

Eureka-Arcata Route 101 Corridor

Non-Motorized Traffic

What Caltrans is doing to improve non-motorized traffic as part of this project

- *Eliminating left-turns results in fewer potential conflicts for cyclists at intersections*
- *Installing a profiled rumble strip on the white stripe*
- *Supporting the development of a multi-use trail in the corridor separate from Route 101*
- *Removing pedestrian prohibitions*
- *Grade separated crossing at Indianola Cutoff with interchange alternatives protects all modes of transportation*
- *Extending acceleration and deceleration lanes will provide more space to make lane changes and buffer shoulder users*

Other ideas under consideration to improve non-motorized traffic as part of this project

- *Widen outside shoulder from 8' to 10' by reducing traffic lane and inside shoulder width*
- *Maintaining a speed limit of 55 MPH on the Route 101 Corridor*
- *Evaluating pedestrian and bicycle undercrossing or overcrossing*
- *Striping treatments to guide cyclists through intersections*

