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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 continued public and stakeholder outreach you have conducted to date for this Plan. The purpose of this letter is to provide additional feedback on the eight project alternatives presented at stakeholder meetings on July 16, 2020.

As we made clear in our letter dated March 24, 2020, rapidly and effectively addressing the bicycle and pedestrian safety crisis on Broadway is our top priority. To that end, Alternative 1—improving the existing Broadway right-of-way—is our preferred alternative. We support the improvements presented at the stakeholder meetings for this alternative, with the following modifications:

1. Add the bicycle and pedestrian crossing and connectivity improvements identified in our March 24 letter.
2. Implement a transit-priority signal system throughout the corridor. In fact, a transit-priority system should be a component of whichever design is eventually pursued.

We also believe that Alternatives 3A ("Koster couplet") and 3B ("Double couplet") could result in significant long-term safety and access improvements if well designed. However, we have the following significant reservations:

- We are concerned that the design concepts currently proposed could result in increased vehicular speeds in some areas, and therefore decreased safety for people crossing when not in a vehicle, if additional traffic calming measures are not taken.

- We are concerned about bicycle-motor vehicle conflicts at some intersections with current design concepts, particularly where bicycle facilities would be required to cross motor vehicle lanes.
- We would like to see transit-only lanes in the southern sections of Broadway, where there appears to be adequate right-of-way. Transit-only lanes could replace parking lanes or turn lanes or could be created through redesign of landscaped areas, depending on the location.
- We could only support these alternatives if they included full remediation of contamination on the Balloon Track and substantial enhancement of coastal wetlands. Remediation and wetland mitigation would need to be complete before the project could be constructed, and it is our considered opinion that these activities would likely take many years if not decades to complete. Therefore, even if these alternatives are pursued, we strongly support improvements to the existing Broadway corridor in the interim.

We support the proposed elimination of Alternatives 2, 4A, 4B and 5B from further consideration. The environmental impacts of alternatives involving Waterfront Drive extension are unacceptably high. Additionally, by retaining 3 or 4 lanes on Broadway while adding Koster Street's 2 lanes to the highway system, Alternatives 4A, 4B, 5A and 5B would all increase vehicular capacity. The likely result would be a short-term increase in speeds and a long-term increase in traffic as a result of induced demand. Increased speeds are incompatible with bicycle and pedestrian safety, and increased driving runs counter to the urgent need to reduce vehicle miles traveled as part of the local, state and global effort to address the climate crisis. Therefore, we recommend the elimination of Alternative 5A from further consideration as well.

Finally, we ask that you overlay local sea level rise projections onto maps of the proposed alternatives when presenting them to stakeholders or members of the public in the future. We feel strongly that project proponents and the public should be fully aware of the risks of infrastructure inundation when forming opinions about the alternatives.

Thank you for considering our comments.

Sincerely,

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