/paved for the wide-swinging traffic.	0	0	41.059195	-124.144308	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224959">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224959</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan. In addition, the intersection of East Street/Underwood Drive and Hector Street has been identified as a priority location in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.
45	7/6/2021 17:03	Driving Comment	My previous comment about paving damage on Hector St, intersecting near Underwood, shows the wrong location for a red map marker. It should not be in front of the Whale Song rental, but north near Underwood. Also, the map shows East St becoming Underwood Dr, rather than Parker St (at times ... other times the map correctly shows Parker). The attached photo shows paving damage to the west side of Hector, just south of Underwood.	0	0	41.059411	-124.144226	<a href="https://humboldt.gov.org/">https://humboldt.gov.org/</a>	<a href="https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224961">https://lrsp.mysocialpinpoint.com/trinidad/map#/marker/224961</a>	This suggestion is recorded in the "Public Suggestions" table in the Local Road Safety Plan. In addition, the intersection of East Street/Underwood Drive and Hector Street has been identified as a priority location in the Local Road Safety Plan (LRSP). Please see the LRSP for the proposed improvements.

# Meeting Summary

June 1, 2021

<b>Project name</b>	Trinidad Local Road Safety Plan	<b>From</b>	Kathryn Kleinschmidt
<b>Subject</b>	Stakeholder Working Group Meeting #1 Summary	<b>Email</b>	Kathryn.Kleinschmidt@ghd.com
<b>Date / Time</b>	May 25, 2021 1:00 p.m. to 3:00 p.m.	<b>Project no.</b>	11224831
<b>Attendees</b>	Trinidad Stakeholder Working Group		

*The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.*

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on May 25<sup>th</sup>, 2021 via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

## 1. Introduction

- a. Attendees of LRSP meeting
  - i. Self-introductions of meeting attendees.
    - 1. Attendees are listed at the back of the document

## 2. Meeting Summary

- a. Background
  - i. Local Road Safety Plan (LRSP)
    - 1. Similar process to a Systemic Safety Analysis Report (SSAR), but replacing the SSAR process by Caltrans and FHWA
    - 2. Focus on City jurisdiction
    - 3. Consistent with the State's Strategic Highway Safety Plan (SHSP) and focuses on the 5 E's of traffic safety – Engineering, Education, Enforcement, Emergency Response and Emerging Technologies (new addition)
    - 4. Circular process and a living document – updated every 5 years
  - ii. Challenge areas will be identified through interactive poll with the LRSP group participants were taken during the meeting. Top 5 challenge areas identified in the poll are shown below:
    - 1. Pedestrians
    - 2. Aggressive Driving / Speeding
    - 3. Distracted Driving
      - a. Visitors stopping for sightseeing – can include unfamiliar drivers
    - 4. Intersections
    - 5. Bicyclists

- b. Vision, Goals and Priorities
  - i. Preliminary Vision, Mission and Goals – will be developed with stakeholder group (poll will be send out to stakeholders) for Meeting 2
  - ii. Vision Zero
- c. Collision Analysis
  - i. Downloaded collision data from Statewide Integrated Traffic Records System (SWIRTS) and coordinated with Humboldt County Sheriff's Office
  - ii. Collisions along Trinidad Scenic Drive is not being recorded by involved parties
  - iii. May not include collision from other agency records
    - 1. Trinidad Rancheria collision records – will be included in coordination with the Rancheria.
    - 2. Trinidad Fire Department and Cal Fire might have records of collisions they responded to.
  - iv. Collision frequency of the City will be compared to other cities of similar size.
  - v. Systemic Approach will be taken in identifying priority location due to few collisions in recent years.
- d. Recent/Planned Safety Projects
  - i. City recently obtained funding from HSIP Cycle 10 for edge-line, guardrails and pedestrian crossing upgrade.
    - 1. The tribal set aside funding does not include funding for new infrastructure, which is limiting potential HSIP funding for Trinidad Rancheria and other tribes.
  - ii. Downtown Trinidad Pedestrian & Connectivity Project
    - 1. Includes the three-way stop at Trinity St/ Edwards St
    - 2. Currently in Construction - will be completed by June 2021.
  - iii. Parking Study – Currently in Progress.
- e. Projects for Consideration
  - i. Citywide Sign Audit
    - 1. Retroreflectivity of Signage
    - 2. Consider preventing sign clutter to limit visual impact – public outreach
  - ii. City Lighting
    - 1. Strive to achieve a balance between roadway safety and preserving existing conditions
  - iii. Citywide Engineering and Speed Survey Study
  - iv. Possible Roundabout at US 101 SB Ramps
    - 1. Will reduce vehicle conflicts at intersection
    - 2. Feasibility study needed
  - v. Underwood Dr/Parker St at Hector St
    - 1. Striping and operational improvements

- vi. Main St
  - 1. Evaluate bikeway accommodations on roadway
  - 2. Dynamic speed sign to lower speed in approach to downtown
- vii. Trinity St
  - 1. Evaluate bikeway accommodations on roadway
  - 2. Dynamic speed sign at school
- viii. Other residential streets
  - 1. Edge line striping – similar to existing Ocean Ave
    - a. 20 feet width for emergency vehicle access should be maintained.
  - 2. Potential bikeway -Sharrow markings
- ix. Trinidad Scenic Dr
  - 1. Corridor of high priority
    - a. Multi-jurisdictional connection
  - 2. Narrow lanes creating hazard for bikes
    - a. Lowering speed limit to make the corridor safer for bikes
  - 3. Current projects (Trinidad Capital Preventative Maintenance (CAPM) and Little River Bike Path PA/ED – planning only) will potentially install bike path on the south side of scenic drive (not in City jurisdiction) – have potential to connect to City bike infrastructure
  - 4. Edge line and centerline rumble stripe
  - 5. Potential high friction surface treatment
- x. Bike/ped Improvements
  - 1. Lack of shoulder is preventing students and other residents from walking/biking.
  - 2. Bike facilities like bike lockers and racks can be provided at point of interest to encourage bike riding.
  - 3. Survey could identify bike usage and needs
  - 4. County will install US Bike Route 395 signage along Patricks Point Dr

### **3. Next Steps**

- a. Social Pinpoint Website for LRSP
  - i. Includes interactive map, survey, working group members and relevant documents
  - ii. Will be made available to public for sharing
- b. Finalize Vision, goals, and mission.
- c. Next LRSP Meeting
  - 1. Virtual meeting with the working group in July/August 2021.

