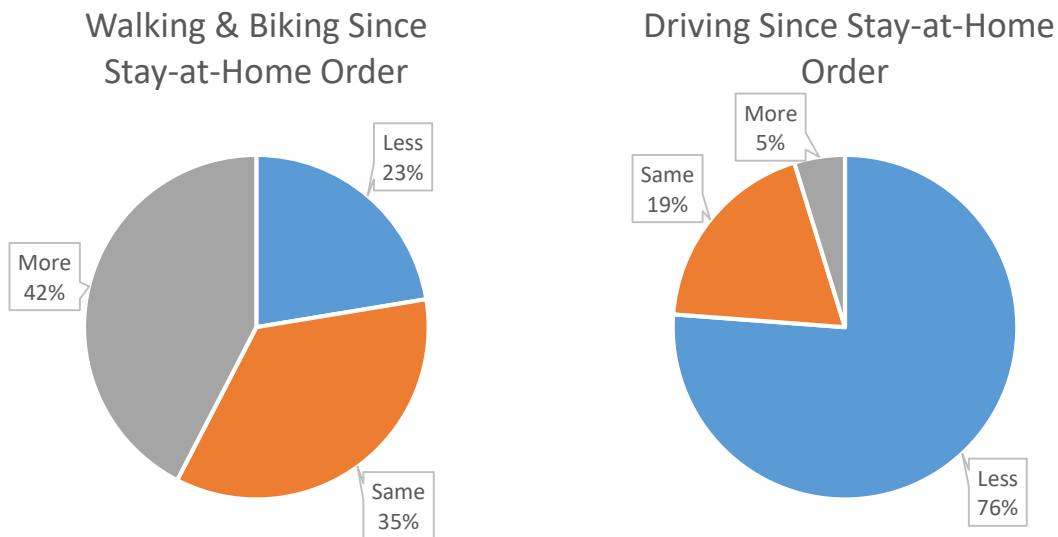


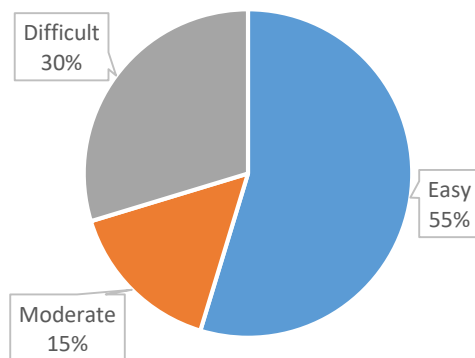
## COVID-19 Street Response Survey: Eureka Results

64 survey respondents were Eureka residents. In Eureka, 77% of respondents reported walking and/or biking the same amount or more since the stay-at-home order was issued in March, while 95% of respondents reported driving the same or less. This represents a significant and fundamental shift in the way local residents are using the streets.



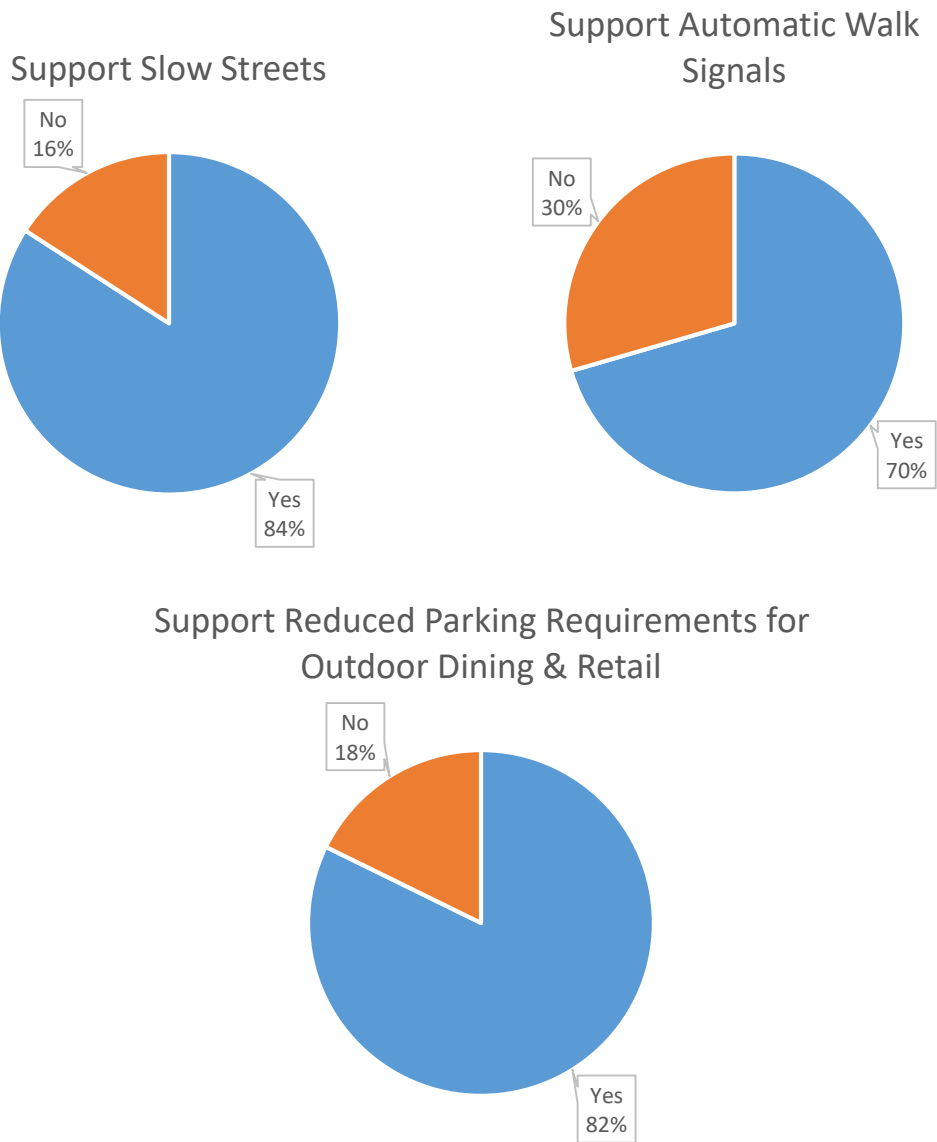
45% of respondents reported that it was moderately difficult to difficult to maintain a safe social distance from others while walking, biking or otherwise using the streets. While the majority of respondents reported little to no difficulty social distancing, these results demonstrate that a significant portion of the city’s population is having trouble complying with this public health mandate.

