

Appendices to

Dangerous

Downtown Streets:

*Safety Problems and Solutions for Eureka's
4th & 5th Street Corridor (US-101)*

Table of Contents

Appendix A: Walk Audit Report: Eureka's 4 th & 5 th Street Corridor (US-101).....	1
Appendix B: Bike Audit Report: Eureka's 4 th & 5 th Street Corridor (US-101).....	33
Appendix C: Point-of-view videos from pedestrians and bicyclists using the 4 th & 5 th Street corridor.....	63

Appendix A: Walk Audit Report: Eureka's 4th & 5th Street Corridor (US-101)

Also available at:

<https://transportationpriorities.org/wp-content/uploads/2024/10/Walk-Audit-Report-4th-5th-St-2024.pdf>

Walk Audit Report

Eureka's 4th & 5th Street Corridor (US-101)



October 2024



Executive Summary

This report reflects the findings from two walk audits held in October 2024. The walk audits were held in the busy 4th and 5th Street/US-101 corridor in Eureka, California. The first walk audit was in the western part of the corridor from Broadway to D Street. The second walk audit was conducted in the eastern part of the corridor from O Street to V Street. Both followed loops of about 1 mile. A total of about 36 people participated in the two walk audits, including local and state agency representatives and members of the public.

Walk audit participants generally found the pedestrian experience in the corridor to be unsafe, unpleasant, and stressful, with many concerns about accessibility for pedestrians with disabilities. Particular concerns about safety and accessibility included crossing 4th and 5th Streets at unsignalized intersections, crossing side streets and driveways at unsignalized intersections, various sidewalk and curb ramp accessibility hazards, high noise levels, and lack of adequate lighting. Participants also noted an often hostile pedestrian land use environment.

Walk audit participants also identified several specific locations in particular need of safety improvements. Most notable were the crossings of 5th Street at Broadway and of 4th and 5th Streets at O Street, although several other problem locations were identified.

This report summarizes the input from walk audit participants and provides some potential solutions to address some of the pedestrian safety, accessibility, and comfort issues identified.

Acknowledgements

This report was prepared by Colin Fiske at the Coalition for Responsible Transportation Priorities. Assistance and review was provided by Kelsey Martin at CRTP, Beth Burks and Oona Smith at the Humboldt County Association of Governments, Jerome Qiriazzi and Katie Collender at the Humboldt Transit Authority, and Anisa Escobedo, Juliannah Harris, and Eddie Morgan at Tri-County Independent Living.

Table of Contents

Executive Summary.....	3
Acknowledgements.....	3
Introduction	5
General Findings	7
Crossing 4 th & 5 th Streets at Unsignalized Intersections.....	8
Crossing Side Streets & Driveways at Unsignalized Intersections.....	10
Sidewalk & Curb Ramp Accessibility Hazards	12
Sidewalk Widths & Obstructions.....	16
Noise	19
General Environment & Land Use.....	19
Lighting.....	21
Specific Locations.....	22
5 th Street from Broadway to A Street.....	22
5 th & D Bus Stop & Surrounding Area	22
5 th & O and 4 th & O Bus Stops & Surrounding Area.....	23
5 th & V Bus Stop & Surrounding Area.....	24
R Street/SR-255 Intersections	25
Appendix: Participants' Written Responses to Walk Audit Prompts.....	27

Introduction

September 30 through October 6, 2024, marked the second national Week Without Driving.¹ The Coalition for Responsible Transportation Priorities (CRTP), Humboldt County Association of Governments (HCAOG), Humboldt Transit Authority (HTA), and Tri-County Independent Living (TCIL) sponsored the 2024 Week Without Driving in Humboldt County.²

As part of Humboldt County's participation in the 2024 Week Without Driving, CRTP, HCAOG, HTA and TCIL organized two walk audits in Eureka's 4th and 5th Street corridor, a state highway designated as US-101 and utilizing a one-way couplet of surface streets. 4th and 5th Streets are each three-lane, one-way streets, with two additional parking lanes along much but not all of their length. They carry high volumes of light-duty, medium-duty and heavy-duty vehicle traffic, and are also among the busiest pedestrian, bicycle and transit facilities in the region.

Many major destinations are directly adjacent to 4th and 5th Streets or primarily accessed via the corridor, including the Humboldt County courthouse, jail and many other county offices; Eureka City Hall; the Humboldt County Library; offices of regional agencies, non-profits and social service providers including the Humboldt County Association of Governments, the Humboldt Transit Authority, and Tri-County Independent Living; and many businesses, including major trip generators such as the North Coast Co-op, Target, and numerous hotels and retail shops. Collectively, these destinations represent the highest concentration of both services and employment in the region. There are also a significant number of housing units in the immediate vicinity of the corridor.

The walk audits were led by CRTP. The first walk audit was conducted from 12 to 1 pm on Wednesday, October 2, 2024, in the western part of the corridor from Broadway to D Street. The audit followed a loop of about 1 mile starting and ending at 5th & D Streets. This walk audit was co-led by TCIL, and about 24 people participated, including members of the public and representatives of various local and state agencies.

The second walk audit was conducted from 5 to 6 pm on Saturday, October 5, 2024, in the eastern part of the corridor from O Street to V Street. The audit followed a loop of about 1 mile starting and ending at 5th and O Streets. About 12 people participated in this walk audit, again including both members of the public and agency representatives.

This report summarizes the findings of both walk audits. The findings are derived from a combination of oral comments and observations made during the audits, both by walk audit participants and leaders, as well as written comments made by participants in response to prompts provided. The written prompts and a complete list of written responses from participants can be found in the Appendix.

Reports on Street Story³ for the walk audit areas were also reviewed during the preparation of this report, and were found to follow similar themes as those identified here. More detail on Street Story reports in the corridor can be found in CRTP's Spring 2024 report, "What Are Street Story Reports Telling Us in Humboldt County? An Analysis of Almost 5 Years of Data."⁴

¹ <https://weekwithoutdriving.org/>

² <https://transportationpriorities.org/weekwithoutdriving/>

³ https://streetstory.berkeley.edu/reports.php?juris_type=county&juris_name=HUMBOLDT

⁴ <https://transportationpriorities.org/wp-content/uploads/2024/05/Street-Story-Data-Analysis-Final.pdf>

Where applicable, we suggest in this report some potential measures that Caltrans and/or the City of Eureka could take to address the concerns raised by walk audit participants.

It is important to note that both the concerns and the potential solutions included in this report are focused on the pedestrian experience. Other modes of transportation, including biking and transit, are addressed only incidentally. Careful thought should be given to these other modes when considering implementation of the solutions suggested in this report, and coordination with the Humboldt Transit Authority and other stakeholders is critical. Additionally, accessibility experts should be consulted when designing any new feature in the public realm.

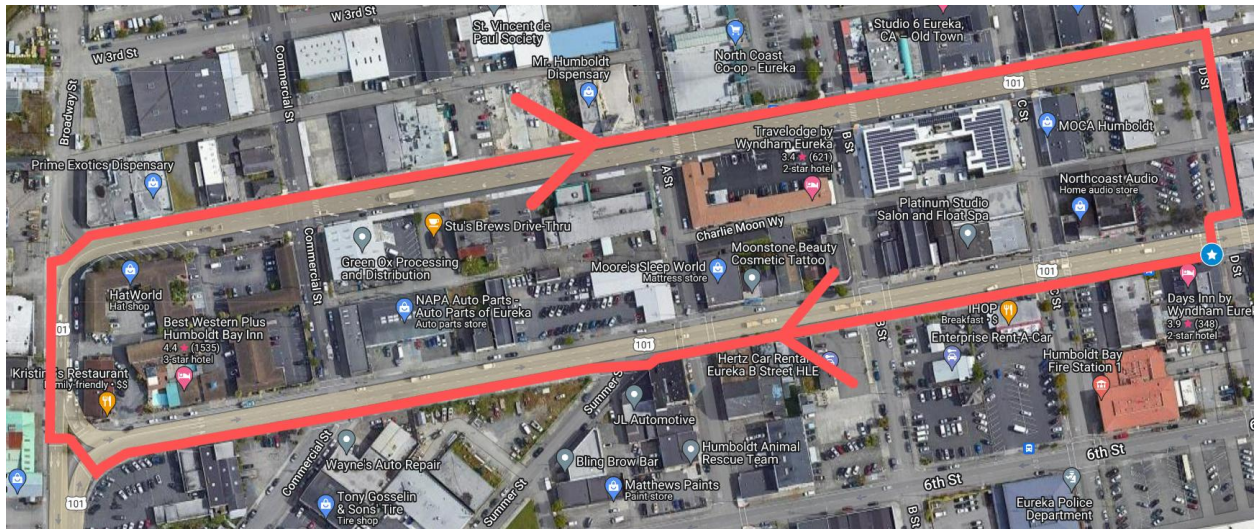


Figure 1: The route of the October 2, 2024 walk audit, starting and ending at 5th & D Streets in Eureka



Figure 2: Some of the participants in the October 2, 2024 walk audit.