## List of Attendees

1. Eli Naffah – City Manager
2. Becky Price-Hall – Grants and Project Director
3. Thomas Mattson – Public Works Director
4. Russell Hansen – Senior Transportation Engineer & District Local Assistance Engineer
5. Alyse Nichols – Superintendent/Principal
6. Leslie Sanders – Director, Roads/Land Use
7. Josh Wolf – GHD
8. Kathy Kleinschmidt – GHD
9. Farid Rahman - GHD

# Meeting Summary

September 29, 2021

<b>Project name</b>	Trinidad Local Road Safety Plan	<b>From</b>	Kathryn Kleinschmidt
<b>Subject</b>	Stakeholder Working Group Meeting #2 Summary	<b>Email</b>	Kathryn.Kleinschmidt@ghd.com
<b>Date / Time</b>	September 29, 2021 2:00 p.m. to 3:00 p.m.	<b>Project no.</b>	11224831
<b>Attendees</b>	Trinidad Stakeholder Working Group		

*The following is GHD's understanding of the discussions and decisions for the above referenced meeting. Please notify GHD of any discrepancies in the information recorded.*

This meeting record has been prepared to serve as documentation for the virtual meeting conducted on September 29<sup>th</sup>, 2021 via Microsoft Teams platform. A PowerPoint presentation was used to focus the discussion.

All participants attending virtually, no sign-in sheet was circulated. Rather, the list of attendees will be provided at the end of this document.

## 1. Introduction

- a. Attendees of LRSP meeting
  - a. Self-introductions of meeting attendees.
    - 1. Attendees are listed at the back of the document
    - 2. Representative from Humboldt County Sheriff's Department is retiring and a new representative will be contacted for coordination of the LRSP. Need to reach out to Kevin Miller.

## 2. 1<sup>st</sup> Meeting Summary

- a. Emphasis Areas
  - a. Pedestrians
  - b. Aggressive Driving (includes speeding)
  - c. Distracted Driving
    - 1. Visitors stopping for sightseeing
    - 2. Unfamiliar drivers
  - d. Intersections
  - e. Bicyclists
- b. Vision, Goals & Mission Statement
  - a. Vision: Trinidad will develop a comprehensive safety plan with engagement of stakeholders and citizens that encourages improved safety for all users, whether it is walking, biking, and driving – because every person in our community matters.
  - b. Mission: The City of Trinidad will provide a safe, sustainable, and equitable multimodal transportation system for all users of the public roadways in Trinidad.
  - c. Goals:

1. Reduce the potential for fatal and severe injury collisions citywide
2. Improve the health and vitality of our community with a roadway safety plan targeted to Trinidad's needs
3. Improve the health and vitality of our community with a safety plan that encourages safety for pedestrians and bicyclists that is targeted to Trinidad's local roadway needs
4. Improve safety around schools
5. Increase safety with multimodal roadway improvements
6. Increase walking, biking, rolling (wheelchair, skateboard, scooter, etc.) to downtown district, to work, and to school
7. Reduce speeding and improper turning related collisions through engineering, enforcement, and education strategies.

### 3. Recent developments

#### a. Public Website Engagement

- a. Website closed for comments on August 31, 2021 – but all comments are still viewable on website
- b. 29 stakeholders, 45 comments, 8 Survey Responders
- c. Specific Locations identified through comments
  1. Patricks Point Drive/Trinidad Scenic Drive & Main Street intersection
  2. School Zone during drop-off and pick-up period
  3. Edwards Street
  4. Scenic Drive
    - a. Pavement is in good condition within City jurisdiction
    - b. Expanding roadway width is not an option due to physical limitations.
- d. Other comments
  1. No bike parking at City Hall
  2. Camping in vehicle is prohibited Withing City Limit, but signage is needed.
  3. Parking is identified as an issue
    - a. Parking study is still ongoing

### 4. Safety Countermeasures

- a. Citywide Sign Audit – Reflectivity Study
- b. Roadway Lighting
- c. Speed Survey
  1. In order to enforce speed limits of 25 or 15 mph, the California Vehicle Code (CVC) requires a speed survey to be conducted. Speed surveys are conducted every 5 years.
  2. Speed along Trinidad Scenic Drive is identified as an issue
- d. Patricks Point Drive/Trinidad Scenic Drive & Main Street intersection
  1. Issues observed during site visit
    - a. Overlapping left turns

- b. Not sure of right of way at intersection with multiple approaches and the free-flowing traffic for the WB approach
    - c. Possible sight distance issues at off-ramp
  - 2. Proposed countermeasure
    - a. Roundabout – Less conflict points, addresses safety concerns
    - b. Initial concept was studied in *US 101/Trinidad Area Access Improvements PSR-PDS in 2017*.
      - i. This study was conducted by the Trinidad Rancheria is based on a full-buildout of the Rancheria.
      - ii. This footprint might be too large for the traffic needs. This overall design/concept needs to be coordinate with the City of Trinidad.
- e. Hector St at Underwood Dr/East St.
  - 1. Narrow approach
  - 2. Confusion on traffic operations
  - 3. Suggested Countermeasure
    - a. Modifying curb
    - b. Restriping approach to allow for single direction operation
  - f. Installing Thermoplastic edgelines and centerlines
  - g. Installing Dynamic speed feedback signs
  - h. Installing Class III Bike markings (sharrows)
    - i. Removing, relocating or delineating fixed objects in Clear Recovery Zone
  - j. Installing advance warning signs at curves where needed
  - k. Installing chevron signs on horizontal curve
  - l. Installing High Friction Surface Treatment
  - m. Installing centerline rumble stripes
    - 1. On Scenic Drive
      - a. Paved shoulders or Class II bike lanes would also be a great improvement on Scenic Drive.
  - n. Evaluate parking and look for opportunities to add bike lanes
  - o. Non-engineering Countermeasures
    - 1. Education
      - a. Humboldt County is running a county-wide education campaign in coordination with other cities to provide consistent messaging in regard to roadway safety. Tag line for the campaign “eyes on the road, drive slow” with a secondary tag line picked by the communities.
      - b. Emerging Technologies
      - c. Enforcement
      - d. Emergency Responses