### How Hard to Social Distance on the Street?





Large majorities of Eureka respondents supported the implementation of Slow Streets, automatic walk signals for pedestrians, and reduced parking requirements for businesses as responses to the pandemic. Given the urgent need for ongoing public health measures in response to the pandemic, as well as the broad public support demonstrated here, we suggest that the city begin to implement each of these measures as soon as possible. Several respondents noted, and we strongly agree, that when implementing these measures it is critical to ensure convenient access for people with various mobility limitations.





Many respondents suggested specific candidates for Slow Street locations. We encourage city officials to investigate and consider implementing Slow Streets at each of the locations suggested by local residents:

- 1<sup>st</sup> Street: Old Town
- 2<sup>nd</sup> Street: Old Town
- 3<sup>rd</sup> Street: Old Town
- 6<sup>th</sup> Street: Unspecified
- 7<sup>th</sup> Street: Near N St
- 9<sup>th</sup> Street: J St to P St
- 12<sup>th</sup> Street: E St to J St
- 14<sup>th</sup> Street: Unspecified
- A Street: Washington St to Grant St
- C Street: Harris St to 8<sup>th</sup> St
- F Street: Old Town, between Harris St and Henderson St, or Henderson St to 8<sup>th</sup> St
- G Street: 14<sup>th</sup> St to Wabash St, from 14<sup>th</sup> St to Buhne St, or the entire length
- H Street: Unspecified, near 14<sup>th</sup> St
- I Street: Harris St to 5<sup>th</sup> St
- J Street: 9<sup>th</sup> St to 12<sup>th</sup> St
- K Street: Harris St to High School
- N Street: Harris St to Hodgeson St, or 7<sup>th</sup> St to 14<sup>th</sup> St
- O Street: Harris St to Gates St
- California Street: 20-30 Park area
- Clark Street: Broadway to E St
- Everding Street: Entire length
- Gates Street: Unspecified
- Groto Street: Entire length
- Myrtle Avenue: Unspecified
- Russ Street: Entire length
- Wabash Street: Unspecified
- Walnut Drive: Holly St to Hemlock St
- West Street: Unspecified
- Henderson Center area: Unspecified
- Armory area: Unspecified
- Sequoia Park area: Unspecified
- Jefferson Center: Both sides

Respondents also identified numerous areas where they always or sometimes have trouble maintaining adequate social distance from others due to inadequate bike or pedestrian infrastructure.



We encourage city officials to review these areas and consider measures to alleviate the problems, including temporary sidewalk or bike lane extensions and Slow Streets. Problems reported on recreational trails, parks, etc. indicate a need for more safe and comfortable walking and biking environments closer to people's homes.

- 3<sup>rd</sup> Street: East of Library
- 14<sup>th</sup> Street
- H Street
- I Street (especially near Carson Park)
- Broadway
- Buhne Street: Carson Park to S St
- Chester/Dolbeer/Hemlock/W Street loop
- Armory area
- Henderson Center
- Hikshari Trail
- Old Town
- North of Wabash St
- Sequoia Park area
- Waterfront Trail

Respondents also included some additional location-specific comments which city officials should consider, including the following (reproduced exactly as entered on the survey):

- We need speed bumps on G Street between Wabash and 14th Street in Eureka as people drive crazy speeds on this street.
- We can use a pedestrian corridor between The Hikshari trail South to King Salmon. Is there a way to get SWAP or a group of volunteers to clear out the existing pathway to make that connection?
- Campton Road in Cutten has almost no traffic control and most people drive 35+ mph in a 25 mph zone. Very dangerous for people walking and/or biking.
- California St, between 7th and 14th needs at least one more stop sign. This street is a raceway, many people including all first responders, use this stretch as it's a fast pass through. It's dangerous for those of us that actually live here. Same with A, B, And C in this area. Many people speeding. Thanks.
- Crosswalks at T and N streets identified above would help improve safety for the high volume of walking kids from the high volume of schools in the area and would help improve the area for dog walkers. Hodgeson Hill is not safe for people with disabilities though.
- I'm very worried about the safety of fellow neighbors pushing strollers, biking, walking, etc. in the bike lane on Walnut. I worry every day about someone who isn't driving getting killed on that road. It can be prevented with a path a short distance from the road. I believe the wooded area I'm thinking most appropriate for the path would be Green Diamond property and/or public land at the trail head on Northridge. Please consider a safer route.



- 7th street needs a couple of stop signs in the area between J and P so people and vehicles can cross safely.
- In 2011 the state put a law in. New intersection lights must have the audio system, to assist on crossing. A new light was installed in November 2015 with out the audio system. Harrison and Buhne street Eureka. I can't see the light indicating when to cross. I brought the subject up to the city. They don't care!!!
- A bike lane running East to West between the Wabash and Henderson bike lanes would be useful.