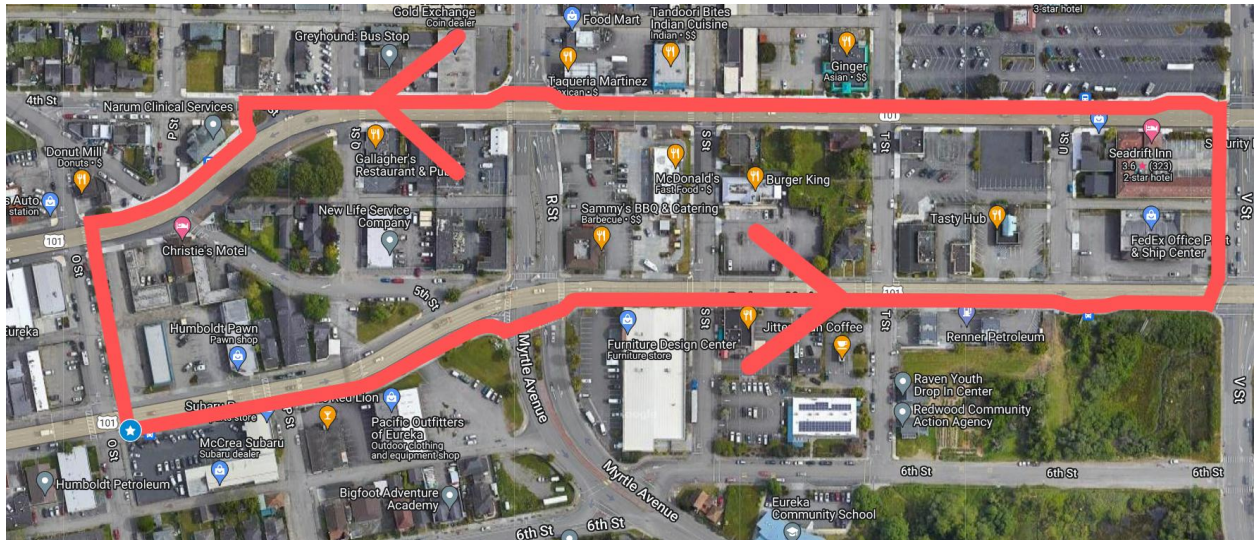


Figure 3: The route of the October 5, 2024 walk audit, starting and ending at 5th & O Streets in Eureka



Figure 4: Some of the participants in the October 5, 2024 walk audit.

General Findings

Participants in the walk audits generally reported that the experience of walking in the 4th and 5th Street/US-101 corridor was unpleasant, anxiety-arousing, and/or felt unsafe. When prompted to consider what the experience might be like for other people, participants without disabilities often mentioned that they thought it would be particularly unpleasant and dangerous for pedestrians with disabilities. Several participants commented that they would not feel safe walking in the area with kids.

While the walk audit routes did not cover every block in the corridor, a number of themes emerged from both walk audits which we expect to apply generally throughout the corridor. This section discusses those themes and provides some illustrative examples.

Crossing 4th & 5th Streets at Unsignalized Intersections

Most intersections in the corridor are unsignalized. Many participants noted that crossing 4th or 5th Street at an unsignalized intersection was scary and felt unsafe. The walk audit groups noted that a common experience when trying to cross at an unsignalized intersection is for one driver in the nearest lane to yield, while drivers in one or both of the other lanes continue at a high rate of speed (or for drivers behind the yielding vehicle to swerve into another lane), creating a high-risk safety hazard for pedestrians.

POTENTIAL SOLUTIONS

To mitigate the problem in the near term, employ proven traffic calming measures to lower vehicle speeds and add signage or pavement markings to highlight the presence of pedestrians, which may increase driver yielding behavior. One participant noted that bulb-outs are particularly helpful, as they can lower vehicle speeds and increase pedestrian visibility. To adequately address the problem in the long term, employ more significant measures, such as removing a lane of traffic and installing signals or pedestrian hybrid beacons.

Many participants noted that numerous drivers parked too close to crosswalks, which limited the ability of drivers to see pedestrians at the curb as well as the ability of pedestrians to see approaching vehicles. This problem was worsened by another major problem noted by walk audit participants, the lack of downstream⁵ crosswalk markings at many intersections. A pedestrian at the marked (upstream) crosswalk, while potentially more visible to turning drivers approaching from a side street, is less visible to drivers on 4th or 5th Street, especially when vehicles are parked too close to the intersection.

⁵ On a one-way street, an “upstream” crosswalk is on the side of an intersection reached first by oncoming traffic, while a “downstream” crosswalk is on the side of an intersection reached second—i.e., the far side of the intersection from the perspective of approaching drivers.



Figure 5: Despite being parked behind the red curb, a pick-up truck blocks pedestrian visibility on 5th Street

POTENTIAL SOLUTION

Paint red curb to prevent parking for at least 20 feet, and perhaps more, on the “upstream” side of all intersections, thus “daylighting” the crosswalks. Additional pavement markings can be used to emphasize the no-parking zone.

The lack of crosswalk markings also means that drivers may not expect pedestrians to use these (still legal) crossing locations. The situation requires pedestrians to either use the unmarked crosswalk or potentially cross three legs of an intersection rather than one, increasing exposure to vehicles and therefore crash risk.



Figure 6: A typical unsignalized intersection on 4th Street, lacking downstream crosswalk markings.

POTENTIAL SOLUTION

Add high-visibility (e.g., ladder-style) crosswalks to all intersection legs.

Crossing Side Streets & Driveways at Unsignalized Intersections

Walk audit participants reported feeling unsafe crossing side-streets and driveways at unsignalized intersections along 4th and 5th Streets. They reported being concerned about drivers on 4th and 5th Streets making fast turns onto side streets or into parking lots without looking for or yielding to pedestrians.

POTENTIAL SOLUTION

Add additional bulbouts or other features to reduce turning radius and therefore turning speeds.

Participants noted that many side street crosswalks are entirely unmarked. Even when markings are present, many drivers were observed to pull into the crosswalk before stopping to assess oncoming traffic, potentially due to poor visibility (see comments above on parking near intersections).



Figure 7: Missing crosswalk markings on T Street at the intersection with 4th Street.

POTENTIAL SOLUTION

Add high-visibility (e.g., ladder-style) crosswalks to all intersection legs.

Participants noted that there were many driveways on some blocks, and some of the driveways were very wide, increasing pedestrian exposure to turning vehicles and decreasing safety.



Figure 8: A very long driveway/curb cut at a gas station at 4th Street and R Street/SR-255.

POTENTIAL SOLUTIONS

Remove redundant driveways. Reduce the width of remaining driveways, and reduce the turning radius to reduce turning speeds.