## 5. Next Steps



- a. Next HISP Cycle - Set aside categories for next cycle will be the same as last cycle, but there will be half as much funding available for set asides.
- b. Draft LRSP is underway and will be sent to Stakeholders for review.
- c. LRSP will be presented to City Council

## **List of Attendees**

- 1. Eli Naffah – City Manager
- 2. Becky Price-Hall – Grants and Project Director
- 3. Thomas Mattson – Public Works Director
- 4. Russell Hansen – Senior Transportation Engineer & District Local Assistance Engineer
- 5. Kyle Finger – Caltrans representative
- 6. Ryan DeSmet – Public Works, City of Trinidad
- 7. Leslie Sanders – Director, Roads/Land Use
- 8. Josh Wolf – GHD
- 9. Kathy Kleinschmidt – GHD
- 10. Farid Rahman - GHD

# Appendix B

## Systemic Analysis

## Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	Major Road	Legs	Control	ADT	Skew/Approach Curve	SB Approach Lane Width
1	Trinidad Frontage Rd	Berry Rd	NS	3	Two-Way Stop	0	Y	11
2	Himalaya Dr	Berry Rd	EW	3	Yield	0	N	-
3	Westhaven Dr N / Quarry Rd	Westhaven Dr N	EW	3	Yield	0	N	13
4	Trinidad Frontage Rd / US 101 NB Ramps	Westhaven Dr N / Main St	NS	5	Two-Way Stop	0	N	19
5	US 101 SB Ramps	Main St	NS	4	Two-Way Stop	0	N	24
6	Patricks Point Dr / Scenic Dr	Main St	EW	4	Three-Way Stop	0	N	18
7	View St	Main St	EW	3	Two-Way Stop	0	N	-
8	Ocean Ave	Main St	EW	4	Two-Way Stop	0	N	16
9	Stage Coach Rd / Trinity St	Main St	EW	3	Two-Way Stop	0	Y	11
10	Patricks Point Dr	Janis Ct	NS	3	Two-Way Stop	0	N	14
11	Scenic Dr	Groth Ln	NS	3	Yield	0	N	0
12	Scenic Dr	Langford Rd	NS	3	Two-Way Stop	0	Y	0
13	Stage Coach Rd	State Park Rd	NS	3	Two-Way Stop	0	Y	8
14	Hector St	Underwood Dr	EW	3	Yield	0	N	-
15	Trinity St	Parker St / West St	NS	4	Two-Way Stop	0	N	19
16	Ocean Ave	West St / East St	NS	4	Two-Way Stop	0	N	10
17	View St	Parker Creek Dr	NS	3	Two-Way Stop	0	N	11
18	Edwards St	Bay St	NS	3	Yield	0	Y	14
19	Edwards St	Van Wycke St	NS	3	Two-Way Stop	0	Y	15
20	Edwards St	Azalea Way	NS	3	Two-Way Stop	0	N	15
21	Ewing St	Edwards St	EW	3	Two-Way Stop	0	Y	13
22	Galindo St	Edwards St	EW	3	Two-Way Stop	0	Y	-
23	Van Wycke St	Edwards St	EW	3	Yield	0	Y	-
24	Trinity St	Edwards St	EW	3	Two-Way Stop	0	N	21
25	Ocean Ave	Wagner St	NS	3	Two-Way Stop	0	N	9
26	Galindo St	Van Wycke St	EW	4	Yield	0	N	14
27	Pacific Ct	Azalea Way	EW	3	Yield	0	N	11
28	Hector St	Edwards St	EW	3	Two-Way Stop	0	N	12

## Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	SB Parking Nearby	N Leg Striping	N Leg Crosswalk	NB Approach Lane Width (ft)	NB Parking Nearby	S Leg Striping
1	Trinidad Frontage Rd	Berry Rd	N	CP	None	10	N	CP
2	Himalaya Dr	Berry Rd	-	-	-	7	N	None
3	Westhaven Dr N / Quarry Rd	Westhaven Dr N	N	None	None	-	-	-
4	Trinidad Frontage Rd / US 101 NB Ramps	Westhaven Dr N / Main St	N	CP	Y-White	12	N	CP,E
5	US 101 SB Ramps	Main St	N	CP,E	Y-White	26	N	CP,E
6	Patricks Point Dr / Scenic Dr	Main St	Y	CP,E	Y-White	18	N	CP
7	View St	Main St	-	-	-	19	Y	None
8	Ocean Ave	Main St	N	None	Y-Yellow	12	Y	E
9	Stage Coach Rd / Trinity St	Main St	N	None	Y-Yellow	18	Y	CP
10	Patricks Point Dr	Janis Ct	Y	CP,E	None	12	Y	CP,E
11	Scenic Dr	Groth Ln	N	CP,E	None	0	N	CP,E
12	Scenic Dr	Langford Rd	N	CP,E	None	9	N	CP,E
13	Stage Coach Rd	State Park Rd	N	None	None	0	N	None
14	Hector St	Underwood Dr	-	-	-	10	N	None
15	Trinity St	Parker St / West St	Y	CP	None	19	Y	CP
16	Ocean Ave	West St / East St	Y	E	None	10	Y	E
17	View St	Parker Creek Dr	Y	None	None	11	N	None
18	Edwards St	Bay St	N	CB	None	34	N	None
19	Edwards St	Van Wycke St	N	CB	None	16	N	CB
20	Edwards St	Azalea Way	N	CB	None	18	N	CB
21	Ewing St	Edwards St	Y	None	None	13	N	CB
22	Galindo St	Edwards St	-	-	-	17	Y	CB
23	Van Wycke St	Edwards St	-	-	-	11	N	None
24	Trinity St	Edwards St	Y	CP	Y-White	-	-	-
25	Ocean Ave	Wagner St	Y	E	None	13	Y	None
26	Galindo St	Van Wycke St	Y	None	None	-	-	-
27	Pacific Ct	Azalea Way	Y	None	None	10	N	None
28	Hector St	Edwards St	N	None	None	-	-	-

## Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	S Leg Crosswalk	WB Approach Lane Width (ft)	WB Parking Nearby	E Leg Striping	E Leg Crosswalk	EB Approach Lane Width (ft)
1	Trinidad Frontage Rd	Berry Rd	None	24	N	None	None	-
2	Himalaya Dr	Berry Rd	None	8	N	None	None	8
3	Westhaven Dr N / Quarry Rd	Westhaven Dr N	-	11	N	CP	None	12
4	Trinidad Frontage Rd / US 101 NB Ramps	Westhaven Dr N / Main St	Y-White	12	N	CP	None	14
5	US 101 SB Ramps	Main St	Y-White	15	N	CP	None	18
6	Patricks Point Dr / Scenic Dr	Main St	Y-White	34	N	CP	None	19
7	View St	Main St	Y-White	18	Y	CP	Y-White	19
8	Ocean Ave	Main St	Y-White	19	Y	CP	None	18
9	Stage Coach Rd / Trinity St	Main St	None	17	Y	CP	None	-
10	Patricks Point Dr	Janis Ct	None	11	N	CP	Y-White	-
11	Scenic Dr	Groth Ln	None	0	N	None	None	-
12	Scenic Dr	Langford Rd	None	11	N	CP	None	-
13	Stage Coach Rd	State Park Rd	None	-	-	-	-	0
14	Hector St	Underwood Dr	None	10	Y	None	None	14
15	Trinity St	Parker St / West St	None	13	Y	CB	None	14
16	Ocean Ave	West St / East St	None	10	Y	None	None	12
17	View St	Parker Creek Dr	None	7	N	None	None	-
18	Edwards St	Bay St	None	14	Y	P	None	-
19	Edwards St	Van Wycke St	None	12	N	None	None	-
20	Edwards St	Azalea Way	None	-	-	-	-	8
21	Ewing St	Edwards St	None	16	N	CB	None	-
22	Galindo St	Edwards St	None	11	Y	CB,E	None	15
23	Van Wycke St	Edwards St	None	15	N	CB	None	11
24	Trinity St	Edwards St	-	12	Y	CB,E	None	17
25	Ocean Ave	Wagner St	None	9	Y	None	None	-
26	Galindo St	Van Wycke St	-	11	N	None	None	8
27	Pacific Ct	Azalea Way	None	8	N	None	None	-
28	Hector St	Edwards St	-	17	Y	CB	None	12

## Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	EB Parking Nearby	W Leg Striping	W Leg Crosswalk	School Zone	Overhead Intersection Lights	Post Intersection Lights
1	Trinidad Frontage Rd	Berry Rd	-	-	-	N	0	0
2	Himalaya Dr	Berry Rd	N	None	None	N	0	0
3	Westhaven Dr N / Quarry Rd	Westhaven Dr N	Y	CP	None	N	0	0
4	Trinidad Frontage Rd / US 101 NB Ramps	Westhaven Dr N / Main St	N	CP	None	N	1	0
5	US 101 SB Ramps	Main St	N	CP	None	N	1	0
6	Patricks Point Dr / Scenic Dr	Main St	N	CP	Y-White	N	0	1
7	View St	Main St	Y	CP	None	N	0	1
8	Ocean Ave	Main St	Y	CP	None	Y	0	1
9	Stage Coach Rd / Trinity St	Main St	-	-	-	Y	0	1
10	Patricks Point Dr	Janis Ct	-	-	-	N	0	1
11	Scenic Dr	Groth Ln	-	-	-	N	0	0
12	Scenic Dr	Langford Rd	-	-	-	N	0	0
13	Stage Coach Rd	State Park Rd	N	None	None	N	0	0
14	Hector St	Underwood Dr	Y	None	None	N	2	0
15	Trinity St	Parker St / West St	Y	CB	None	N	1	0
16	Ocean Ave	West St / East St	Y	None	None	N	1	0
17	View St	Parker Creek Dr	-	-	-	N	1	0
18	Edwards St	Bay St	-	-	-	N	0	1
19	Edwards St	Van Wycke St	-	-	-	N	0	1
20	Edwards St	Azalea Way	N	CP	None	N	0	0
21	Ewing St	Edwards St	-	-	-	N	0	0
22	Galindo St	Edwards St	N	CB	None	N	0	1
23	Van Wycke St	Edwards St	Y	CB,E	None	N	0	1
24	Trinity St	Edwards St	Y	None	Y-White	N	0	0
25	Ocean Ave	Wagner St	-	-	-	N	1	0
26	Galindo St	Van Wycke St	None	None	None	N	1	0
27	Pacific Ct	Azalea Way	-	-	-	N	0	0
28	Hector St	Edwards St	N	CB,E	None	N	1	0

