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Ms. May, Mr. Willor, Mr. Roberston and Ms. Flint:

As stakeholders in the Eureka Broadway Multimodal Corridor Plan, we appreciate the public and stakeholder outreach you have conducted to date for this Plan. The purpose of this letter is to provide additional clarity regarding our priorities for the corridor and to recommend a course of action for the project.

All available data show that there is a safety crisis for pedestrians and bicyclists in the Broadway corridor. Addressing this crisis is our top priority. We urge you to take quick action to improve conditions for pedestrians and bicyclists within the existing Broadway right-of-way, and to utilize all available funding sources to do so. The situation is too grave to wait for other possible long-term changes to the corridor to materialize.

Addressing the crisis means: (a) Dramatically improving pedestrian and bicyclist facilities, particularly opportunities for safe crossings of Broadway; (b) Encouraging more people to use non-vehicular transportation in the corridor (safety in numbers) by improving transit performance and improving access to and from the corridor for active transportation. Therefore, we recommend changes including but not limited to the following:

1. Prioritize pedestrians and bicyclists at existing intersections.
 - a. Increase the length of time available for crossing streets.
 - b. Provide a leading pedestrian & bike signal interval for increased safety.
 - c. Provide pedestrian refuges.



- d. Improve signage, lighting, and visibility of crosswalks.
2. Add additional safe crossing opportunities for pedestrians between intersections.
 - a. Crossings should be provided at locations where mid-block street crossings are already common, and at bus stops.
 - b. Pursuant to guidelines from the National Association of City Transportation Officials,¹ crossings should be provided approximately every 200 feet, or closely spaced enough that it takes no more than 3 minutes for a pedestrian to walk to a crossing and cross the street from any particular point on the sidewalk.
 - c. All crossings should be at grade, as overpasses and underpasses are often ineffective and unsafe.
 - d. Given the heavy traffic, crossings should include pedestrian-initiated signals which trigger a full stop (red light) of traffic in both directions, or at a minimum a pedestrian hybrid beacon.
3. Improve pedestrian and bicycle networks connecting the Broadway corridor to the Waterfront Trail to the west, and to residential and commercial areas to the east.
 - a. Widen sidewalks.
 - b. Add bike lanes.
 - c. Prioritize improvements in corridors which connect to the highest quality pedestrian and bicycle crossings of Broadway.
4. Where there is adequate right-of-way, add dedicated transit lanes to Broadway.
 - a. In order to free available right-of-way for dedicated transit lanes, where applicable remove parking lanes and replace two-way left-turn lanes with pedestrian refuges.
 - b. Implement a transit signal priority system to allow buses more predictable and rapid movement through the corridor.

Sincerely,

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¹ National Association of City Transportation Officials. Urban Street Design Guide. See <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/>.