Sidewalk & Curb Ramp Accessibility Hazards

Participants noted many locations with cracked or uneven sidewalks, truncated dome panels which were coming loose at the edges, empty tree wells, and open drainage grates. Participants identified all these features as potential tripping hazards and potential obstacles for users of wheelchairs, canes, and other mobility devices.



Figure 9: A drainage grate on Broadway identified as a hazard for cane users.



Figure 10: A hole in a sidewalk requiring maintenance.

POTENTIAL SOLUTIONS
Ensure regular sidewalk maintenance, and plant street trees that improve the environment without obstructing pedestrian traffic or causing sidewalk cracking or buckling. Ensure drainage grates do not include wide enough holes for canes or small wheels to get stuck.

Walk audit participants noted many locations where curb ramps pointed diagonally into the middle of an intersection, rather than directly into the crosswalk, which could create a hazard for blind or low-vision pedestrians attempting to follow the ramp direction.



Figure 11: A curb ramp at 5th Street and Summer Street leads into 5th Street instead of into the crosswalk.

POTENTIAL SOLUTIONS
Angle curb ramps directly into marked and unmarked crosswalks.

In many locations in the corridor, rather than curb ramps, there is a “blended curb.” Walk audit participants with expertise in accessible design reported mixed reactions to this design. One liked the design for wheelchair accessibility, while another was concerned about the lack of tactile direction for blind or low-vision pedestrians which is provided by a properly oriented curb ramp.



Figure 12: An example of a "blended curb" at 5th Street and Summer Street.

Other potential accessibility hazards noted by participants include a steep sidewalk drop-off with no protective barrier on 5th Street near V Street.



Figure 13: A collapsing sidewalk edge on 5th St near V St on the edge of a steep hillside

POTENTIAL SOLUTIONS

Provide a curb or other barrier at the edge of sidewalk as appropriate.

Sidewalk Widths & Obstructions

Walk audit participants noted that sidewalk widths vary significantly throughout the corridor. Participants appreciated the wide sidewalks found in most of the western part of the corridor (e.g., from Broadway to D Street), as well as at the 4th & U Street bus stop and west of T Street on 4th Street.



Figure 14: A typical wide sidewalk in the western part of the corridor.

However, in some of the eastern part of the corridor (e.g., on 5th Street around V Street), sidewalks are uncomfortably narrow.



Figure 15: A narrow and obstructed sidewalk in the eastern part of the corridor.

Even where sidewalks are wide, there are frequent obstructions which limit the usable width. Where sidewalks are already narrower, which is more common in the eastern part of the corridor, obstructions often limited accessibility or created uncomfortable conditions for passing or walking next to other pedestrians. Noted obstructions included overgrown vegetation, sign and utility poles, and temporary advertising signs.



Figure 16: Sidewalk obstructions on Broadway at 4th Street.



Figure 17: A utility pole and overgrown vegetation partially obstruct a sidewalk on 5th Street.

POTENTIAL SOLUTIONS
<p>Ensure that vegetation is managed to remove sidewalk obstructions and protrusions, and enforce temporary sign regulations. Over time, move permanent signs and utility infrastructure out of the pedestrian right-of-way. Where feasible, widen sidewalks to comfortable widths for high pedestrian volumes (e.g., 12 feet).</p>

Noise

One of the most common complaints of walk audit participants was the high volume of noise from fast-moving traffic. Participants reported that this made walking in the corridor stressful and unpleasant, causing them to avoid it when possible. Participants with vision disabilities also reported that the high noise levels often make it impossible to use audible cues to determine when it is safe to cross the street—either 4th or 5th Street or any side street away from a signalized intersection.

POTENTIAL SOLUTIONS
<p>Employ traffic calming measures to significantly reduce vehicle speeds, and therefore vehicle noise. Provide pedestrian hybrid beacons or full signalization at key intersections, such as near the Tri-County Independent Living office, to ensure safe and accessible crossings.</p>

General Environment & Land Use

Walk audit participants commented that the corridor’s land uses and development patterns sometimes create a hostile pedestrian environment. Participants noted vacant lots and barbed wire fences. In the eastern part of the corridor, participants noted drive-through businesses, and businesses facing away from the sidewalk or behind large parking lots.



Figure 18: Vacant lots on 4th Street near Broadway.



Figure 19: A pedestrian-unfriendly frontage on 5th Street in the eastern part of the corridor.

POTENTIAL SOLUTIONS
Amend zoning codes, land use regulations, and design guidelines to require pedestrian-oriented frontages. Prohibit new drive-through businesses. Encourage redevelopment of vacant lots with active uses.

The lack of adequate bike parking was also noted, especially at and near bus stops.

POTENTIAL SOLUTIONS
Add bike racks throughout the area. Add secure, weather-protected bike parking and bike-share stations at or near bus stops.

Lighting

Both walk audits took place during daylight hours, so participants did not experience nighttime conditions directly. However, several participants brought up lighting issues independently, noting that they would feel significantly less safe at night, and pointing out a lack of adequate lighting, especially at bus stops.

POTENTIAL SOLUTIONS
Add pedestrian-scale lighting, especially at bus stops. Use new illumination techniques to increase nighttime yielding to pedestrians in crosswalks (see https://www.iihs.org/topics/bibliography/ref/2310).

Specific Locations

Several specific locations on the walk audits generated especially strong reactions from participants.

5th Street from Broadway to A Street

The crosswalk at the corner of Broadway and 5th Street made participants feel particularly uncomfortable and unsafe. Visibility is low due to the curve in the street, and drivers tend to speed. This problem is exacerbated by the lack of marked crosswalks on 5th Street between this intersection and A Street—a nearly ¼ mile gap in a busy pedestrian area.



Figure 20: The crosswalk at 5th Street and Broadway.

POTENTIAL SOLUTIONS

Provide a pedestrian hybrid beacon to increase likelihood drivers will see and stop for pedestrians. Reduce the turning radius from Broadway onto 5th Street to lower traffic speeds.
Paint high-visibility crosswalks on all legs of all intersections on 5th Street.

5th & D Bus Stop & Surrounding Area

Participants noted the lack of seating at the 5th & D bus stop, along with a lack of space for riders to wait for the bus without blocking the sidewalk. Participants also noted a number of potential accessibility hazard and limitations.



Figure 21: The 5th & D Street bus stop, with no bench and empty tree wells identified as tripping hazards.

POTENTIAL SOLUTIONS

Provide seating at the bus shelter. Perform sidewalk maintenance as needed, and plant street trees which improve the environment without obstructing pedestrian traffic or causing sidewalk cracking or buckling. Consider providing a curb extension or boarding island to provide more space for waiting bus riders.

5th & O and 4th & O Bus Stops & Surrounding Area

Much like when crossing at 5th and Broadway, participants said they felt particularly unsafe crossings 5th and 4th Streets at O Street due to the high speed and volume of traffic. The crossing at 4th Street felt especially unsafe due to limited visibility caused by the curve in the street. These dangerous crossings are routes not only to the bus stops on 4th and 5th Streets at O Street, but also to the nearby Humboldt County Library.



Figure 22: The 4th & O Street crosswalk from half a block away.

POTENTIAL SOLUTIONS

Provide pedestrian hybrid beacons or full traffic signals at the intersections of 4th & O Streets and 5th & O Streets. Employ additional traffic calming measures to reduce the speed of traffic.

Participants noted maintenance needs at the 5th & O bus stop. They identified rubble and trash, and a hole in the sidewalk in front of the stop. They also noted the lack of a bench at the bus stop.

POTENTIAL SOLUTIONS

Provide seating at the bus shelter. Perform maintenance as needed.

5th & V Bus Stop & Surrounding Area

Participants appreciated the presence of bike racks and a bench at this bus stop, but noted that they were exceedingly dirty. Participants reported feeling generally unsafe in this area, and specifically noted that, despite high traffic volumes and speeds, the intersection of 5th & U Streets near the bus stop does not have marked crosswalks.