## Systemic Intersection Analysis

Intx ID	North/South Street Name	East/West Street Name	Max Major Speed Limit	Max Minor Speed Limit	Major Road Functional Classification
1	Trinidad Frontage Rd	Berry Rd	0	0	Local
2	Himalaya Dr	Berry Rd	0	0	Local
3	Westhaven Dr N / Quarry Rd	Westhaven Dr N	25	0	Minor Collector
4	Trinidad Frontage Rd / US 101 NB Ramps	Westhaven Dr N / Main St	0	20	Other Principal Arterial
5	US 101 SB Ramps	Main St	0	20	Other Principal Arterial
6	Patricks Point Dr / Scenic Dr	Main St	20	0	Major Collector
7	View St	Main St	20	0	Major Collector
8	Ocean Ave	Main St	15	0	Major Collector
9	Stage Coach Rd / Trinity St	Main St	15	0	Major Collector
10	Patricks Point Dr	Janis Ct	45	0	Minor Collector
11	Scenic Dr	Groth Ln	30	0	Minor Collector
12	Scenic Dr	Langford Rd	30	0	Minor Collector
13	Stage Coach Rd	State Park Rd	0	0	Local
14	Hector St	Underwood Dr	0	0	Local
15	Trinity St	Parker St / West St	0	0	Major Collector
16	Ocean Ave	West St / East St	0	0	Local
17	View St	Parker Creek Dr	0	0	Local
18	Edwards St	Bay St	0	0	Major Collector
19	Edwards St	Van Wycke St	0	0	Major Collector
20	Edwards St	Azalea Way	0	0	Major Collector
21	Ewing St	Edwards St	0	0	Major Collector
22	Galindo St	Edwards St	0	0	Major Collector
23	Van Wycke St	Edwards St	0	0	Major Collector
24	Trinity St	Edwards St	0	0	Major Collector
25	Ocean Ave	Wagner St	0	0	Local
26	Galindo St	Van Wycke St	0	0	Local
27	Pacific Ct	Azalea Way	0	0	Local
28	Hector St	Edwards St	0	0	Local

