



November 3, 2020

Brad Mettam, Deputy Director
Caltrans District 1
1656 Union Street
Eureka, CA 95501

Jesse Willor, City Engineer
City of Eureka
531 K Street
Eureka, CA 95501

via email: brad.mettam@dot.ca.gov; jwillor@ci.eureka.ca.gov

RE: Broadway Near-Term Safety Improvements

Mr. Mettam and Mr. Willor:

As local community organizations, advocates, and stakeholders in the Eureka Broadway Multimodal Corridor Plan, we strongly support the implementation of near-term safety improvements for people walking, biking and rolling on Broadway. All available data show that there is a safety crisis for pedestrians and bicyclists in Eureka's Broadway corridor. Just since the Multimodal Corridor Planning process began, at least 4 people have been killed while walking or biking on Broadway. Addressing this crisis quickly and effectively is and has always been our top priority for the corridor. Our concerns include both general transportation along and across the corridor, as well as access across the corridor to the coast and the Waterfront Trail.

We appreciate and strongly support the proposed near-term improvements, including mid-block pedestrian crossings at several critical locations along the Broadway corridor. Given the severity of the crisis, we also urge Caltrans and the City in the strongest possible terms to add the following improvements to their near-term plans:

1. Make safety improvements to existing signalized intersections, including the following:
 - a. Leading pedestrian intervals or exclusive pedestrian phases;
 - b. Bulbouts on all corners to minimize pedestrian crossing distances, increase pedestrian visibility, and reduce vehicular turning speeds;
 - c. Pedestrian refuges;
 - d. Where there are bike lanes, bicycle signals with leading intervals;
 - e. Where there are bike lanes, vehicular stopping lines behind bicycle stopping lines to increase bicycle visibility;
 - f. Reform vehicular turning movements to reduce vehicle-pedestrian and vehicle-bicyclist conflicts.

2. Use quick-build techniques to construct buffered bike lanes in the middle segment of the corridor.
3. Use quick-build techniques to construct bike lanes protected by flexible posts or bollards in the northern segment of the corridor.
4. Use full Pedestrian Hybrid Beacons which completely stop traffic when triggered at the new mid-block pedestrian crossings. We do not believe it will be safe or effective to rely on drivers to use their discretion to yield to pedestrians on a street with the operating speeds and traffic volumes of Broadway.

The situation on Broadway is too grave to wait for long-term changes to the corridor. We need urgent safety interventions such as the proposed project to immediately improve conditions.

Thank you for considering our comments.

Sincerely,

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