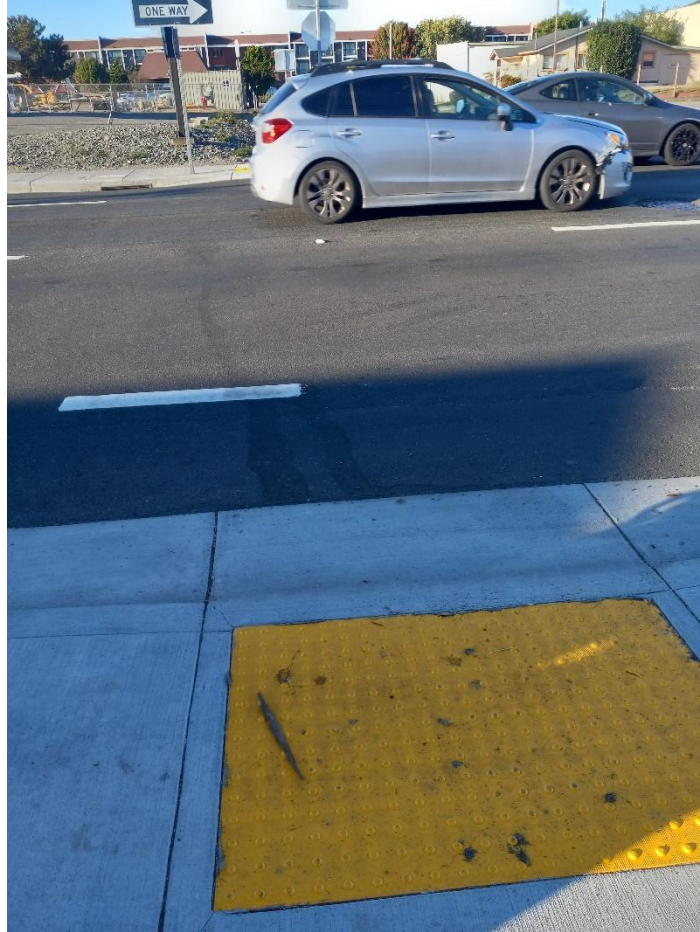


Figure 23: A curb ramp leads to an unmarked crosswalk at 5th and U Streets near the bus stop.

POTENTIAL SOLUTIONS

Provide high-visibility (e.g., ladder-style) crosswalks at all legs of the 5th & U Street intersection.
Provide additional traffic calming measures to reduce the speed of traffic.
Perform bus stop maintenance as needed.

R Street/SR-255 Intersections

Participants appreciated the presence of traffic signals with accessible pedestrian signals (APS) at the intersections of 4th and 5th Streets with R Street/SR-255. However, they noted that the signals do not provide enough time for slower-moving pedestrians to cross, especially crossing R Street at 5th Street. They also noted that the APS was not loud enough to be heard above the sound of traffic.

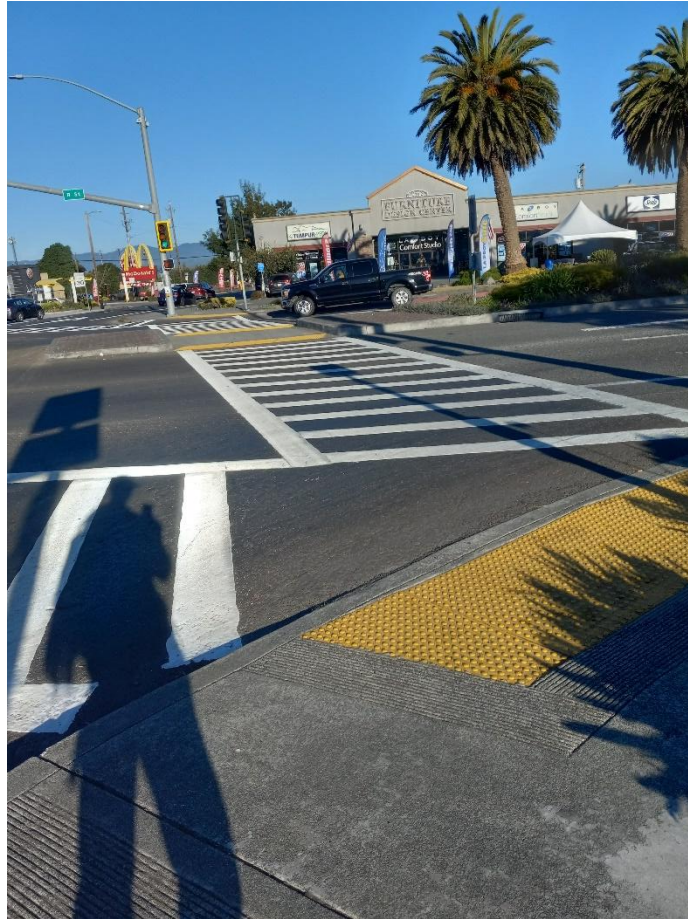


Figure 24: 5th and R Streets, featuring a very long crosswalk and a wide vehicle right-turn radius with a misaligned curb ramp.

POTENTIAL SOLUTIONS

Increase pedestrian signal timing to allow ample time for seniors and other slow-moving pedestrians to safely cross the street. Increase the volume of the APS so it can be heard above the traffic noise.

Walk audit participants were concerned about fast-moving vehicles making right turns, both from R Street/SR-255 onto 4th Street and from 5th Street onto R Street. They noted that the “pocket bike lane” on 5th Street approaching R Street is unconnected to any other bike infrastructure and therefore useless or even potentially dangerous.

POTENTIAL SOLUTIONS

Narrow right-turning radius at both intersections to slow turning speeds. Prohibit right turn on red at these intersections.

Appendix: Participants' Written Responses to Walk Audit Prompts

Broadway to D Street Walk Audit (October 2, 2024)

1. Do you have enough room to walk?

- a. In general the sidewalks are wide enough, but in some spots poles, signs and other objects make many tight points.
- b. Yes
- c. Uneven sidewalk across of Laco.
- d. Lots of portable signs on sidewalk blocking sidewalk.
- e. Hole in sidewalk across from Co-op
- f. The sidewalks feel wide enough to walk, but some of the tree wells are empty.
- g. Many points were narrow for more than 1 person.
- h. ADA ramp near shop good.
- i. Grate/Broadway. Walking/white cane.
- j. Sometimes
- k. Yes, but hard to hear
- l. On 5th St, mainly yes on new sidewalks.
- m. Limitations on plant pop-outs especially when no plant there which is trip hazard.
- n. On 4th St, sometime not enough room for 2 wheelchairs especially if business has signs or their equipment on sidewalk.

2. Is it easy to cross streets?

- a. No. Distances are too far and traffic goes too fast.
- b. No
- c. The white striped crosswalks = good visibility.
- d. Sometimes
- e. Crossing Broadway was near impossible
- f. Not at non-signal streets, especially at 5th and Broadway curve.
- g. Very scary crossing a street with no light due to heavy fast traffic. Even worse when no crosswalk is marked on the ground/street.

3. Do you feel safe here? What makes you feel safe or unsafe?

- a. Safety is lacking in favor of vehicle speeds. Many small improvements could dramatically improve comfort.
- b. Not always. Hard to cross 101. Some crossings very unsafe.
- c. Wide, even sidewalk 5th & D to B.
- d. Painted inboard at IHOP helped.
- e. 5th & A: red kerb at corner improves visibility for drivers.
- f. West 4th & Broadway missing paint on the crosswalk – very narrow as well.

- g. Empty tree wells/concrete curbs could cause trip hazard.
- h. Crosswalk over Broadway at the bend is scary! Blind curve.
- i. Not safe when vehicles parked too close to the intersection – cars have to pull out more to see which impacts ped. Safety
- j. Not really
- k. I avoid beyond C St
- l. Loud fast moving traffic is unnerving.
- m. Do not feel safe crossing streets, even when just crossing D, B or A St.
- n. Cars do not stop or look for pedestrians.