Systemic Segment Analysis

Segment Name	from	to	Add segment lighting	Remove or relocate fixed objects (trees, poles, etc.)	Recovery Zone	Install Median Barrier	Install Guardrail	Install raised median	Install median (if feasible)	Widen lane (initially less than 10 ft)	Widen shoulder (if feasible)	Improve pavement friction (High Friction Surface Treatments)	Install grade signs with new pavement intersection ahead warning sign (regulatory or advisory)	Install chevron signs on horizontal curves	Install curve advance warning signs	Install curve advance warning signs (flashing beacon)
MAIN ST	PATRICKS POINT DR	OCEAN AVE	High Potential, No lighting along segment	N/A, no fixed object	low potential, low volume not excessive amount of driveway s	N/A	low potential, low volume not excessive amount of driveway s	low potential, low volume not excessive amount of driveway s	N/A lanes are greater than 10 ft	N/A no shoulder	N/A no shoulder	N/A, not high speed	Med, install speed sign, school zone speed sign, intersection ahead warning sign	N/A	N/A	N/A
MAIN ST/TRINITY ST	OCEAN AVE	EAST ST/ WEST ST	Med, lighting exists, needs to be evaluated for illumination	N/A, no fixed object	low potential, low volume, no recorded collisions	N/A	low potential, low volume, no recorded collisions	low potential, low volume, no recorded collisions	N/A lanes are greater than 10 ft	N/A no shoulder	N/A no shoulder	N/A, not high speed	Med., evaluate signage for reflectivity	High, should be considered for the horizontal curve near Bagwood Rd	High, No curve warning sign in Northbound direction	High, No curve warning sign in Southbound curve warning sign can have beacon
MAIN ST/TRINITY ST	EAST ST	EDWARDS ST	High Potential, No lighting along segment	N/A, no fixed object	N/A	N/A	N/A	N/A	N/A lanes are greater than 10 ft	N/A no shoulder	N/A no shoulder	N/A Residential in nature	Med, intersection ahead warning sign at Edwards St approach	N/A, No Horizontal Curve	N/A, No Horizontal Curve	N/A, No Horizontal Curve
WESTHEAVEN DR (UNDER)	TRINIDAD FRONTAGE	PATRICKS POINT	High Potential, No lighting along segment	N/A, no fixed object	N/A	N/A	N/A	N/A	N/A Not feasible under overcrossing	N/A no shoulder	N/A no shoulder	N/A	Med, signage should be evaluated, there is a ped warning sign - seems to be in a weird location	N/A, No Horizontal Curve	N/A, No Horizontal Curve	N/A, No Horizontal Curve
WESTHEAVEN DR	TRINIDAD FRONTAGE	QUARRY RD/ CITY	High Potential, No lighting along segment	Low, needs to be evaluated; Google streetview shows somewhat clear recovery zone	N/A Not viable due to space constraints	N/A, No vertical drop-offs	N/A Not viable due to space constraints	N/A Not viable due to space constraints	Med, Should be considered. But expensive. Does not look like there is a high traffic volume	High, no paved shoulder exists, should be added if possible	High, shoulder at curve seems narrow	High, At the curve	High, signage needs to be evaluated through this corridor	High, should be considered for the horizontal curve	High, should be considered for the horizontal curve	High, should be considered for the horizontal curve
TRINIDAD FRONTAGE RD	WESTHEAVEN DR	CITY LIMIT	Low, no street lighting, but low volume roadway that doesn't connect to other roads	High, there are trees and bushes on the clear recovery zone	N/A not needed, low speed roadway	N/A	N/A	N/A	N/A	High, no paved shoulder exists, should be added if possible	High, shoulder at curve seems narrow	High, At the curve	High, signage needs to be evaluated through this corridor	High, should be considered for the horizontal curve	High, should be considered for the horizontal curve	High, should be considered for the horizontal curve
PATRICK POINT DR	MAIN ST	N CITY LIMIT	Low, no street lighting	med, there are overgrown vegetation at some part	N/A	Funded in Cycle 10	N/A	N/A	N/A	High, paved shoulder is very narrow	Not possible, curve is at vertical drop-off	High, At the curve	High, signage needs to be evaluated through this corridor	High, should be considered for the horizontal curve	High, should be considered for the horizontal curve	High, should be considered for the horizontal curve
TRINIDAD SCENIC DR	MAIN ST	S CITY LIMIT	Low, no street lighting	LOW, there are vegetation, but it looks like they are Redwood trees	N/A	Funded in Cycle 10	N/A	N/A	N/A	Low, paved shoulder is very narrow, but not viable due to Redwood tree Growth	Not Viable	High, At the curve	High, signage needs to be evaluated through this corridor	High, should be considered for the horizontal curve	High, should be considered for the horizontal curve	High, should be considered for the horizontal curve
STAGECOACH RD	MAIN ST	N CITY LIMIT	Low, no street lighting	med, there are fixed objects on CRZ, but they will be hard to relocate (mature trees, utility poles)	N/A	High, there are vertical drop off	N/A	N/A	N/A	Med, No paved shoulder available, but no width available	Not Viable	N/A	High, signage needs to be evaluated through this corridor	N/A, no major horizontal curve in city limit	N/A, no major horizontal curve in city limit	N/A, no major horizontal curve in city limit
OCEAN AVE (BEHIND THE LIBRARY)	MAIN ST	PATRICKS POINT	Low, no street lighting	Low, no street lighting	N/A	N/A	N/A	N/A	N/A	Med, No paved shoulder available, but no width available	Not Viable	N/A	High, signage needs to be evaluated through this corridor	Med, can be applied at curves, but the road is low speed	High, should be considered for the horizontal curve	Low, probably not needed
VIEW AVE	MAIN ST	EAST ST	MED, Lighting doesn't exist, can be added	Med, the CRZ needs to be evaluated to see if there are objects in it. It looks like utility poles might be in CRZ	N/A	N/A	N/A	N/A	Low, Should be considered. But expensive. Does not look like there is a high traffic volume	High, No paved shoulder available, Shoulder can be paved and widened to 2.5 ft with 10 ft travel lane	N/A	N/A	High, signage needs to be evaluated through this corridor	N/A	N/A	N/A
OCEAN AVE	MAIN ST	EDWARDS ST	MED, Lighting doesn't exist, can be added	High, Lots of trees adjacent to travel lane, should be removed if possible. Believed if not removed	N/A	N/A	N/A	N/A	Low, Should be considered. But expensive. Does not look like there is a high traffic volume	Low, 2.5 ft paved shoulder exists. There is no pavement width to widen	N/A	N/A	High, signage needs to be evaluated through this corridor	N/A	N/A	N/A
EAST ST	OCEAN AVE	VIEW AVE	MED, Lighting doesn't exist, can be added	High, Lots of trees adjacent to travel lane, should be removed if possible. Believed if not removed	N/A	N/A	N/A	N/A	Low, Should be considered. But expensive. Does not look like there is a high traffic volume	Med, No paved shoulder available, Shoulder can be paved and widened	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
WEST ST	TRINITY ST	OCEAN AVE	MED, Lighting doesn't exist, can be added	Med, the CRZ needs to be evaluated to see if there are objects in it. It looks like utility poles might be in CRZ	N/A	N/A	N/A	N/A	Low, Should be considered. But expensive. Does not look like there is a high traffic volume	Med, No paved shoulder available, Shoulder can be paved and widened	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
WAGNER ST	OCEAN AVE	TERMINUS	Low, no street lighting but not a through street	Med, the CRZ needs to be evaluated to see if there are objects in it. It looks like utility poles might be in CRZ	N/A	N/A	N/A	N/A	Low, the traveled way is narrow, but this is not a through street	Low, No paved shoulder, but not a through street	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
EAST ST/UNDERWOOD	TERMINUS	TRINITY ST	Low, no street lighting but not a through street	N/A CRZ looks clear	N/A	N/A	N/A	N/A	N/A, travel way is wide enough	Low, No paved shoulder, but not a through street. Unpaved shoulder is wide	N/A	N/A	Med, Signage should be evaluated	Low, Residential low speed segment curve is not sharp	Med, no curve warning sign exists - can be added	N/A
HECTOR ST	UNDERWOOD DR	EDWARDS ST	Low, some bushes may need to be cleared	Low, some bushes may need to be cleared	N/A	N/A	N/A	N/A	N/A, travel way is wide enough	Low, No paved shoulder	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
EWING ST	TERMINUS	EDWARDS ST	Low, no street lighting but not a through street	Low, some bushes may need to be cleared	N/A	N/A	N/A	N/A	Low, the traveled way is narrow, but this is not a through street	Low, No paved shoulder, but not a through street	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
LIGHTHOUSE RD	BAY ST	EDWARDS ST	Low, there is 1 street light on an utility pole. Evaluate for traffic and need	Low, some bushes may need to be cleared	N/A	N/A	N/A	N/A	N/A	Low, No paved shoulder	N/A	Med, possibly at the curve, need to be evaluated if there is an existing problem	Med, Signage should be evaluated	High, The wood fence along the horizontal curve can be upgraded to guardrail	Med, no curve warning sign exists - can be added	N/A
VAN WYCKE ST	LIGHTHOUSE RD	Terminus (not connected)	Low, there is 1 street light on an utility pole. Evaluate for traffic and need	Low, some bushes may need to be cleared	N/A	N/A	N/A	N/A	Low, the traveled way is narrow, but this is not a through street	Low, No paved shoulder	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
GALINDO ST	VAN WYCKE ST	EDWARDS ST	Low, street lights should be evaluated. Residential area, consider light situation	N/A	N/A	N/A	N/A	N/A	N/A Lanes are wide for two lane	Low, shoulder exists, need to be paved	N/A	N/A	Med, Signage should be evaluated	N/A	N/A	N/A
EDWARDS ST	LIGHTHOUSE RD	TRINITY ST	Med, a few streetlight exists but needs to be evaluated for illumination	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	High, signage needs to be evaluated through this corridor	N/A	N/A	N/A
EDWARDS ST	TRINITY ST	OCEAN AVE	Med, existing street light at the intersection of Ocean/Edwards. Evaluate lighting along segment	N/A	N/A	Med, Guardrails should be evaluated for intersections near Ocean Ave	N/A	N/A	N/A	N/A	N/A	N/A	High, signage needs to be evaluated through this corridor	High, Install Chevron Sign at the horizontal curve at the intersection of Ocean Ave/ Edwards St	N/A EXISTS ALREADY	N/A Sign is in front