4. Is the route pleasant?

- a. No. The blighted businesses and empty lots make the area feel empty. It is also very loud and stinky from car emissions.
- b. Some yes. Very loud.
- c. Very noisy on 5th.
- d. 5th & Commercial feels like wasteland.
- e. Bayview Height: increases sound volume w/ big flat surface.
- f. Bumpouts really help. 4th & D. But: Merchant sandwich board.
- g. No, it's loud with all of the vehicular traffic. It would be nice to see more trees planted.
- h. Tripping hazards – tree wells.
- i. Yes
- j. Broadway = no
- k. This is the most unpleasant area to walk in. It is loud noisy and stinky. I would choose to walk on a different street than 4th & 5th. If you have limited mobility or vision, it is even a harder challenge.

5. Put yourself in someone else's shoes: How comfortable would you feel walking the route with a child or elderly family member? With someone who has low vision? With someone using a wheelchair? Waiting for the bus here at night?

- a. Walking routes not universally wide/open. You have to pay attention.
- b. Empty tree wells are trip hazard – put a tree in it for shade and shelter.
- c. Sensory overload on 5th – not good for non-motorized folk.
- d. Improve sidewalk maintenance (de-weed and remove debris)
- e. (Low-vision or wheelchair indicated) Very nervous especially crossing over Broadway at end of 4th/5th St.
- f. Poop was in places people might step.
- g. NO, not safe
- h. No, too unsafe
- i. In someone else's shoes, I would be very concerned traveling on 5th or 4th St.
- j. Waiting for the bus, especially at night would be an issue since there is no street light or lighting in that spot. Trees make it darker. Street light is on the other side of driveway which again, tree shades the light.

6. What else do you want us to know?

- a. I learned a lot, way more than expected. Good job!! Thank you!
- b. Debris in street hard for micro-mobile folks.
- c. Drivers don't stop for pedestrians much of the time.
- d. Drains slot at right angle to bike tires – good!
- e. 4th & Broadway: DCBA Bldg – crosswalk at slope.
- f. Where to lock up bikes?
- g. Store signs/ropes block sidewalk.
- h. Upkeep budget for yellow bump pads?
- i. The island for crossing the street at 5th/Broadway feels like a good safety feature.
- j. Broken glass, trash, loud noises, empty parking lots, dog poop, aggressive drivers.
- k. I am usually “no fear,” I used to race sled dogs, but now that I am older, it needs to be safer
- l. Cars parked too close to corners when crossing
- m. Sometimes sidewalks & marked crosswalks don't match corners
- n. Feed store slant
- o. Will the streets be maintained? Some of the new truncated dome panels are already popping up. Need to maintain tree/plant pop-outs on sidewalk. Some are empty which can be a trip hazard/travel hazard if 2 people travel on sidewalk or one wheelchair and one person walk on sidewalk.
- p. People who walk already know what to look out for. Need to bring drivers awareness up to learn about watching for pedestrians.
- q. Thank you for this opportunity.
- r. I am really concerned for the clients of Tri-County Independent Living Center since the bus stops limit them to access their office getting to appointments and other needs.

Other Input Received from Non-Participants Familiar with the Area

Generally, wheelchair accessibility is pretty good because all the curbs are blended though it'll be interesting to see what folks think.

My recollection is that crosswalks are bright and highly visible.

For blind folks, a huge challenge is the high decibel level of the traffic, which has caused me for one to never cross at any of the intersections on 4th or 5th unless I'm at a signalized intersection.

Most of the signals on 4th and 5th from E east don't have APS. A couple of the newer ones do though, seem to recall that alignment is funky in many places. Any new signals would have APS per the ADA and other guidance, so good to learn when signals will be updated.

Anyway, there's tons to look at and it's great CRTP is doing this.

If RRFBs are being considered, they would be great at all unsignalized intersections, though I'd recommend One or two well placed PHBs. Maybe B St., not recalling where the southbound bus stops near the Co-op though that intersection at both 4th and 5th should have a way for folks to cause traffic to stop.

O to V Street Walk Audit (October 5, 2024)

- **Do you have enough room to walk?**
- Rubble/poor maintenance of 5th & O St bus stop.
- Steep curb edges on business driveway entries.
- Overgrowth of bushes narrowing walk way.
- Lack of signage/indicators for crosswalks, especially considering how busy traffic is in the area.
- Signage truncates sidewalk walking space.
- Low hanging tree branches over sidewalk
- No, esp on 5th near V
- Yes, 2x2 – lovely where sidewalks are wide on T St??
- O St – hole tripping hazard in front of bus stop
- Tons of tripping hazards
- No
- Narrow, uneven, unkempt, overgrown landscaping
- Street trees not trimmed and making pavement uneven
- Debris and plants growing into sidewalk impede width
- Some of the time, lots of variation
- Not always – street trees, overgrown plants, utility
- Uneven
- **Is it easy to cross streets?**
- Lack of “downstream” crosswalks
- Drivers don’t stop/yield for pedestrians in crosswalks
- Not enough crossing time across 5th & R St
- Terrifying
- At 5th and R yes – enough time, signaled, crosswalks
- Car people not stopping for pedestrians crossing 5th
- Crossing R – the time is not long enough for people w/ mobility issues to cross
- No
- Some crosswalks not marked, cars going too fast and not yielding
- No, drivers don’t stop for pedestrians trying to cross
- 4th & O is scary because of curve in road
- R St too short time to cross distance
- Inconsistent crossing treatments
- O & 4th crossing at turn in road with sun in drivers’ eyes was scary!
- Broken glass
- **Do you feel safe here? What makes you feel safe or unsafe?**
- No. High speed traffic. Traffic fails to yield for pedestrians. Many narrow sidewalks.
- No, loud fast cars
- In day, yes. At night, I dunno. Seedy neighborhood. Very scary bus stop just before V Street – but it does have bike racks.

- No
 - Prickly plants should not be growing into sidewalk
 - Cracked sidewalk on 5th near V
 - No – 3 lanes of high speed traffic with rapid turns onto side streets across crossings
 - Semi. Not by Kinkos
-
- **Is the route pleasant?**
 - For the most part, no.
 - Ugly and boring. Walking next to weeds, parking lots, drive thrus, rocks as “landscaping”
 - No
 - Depressing – trash, burned up trashcans or ??
 - So much unnecessary pavement.
 - Noisy, stressful
 - LOUD, trash, anxiety, stressful, ugly
 - Overgrown vegetation
 - No
 - Loud, fast-moving traffic along 5th, 4th
 - Is worse at V St. Edge of town, drivers in freeway mode
 - No – high speed tire noise, speeding traffic is not nice
 - Meh. I hate O & 4th
-
- **Put yourself in someone else’s shoes: How comfortable would you feel walking the route with a child or elderly family member? With someone who has low vision? With someone using a wheelchair? Waiting for the bus here at night?**
 - Not very, many obstacles, cat calling
 - Very scary
 - NOT comfortable
 - [Low vision] Yipes
 - [Wheelchair] No way
 - Driveways are hazardous
 - Speed of cars
 - [Waiting for the bus here at night] Never!
 - Not comfortable at all!
 - Rough dirt paths across alleys
 - No bench or lighting at 4th/U bus stop, bike rack far away
 - Sound too faint when talking lights available
 - Crossing time too short for all but fast movers
 - Not with a child
-
- **What else do you want us to know?**
 - Thank you for doing this
 - Too many driveways – maybe a flashing light or something
 - 5th & O – no bike racks by bus stop.

- Burned mess by bus stop 5th & O
- Weird bike lane just begins (pocket bike lane)
- Sidewalk falling in before V St
- Red Lion could cut back shrubbery
- Yellow bumps raise up and can catch a toe, cane, etc.
- LOUD
- 4th & O: sketchiest marked crosswalk award
- Long crosswalk on 5th at O. Not enough time to cross, curb drops off nearby.
- Sidewalk quality is worse on cross streets
- Driveways can be too wide, especially at gas stations
- We liked the trees next

Other Input Received from Non-Participants Familiar with the Area

PLEASE point out the location of the library relative to the 5th and O bus stop and how incredibly dangerous it is to cross the street there, whether you're a parent with small children and a stroller, or a grownup library staffer with a high-visibility purse and a light up traffic wand. The library, the bus stops, and the Donut Mill are definite trip generators in this area.