## Systemic Segment Analysis

Segment Name	from	to	Install dynamic/variable speed warning signs	Install delineators, reflectors and/or object markers	Install edge-lines and centerlines	Install centerline rumble strips/strips	Install edge-line rumble strips/strips	Install bike lanes	Install Separated-bike-lanes	Install sidewalk/pedestrian crossing with enhanced safety features	Install raised-pedestrian-crossing	Install Rectangular Rapid Flashing Beacon (RRFB)	Other improvements
MAIN ST	PATRICKS POINT DR	OCEAN AVE	Med, In the zone areas	N/A Curb and sidewalks exists	Low, centerline exists, maybe replace with double yellow	Low, no indication of head on collision problem	N/A	High, no bike lane present, as a major thoroughfare for the city, bike lane is a good candidate	Med, potentially, would need to evaluate bike volume	N/A, Exists already	N/A	Funded in HSIP Cycle 10	Install 10' multiuse path between Trinidad Scenic Dr to View Avenue. Trim vegetation, speed limit sign is hard to see
MAIN ST/TRINITY ST	OCEAN AVE	EAST ST/WEST ST	High, Near the school	N/A Curb and Sidewalk exists	Low, centerline exists, maybe replace with double yellow	Low, no indication of head on collision problem, Maybe at the curve	N/A	High, no bike lane present, as a major thoroughfare for the city, bike lane is a good candidate	Med, potentially, would need to evaluate bike volume	N/A, Exists already	Low, the school crossing can potentially be raised	Funded in HSIP Cycle 10	High, the school crossing can be upgraded. With future HSIP funding, there are currently 3 other RRFBs in the city
MAIN ST/TRINITY ST	EAST ST	EDWARDS ST	Low, no record of speed related collisions	N/A no objects	Low, centerline exists, maybe replace with double yellow. Install edge-line	Low, no indication of head on collision problem, Maybe at the curve	N/A	High, no bike lane present, as a major thoroughfare for the city, bike lane is a good candidate	Med, potentially, would need to evaluate bike volume	N/A, Exists already	N/A	N/A	Evaluate curb ramps for ADA compliance
WESTHEAVEN DR (UNDER TRINIDAD FRONTAGE	PATRICKS POINT		Low, no record of speed related collisions	N/A no objects	Low, double-yellow centerline exists, install edge line	Low, no indication of head on collision problem, under the overcrossing	N/A	High, no bike lane present, About 27th Ave connection under the bridge	N/A Not viable due to space limitation under the overcrossing	N/A, Exists already	N/A	N/A	
WESTHEAVEN DR	TRINIDAD FRONTAGE	QUARRY RD/ CITY	Low, no record of speed related collisions	High, objects near clear recovery zone should be delineated	Cycle 10 Funded	High, the road is narrow, high potential for head-on collisions	Med, near the horizontal curve	High, No bike lane present. Finding room in cross section might be challenging	N/A Not viable due to cross-section width limitation	High, no sidewalk. Finding room in cross section might be challenging	N/A No ped Crossing	N/A No ped Crossing	Trim vegetation, overgrown vegetation is blocking sign. Install Sharrow signage. If bike lane is not viable
TRINIDAD FRONTAGE RD	WESTHEAVEN DR	CITY LIMIT	Low, no record of speed related collisions	High, objects near clear recovery zone should be delineated	Cycle 10 Funded	Low, no indication of head on collision problem, Maybe at the curve	Low, near the horizontal curve	Low, not a connecting roadway	N/A	Low, no sidewalk, but not a connecting roadway	N/A No ped Crossing	N/A No ped Crossing	Install Sharrow signage. If bike lane is not viable
PATRICK POINT DR	MAIN ST	N CITY LIMIT	Low, no record of speed related collisions	Low, objects near clear recovery zone should be delineated	N/A Edge line exists	Low, no indication of head on collision problem, Maybe at the curve	Low, near the horizontal curve	Low, Bike volumes needs to be evaluated	N/A	N/A sidewalk exists on portion	N/A No ped Crossing	N/A No ped Crossing	Install Sharrow signage. If bike lane is not viable
TRINIDAD SCENIC DR	MAIN ST	S CITY LIMIT	High, should be considered due to multiple horizontal curve	Low, objects near clear recovery zone should be delineated	N/A Edge line exists	High, Due to high number of horizontal curves and narrow lanes, head on collisions are possible	High, Due to high number of horizontal curve, run-off road collisions are likely	N/A no cross-section width available	N/A	N/A no cross-section width available	N/A No ped Crossing	N/A No ped Crossing	Install Sharrow signage. If bike lane is not viable
STAGECOACH RD	MAIN ST	N CITY LIMIT	Low, possibly in approach to main st due to school presence. Speed along the corridor should be evaluated	High, objects near clear recovery zone should be delineated	Cycle 10 Funded	High, Due to narrow lanes, head on collisions are possible	High, Due to narrow lanes, run-off road collisions are possible	N/A no cross-section width available	N/A no cross-section width available	N/A no cross-section width available	High, Crosswalks at Main St should be evaluated	Low, the school crossing can potentially be raised	High, Crosswalks at Main St should be evaluated
OCEAN AVE (BEHIND THE LIBRARY)	MAIN ST	PATRICKS POINT	N/A	High, objects near clear recovery zone should be delineated	High, Edge lines and centerlines should be pursued	Low, not likely to be needed	Low, not likely to be needed	N/A no cross-section width available	N/A	N/A no cross-section width available	N/A No ped Crossing	N/A No ped Crossing	This road may not be City maintained
VIEW AVE	MAIN ST	EAST ST	Low, this relatively straight segment might have speeding issue, but it probably doesn't need dynamic speed sign	High, objects near clear recovery zone should be delineated	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, Sidewalks should be constructed to provide pedestrian walking area, however pavement width and right of way is an issue	N/A	N/A No ped Crossing	If this is considered a bike route, sharrow lane markings can be added
OCEAN AVE	MAIN ST	EDWARDS ST	Low, this relatively straight segment might have speeding issue, but it probably doesn't need dynamic speed sign	High, objects near clear recovery zone should be delineated	High, Edge line exists needs centerline	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, Sidewalks should be constructed to provide pedestrian walking area, however pavement width and right of way is an issue	N/A	N/A No ped Crossing	Tree blocking warning sign at 505 Ocean Ave
EAST ST	OCEAN AVE	VIEW AVE	Low, this relatively straight segment might have speeding issue, but it probably doesn't need dynamic speed sign	High, objects near clear recovery zone should be delineated	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	High, Sidewalk should be constructed to provide pedestrian walking area	N/A	N/A No ped Crossing	lots of trees in CRZ, should be delineated
WEST ST	TRINITY ST	OCEAN AVE	Low, this relatively straight segment might have speeding issue, but it probably doesn't need dynamic speed sign	Low, few objects need to be delineated	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	High Sidewalk should be constructed to provide pedestrian walking area	N/A	N/A No ped Crossing	
WAGNER ST	OCEAN AVE	TERMINUS	N/A	Low, few objects need to be delineated	High, Edge lines and centerlines should be pursued	N/A	N/A	N/A, not a through street	N/A	Med, Not a through street, but sidewalks can be provided	N/A	N/A No ped Crossing	
EAST STAUNDERWOOD	TERMINUS	TRINITY ST	N/A	N/A, existing objects are delineated	High, Edge lines and centerlines should be pursued	N/A	N/A	N/A, not a through street	N/A	Med, Not a through street, but sidewalks can be provided	N/A	N/A No ped Crossing	
HECTOR ST	UNDERWOOD DR	EDWARDS ST	N/A	N/A, existing objects are delineated	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, sidewalks can be provided	N/A	N/A No ped Crossing	
EWING ST	TERMINUS	EDWARDS ST	N/A	Med, few objects need to be delineated	High, Edge lines and centerlines should be pursued	N/A	N/A	N/A	N/A	Low, no sidewalk, but not a connecting roadway	N/A	N/A No ped Crossing	Trees need to be trimmed, blocking signs
LIGHTHOUSE RD	BAY ST	EDWARDS ST	N/A	N/A	High, Edge lines and centerlines should be pursued. Centerline is Bolt-dots, should be replaced with thermoplastic	N/A	N/A	Med, Bike route to the beach should be evaluated	Low, if bike lane is installed through this street, a separated bike lane would be better	High, Sidewalk should be constructed to provide pedestrian walking area. Pedestrian access to beach	N/A, No ped Crossing	N/A No ped Crossing	
VAN WYCKE ST	LIGHTHOUSE RD	Terminus (not connect to Lighthouse Rd)	N/A	N/A	High, Edge lines and centerlines should be pursued. Centerline is Bolt-dots, should be replaced with thermoplastic	N/A	N/A	N/A	N/A	High, no sidewalks, installing sidewalk between Galindo St to Lighthouse Rd will create a way to the beach	N/A, No ped Crossing	N/A No ped Crossing	Van Wycke Street does not connect to Edwards St.
GALINDO ST	VAN WYCKE ST	EDWARDS ST	Low, downhill speed may be an issue, but dynamic speed sign may not be required	N/A	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, sidewalk exists on northbound direction. Can be installed on the southbound direction	Med, Crosswalk should be evaluated based on need	N/A No ped Crossing	
EDWARDS ST	LIGHTHOUSE RD	TRINITY ST	High, relatively straight section of roadway may have speeding issue (not candidate for dynamic speed sign)	N/A	High, Edge line between Trinity to Hektor is not continuous. Bolt-dot centerline should be replaced with thermoplastic. Double yellow (no passing) may be considered	N/A	N/A	High, Bike Lane should be considered along this corridor including green surface markings	Med, potentially, would need to evaluate bike volume	High, Sidewalk is available at few locations. There are evidence of pedestrian activity along unimproved sections of the road. Sidewalk would create pedestrian connection between business district to the Hektor	Funded in HSIP Cycle 10, 2 locations	Funded in HSIP Cycle 10, 2 locations	
EDWARDS ST	TRINITY ST	OCEAN AVE	N/A	N/A	High, Edge lines and centerlines should be pursued	N/A	N/A	Low, Bike volumes needs to be evaluated	N/A	Med, Sidewalks would provide connection between residential areas to Edward St	N/A	N/A	



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## **DISCUSSION AGENDA ITEM 3**

### **SUPPORTING DOCUMENTATION ATTACHED**

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3. Update/Discussion regarding Public Outreach and Awareness Options for City Leash Laws and various Announcements.



## **DISCUSSION AGENDA ITEM 4**

### **SUPPORTING DOCUMENTATION ATTACHED**

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4. Discussion/Decision regarding Updating Designated Paid Holiday List in Section 7 of the Employee Policy and Procedure Manual.

AGENDA ITEM:        Proposed Holiday for the Friday after  
Thanksgiving

Date: October 10, 2023

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ANALYSIS:

It is suggested that we add the Friday after Thanksgiving as a holiday for the City of Trinidad, and close City offices. Last year we gave our employees the day off, but we would like to memorialize it this year as a holiday day-off for the City. This will give our employees 10 holidays plus 3 Personal Leave days that can be used for holidays unobserved by the City including religious holidays throughout the year. All other cities in Humboldt County (Arcata, Blue Lake, Eureka, Ferndale, Fortuna, and Rio Dell) as well as the McKinleyville CSD observe the day after Thanksgiving as a holiday. If the Council chooses to make this day a holiday day-off, action today will give employees and residents sufficient time to plan for the Thanksgiving weekend.

ACTION:

Add the Friday after Thanksgiving as a holiday for the City of Trinidad.

(Or) No action.