Appendix B: Bike Audit Report: Eureka's 4th & 5th Street Corridor (US-101)

Also available at:

<https://transportationpriorities.org/wp-content/uploads/2025/06/Bike-Safety-Audit-Report-4th-5th-St-2025.pdf>

Bike Safety Audit Report

Eureka's 4th & 5th Street
Corridor (US-101)



June 2025



Executive Summary

This report reflects the findings from a bike safety audit held in May 2025. The bike audit was held in the busy 4th and 5th Street/US-101 corridor in Eureka, California. The audit focused on the intersections of 4th & C Street, 4th & H Street, and 5th & I Street, as well as nearby intersections and segments of 4th and 5th Streets. A total of about 24 people participated in the bike audit, including local and state agency representatives and members of the public.

Bike audit participants generally, but not uniformly, reported feeling unsafe and uncomfortable bicycling on or across 4th and 5th Streets. Participants uniformly reported that biking in the corridor would be unsafe for children, seniors, and people with disabilities. High traffic speeds and high traffic volumes, combined with the complete lack of bicycle infrastructure, made the corridor feel unsafe for most participants.

The most common solutions proposed by participants to bike safety issues in the corridor include slowing traffic, reducing the crossing distance and/or number of general travel lanes, adding protected bikeways, and adding traffic signals—including exclusive bike phases and/or bike boxes—at key intersections.

This report summarizes the input from bike audit participants and provides some potential solutions to address some of the bicyclist safety, accessibility, and comfort issues identified.

Table of Contents

Executive Summary.....	35
Introduction	37
General Corridor Findings	40
Lack of Bicycle Facilities	40
High Traffic Speeds and Volumes	42
Noise	42
Lack of Adequate Bike Parking	43
Pedestrian Safety Issues.....	43
General Intersection Findings	44
High Traffic Speeds and Volumes at Unsignalized Intersections	44
Lack of Bicycle Facilities	44
Visibility.....	45
Unpredictable Driver Behavior	46
Specific Intersections	47
4 th & C Street	47
4 th & H Street.....	48
5 th & I Street	49
Appendix A: Participants’ Written Responses to Bike Safety Audit Prompts	51
Appendix B: Post-Audit Report by Jessica Warrick, Systems Change Advocate for Tri-County Independent Living	61

Introduction

May is National Bike Month, celebrated in Humboldt County by the Bike Month Humboldt Coalition.⁶ As part of Bike Month, the Coalition for Responsible Transportation Priorities (CRTP) organized a bike safety audit in Eureka's 4th and 5th Street corridor, a state highway designated as US-101 and utilizing a one-way couplet of surface streets. 4th and 5th Streets are each three-lane, one-way streets, with two additional parking lanes along much but not all of their length. They carry high volumes of light-duty, medium-duty and heavy-duty vehicle traffic, and are also among the busiest pedestrian, bicycle and transit facilities in the region.

Many major destinations are directly adjacent to 4th and 5th Streets or primarily accessed via the corridor, including the Humboldt County courthouse, jail and many other county offices; Eureka City Hall; the Humboldt County Library; offices of regional agencies, non-profits and social service providers including the Humboldt County Association of Governments, the Humboldt Transit Authority, and Tri-County Independent Living; and many businesses, including major trip generators such as the North Coast Co-op, Target, and numerous hotels and retail shops. Collectively, these destinations represent the highest concentration of both services and employment in the region. There are also a significant number of housing units in the immediate vicinity of the corridor.

The bike audit was led by CRTP and was conducted from 5:30 to 6:30 pm on Wednesday, May 14, 2025, in the central part of the corridor. The audit followed a route of about half a mile, and included focused stops at three intersections. The audit started at the intersection of 4th and C Streets, proceeded to the intersection of 4th and H Streets, and ended at the intersection of 5th & I Streets. About 24 people participated in the audit, including members of the public and representatives of various local and state agencies.

Because of the hazardous conditions on 4th and 5th Streets for bicyclists, participants did not ride bicycles during the bike safety audit. Instead, participants walked or rolled while observing conditions from the sidewalk. Many participants were frequent bicyclists in the area and also brought their lived experiences to the audit.

The focus intersections were chosen following reasons:

- A new bike boulevard will soon follow C Street through much of Eureka. The intersection of 4th & C Streets was chosen to identify potential connectivity issues between the bike boulevard and Downtown/Old Town destinations.
- Buffered bike lanes have recently been added to H and I streets through much of the city. H and I street are major thoroughfares, and connect directly to important Downtown/Old Town destinations, including the future Eureka Regional Transit and Housing Center (EaRTH Center). The intersections of 4th & H Streets and 5th and I Streets were chosen to identify potential connectivity issues between the new buffered bike lanes and Downtown/Old Town destinations.

⁶ <https://bikemonthhumboldt.org/>

This report summarizes the findings of the bike safety audit. The findings are derived from a combination of oral comments and observations made during the audit, both by bike audit participants and leaders, as well as written comments made by participants in response to prompts provided. The written prompts and a complete list of written responses from participants can be found in Appendix A.

Reports on Street Story⁷ for the bike audit area were also reviewed during the preparation of this report, and were found to follow similar themes as those identified here. More detail on Street Story reports in the corridor can be found in CRTP's Spring 2024 report, "What Are Street Story Reports Telling Us in Humboldt County? An Analysis of Almost 5 Years of Data."⁸

Where applicable, we suggest in this report some potential measures that Caltrans and/or the City of Eureka could take to address the concerns raised by bike audit participants.

It is important to note that both the concerns and the potential solutions included in this report are focused on the bicyclist experience. Other modes of transportation, including walking, rolling, and transit, are addressed only incidentally. An October 2024 report of findings from two walk audits led by CRTP in the 4th and 5th Street corridor includes detailed information about pedestrian issues in the corridor. Careful thought should be given to all modes when considering implementation of the solutions suggested in this report, and coordination with the Humboldt Transit Authority and other stakeholders is critical. Additionally, accessibility experts should be consulted when designing any new feature in the public realm.

⁷ https://streetstory.berkeley.edu/reports.php?juris_type=county&juris_name=HUMBOLDT

⁸ <https://transportationpriorities.org/wp-content/uploads/2024/05/Street-Story-Data-Analysis-Final.pdf>

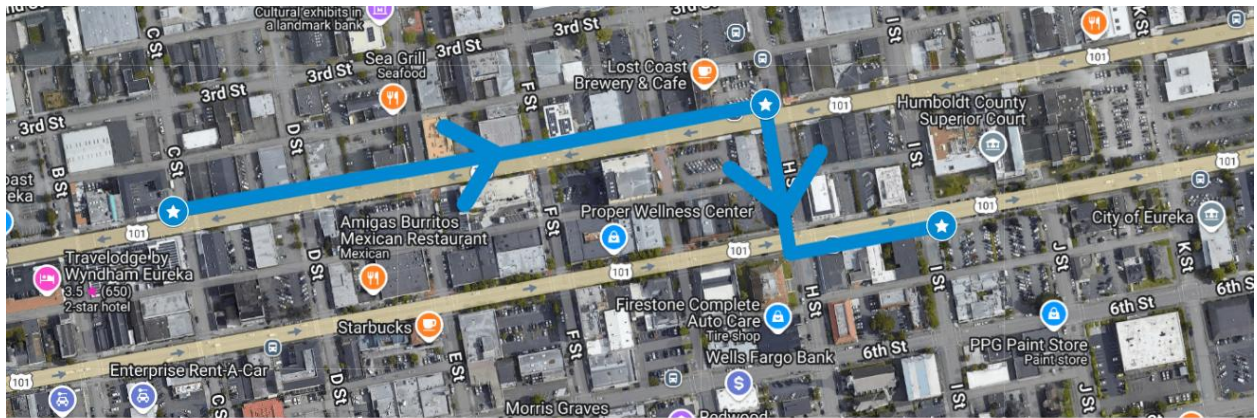


Figure 25: The route of the bike safety audit, starting at 4th & C Street in Eureka, proceeding to 4th & H Street, and ending at 5th & I Street.



Figure 26: Some of the participants in the bike safety audit.

General Corridor Findings

Participants in the bike safety audit generally, but not uniformly, reported feeling unsafe and uncomfortable bicycling on or across 4th and 5th Streets.

Bike audit participants represented a range of bicycling experience and confidence levels. However, participants included more “Strong and Fearless” and “Enthusied and Confident” bicyclists than would be expected in the general population.⁹ Consequently, a small but significant minority of participants reported feeling comfortable biking in situations where most others reported feeling unsafe. However, the responses from more confident participants closely reflected the views of less confident participants when they were asked how it would feel to bike with a child, an elderly family member, or a person with a disability.

While the bike audit route only covered a small portion of the corridor, a number of themes emerged which we expect to apply generally throughout the corridor. This section discusses those themes and provides some illustrative examples.

Lack of Bicycle Facilities

There are no bicycle facilities on 4th or 5th Street or on any of the immediately adjacent cross-street segments. Participants reported that in the absence of bike facilities, they felt unsafe and/or uncomfortable mixing with car and truck traffic on 4th and 5th Streets. Participants reported feeling particularly uncomfortable having to cross multiple lanes of traffic in order to make a left-hand turn off of 4th or 5th Street. They also reported that, due to adjacent parking lanes on both sides of the street, bicyclists are vulnerable to “dooring” from vehicle occupants opening car doors into the bicycling path.

Building protected (Class IV) bike lanes, and specifically turning one of the current general travel lanes or parking lanes into a protected bike lane, was among the most common potential solutions participants identified for making 4th and 5th Streets safer and more comfortable for biking.

POTENTIAL SOLUTION
Convert one of the three existing travel lanes on 4 th and 5 th Streets into a Class IV protected bikeway. Place parking lane between bike lane and travel lanes, but provide enough buffer between parking lane and bikeway to avoid “dooring.”

⁹ <https://jenniferdill.net/types-of-cyclists/>



Figure 3: 4th Street, with no bicycle facilities.

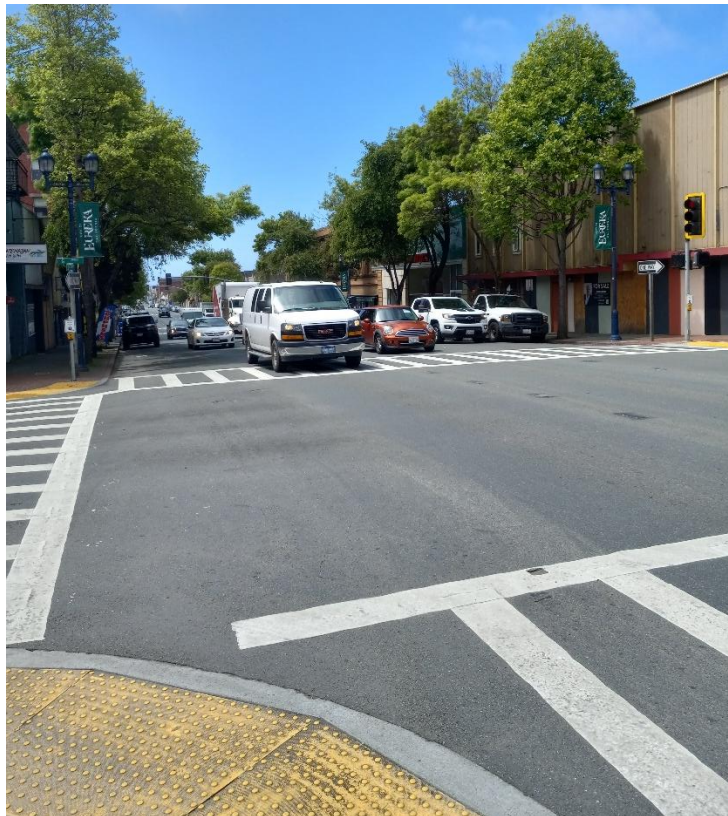


Figure 4: 5th Street, with no bicycle facilities.

High Traffic Speeds and Volumes

Bike audit participants reported that the high traffic speeds and high traffic volumes on 4th and 5th Street made them feel unsafe and uncomfortable biking on 4th or 5th Street or crossing 4th or 5th Street on a bike, especially given the lack of dedicated bicycle facilities. Lowering traffic speeds and reducing the number of lanes were among the most common potential solutions to this problem identified by participants.

POTENTIAL SOLUTIONS

Employ traffic calming measures to significantly reduce vehicle speeds. Convert one of the three existing travel lanes on 4th and 5th Streets into a Class IV protected bikeway, both to reduce speeds and to reduce bicycle crossing distance.

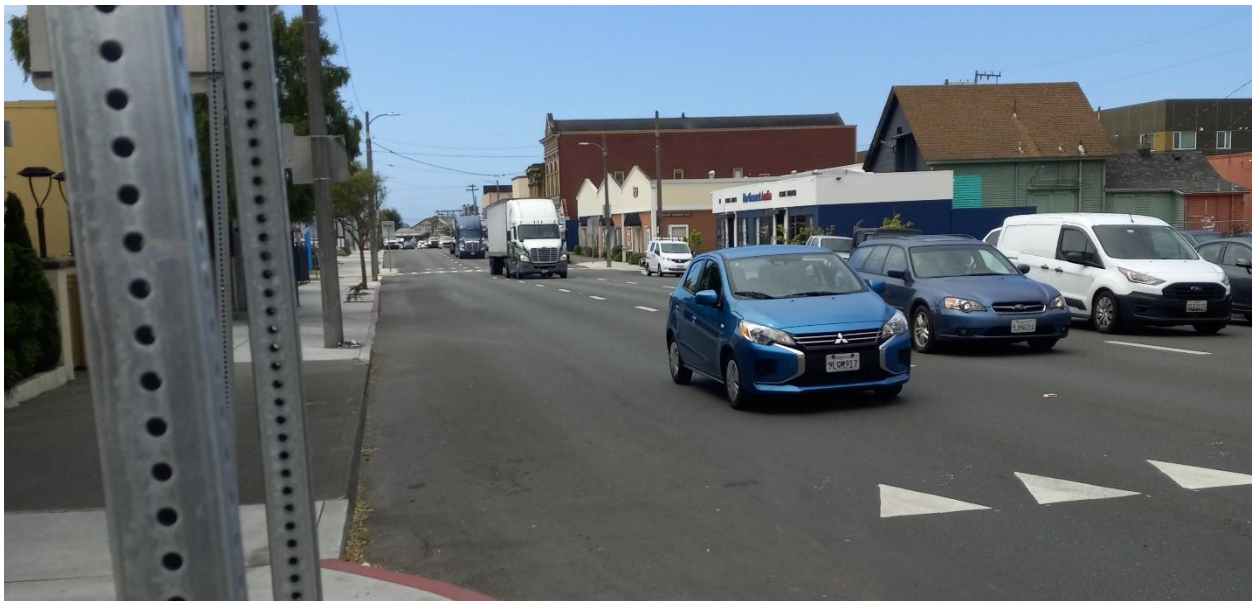


Figure 5: High traffic volumes and speeds on 5th Street.

Noise

Many bike audit participants commented on the high volume of noise from fast-moving traffic. Participants reported that this made biking (and walking) in the corridor stressful and unpleasant.

POTENTIAL SOLUTION

Employ traffic calming measures to significantly reduce vehicle speeds, and therefore vehicle noise.

Lack of Adequate Bike Parking

Participants uniformly reported that there is not enough bike parking in the area, and that the parking that does exist is neither secure nor weather-protected.

POTENTIAL SOLUTIONS
Add bike racks throughout the area. Add secure, weather-protected bike parking and bike-share stations at or near bus stops and other important destinations.

Pedestrian Safety Issues

Although this safety audit was focused on biking, many participants also commented on pedestrian safety issues, including the lack of adequate crosswalk markings and the lack of accessible pedestrian signals.

POTENTIAL SOLUTIONS
Implement solutions identified in CRTP's October 2024 Walk Audit Report for Eureka's 4 th & 5 th Street Corridor (US-101).

General Intersection Findings

Participants in the bike safety audit identified several issues that are broadly applicable to intersections throughout the 4th and 5th Street corridor.

High Traffic Speeds and Volumes at Unsignalized Intersections

Bike audit participants reported feeling unsafe crossing 4th and 5th Streets at unsignalized intersections, especially at high-traffic times, due to the high volume and speed of traffic across all three lanes. They reported feeling that making these crossings would be especially unsafe for kids, people with disabilities, and less confident bicyclists.

Commonly identified potential solutions for these problems included the addition of traffic signals, signs, or other ways to stop traffic on 4th and 5th Streets and provide sufficient time for bicyclists to safely cross.

POTENTIAL SOLUTIONS
Employ traffic calming measures to significantly reduce vehicle speeds. Convert one of the three existing travel lanes on 4 th and 5 th Streets into a Class IV protected bikeway, both to reduce speeds and to reduce bicycle crossing distance. Add traffic signals at key intersections.

Lack of Bicycle Facilities

There are no bicycle facilities at any of the intersections on 4th or 5th Street. Bike audit participants reported feeling especially unsafe and/or uncomfortable making left turns at intersections, especially having to cross multiple lanes of traffic to make left turns off of 4th, 5th, H or I Street. Participants also reported feeling unsafe continuing straight through some intersections where a significant volume of car and truck traffic is turning right.

Reducing crossing distances and/or the number of lanes to cross, slowing traffic, the addition of protected bike lanes, and introducing bike boxes and/or bike-only signals were among the most common potential improvements identified by participants.

POTENTIAL SOLUTIONS

Employ traffic calming measures to significantly reduce vehicle speeds. Convert one of the three existing travel lanes on 4th and 5th Streets into a Class IV protected bikeway, both to reduce speeds and to reduce bicycle crossing distance. Add traffic signals, including exclusive bike phases and/or bike boxes, at key intersections.



Figure 6: I Street at 4th Street, with no bike facilities.

Visibility

Participants noted that parked vehicles often limited visibility for all intersection approaches.

POTENTIAL SOLUTION

Paint red curb to prevent parking for at least 20 feet, and perhaps more, on the “upstream” side of all intersections, thus “daylighting” the intersections. Additional pavement markings can be used to emphasize the no-parking zone.



Figure 7: Despite being parked behind the red curb, a pick-up truck blocks bike (and pedestrian) visibility on 5th Street.

Unpredictable Driver Behavior

Bike audit participants noted that unpredictable driver behavior, particularly swerving between lanes on 4th and 5th Streets, made it feel unsafe and uncomfortable to cross 4th or 5th Street or even to make a right turn off of or onto 4th or 5th Street. This problem is exacerbated by the presence of three general travel lanes going in one direction.

POTENTIAL SOLUTIONS

Employ traffic calming measures to significantly reduce vehicle speeds. Convert one of the three existing travel lanes on 4th and 5th Streets into a Class IV protected bikeway, to limit number of lanes and reduce unpredictable driver behavior.

Specific Intersections

The following sections summarize findings from the bike safety audit's three focus intersections.

4th & C Street

Most bike audit participants reported feeling unsafe or uncomfortable going straight through the intersection (especially on C Street) or making a left or right turn. Participants felt least comfortable making a left turn. Additionally, participants universally reported that they would not feel comfortable biking through this intersection with a child or elderly family member, or someone with a disability using a specialized bike.

Reducing the number of lanes to cross, slowing traffic, intersection signalization, and the addition of bike lanes were among the most common potential improvements identified by participants to make this intersection and the adjacent 5th & C Street intersection safer and more comfortable.

POTENTIAL SOLUTIONS

Employ traffic calming measures to significantly reduce vehicle speeds. Convert one of the three existing travel lanes on 4th and 5th Streets into a Class IV protected bikeway, both to reduce speeds and to reduce bicycle crossing distance. Add bike lanes to C Street. Add traffic signals, including exclusive bike phases and/or bike boxes, at 4th & C Street and 5th & C Street.



Figure 8: 4th & C Street



Figure 9: A bicyclist (unaffiliated with the bike safety audit) crosses 4th Street at C Street.

4th & H Street

Bike audit participants reported a range of feelings about the safety of going straight through the intersection (on H Street) and turning right onto 4th Street. More participants felt comfortable at this signalized intersection than at the unsignalized intersection at 4th & C Street, but many still felt uncomfortable. Participants felt much less comfortable preparing to make a left turn on the next block at 5th Street, which requires crossing three lanes of traffic. Participants universally reported that they would not feel comfortable biking through this intersection with a child or elderly family member, or someone with a disability using a specialized bike.

Reducing crossing distance and/or increasing crossing times, slowing traffic, and the addition of protected bike lanes were among the most common potential improvements identified by participants to make this intersection and the adjacent 5th & H Street intersection safer and more comfortable.

POTENTIAL SOLUTIONS

Employ traffic calming measures to significantly reduce vehicle speeds. Convert one of the three existing travel lanes on 4th and 5th Streets into a Class IV protected bikeway, both to reduce speeds and to reduce bicycle crossing distance. Continue H Street buffered bike lanes across the 4th & 5th Street corridor to the waterfront, reducing remaining 3-lane segments to 2 general travel lanes.

Add exclusive bike signal phases, bike boxes, and/or protected intersections at 4th & H Street and 5th & H Street.



Figure 10: 4th & H Street

5th & I Street

Bike audit participants reported a range of feelings about the safety of going straight through the intersection (on I Street) and turning right onto 5th Street. More participants felt comfortable at this signalized intersection than at the unsignalized intersection at 4th & C Street, but fewer felt comfortable going straight or turning right than at the signalized 4th & H Street intersection, due to the double right-turn lanes from I onto 5th Street. Participants generally reported feeling unsafe preparing to make a left turn on the next block at 4th Street, which requires crossing three lanes of traffic. Participants universally

reported that they would not feel comfortable biking through this intersection with a child or elderly family member, or someone with a disability using a specialized bike.

Reducing crossing distance and/or increasing crossing times, slowing traffic, the addition of protected bike lanes, and the addition of bike boxes and/or bike-only signals were among the most common potential improvements identified by participants to make this intersection and the adjacent 4th & I Street intersection safer and more comfortable.

POTENTIAL SOLUTIONS

Employ traffic calming measures to significantly reduce vehicle speeds. Convert one of the three existing travel lanes on 4th and 5th Streets into a Class IV protected bikeway, both to reduce speeds and to reduce bicycle crossing distance. Continue I Street buffered bike lanes across the 4th & 5th Street corridor to the waterfront, reducing remaining 3-lane segments to 2 general travel lanes (and reducing right turn lanes from I onto 5th Street from 2 to 1). Add exclusive bike signal phases, bike boxes, and/or protected intersections at 5th & I Street and 4th & I Street. Implement “no right on red” policy at 5th & I Street.



Figure 11: 5th & I Street

Appendix A: Participants' Written Responses to Bike Safety Audit Prompts

4th & C Street Intersection

1. Would you feel safe biking:

- i. Traffic is loud
- ii. 4th to Studio C no crosswalk to veterans home. No lines up 4th. Sidewalk cracks on 4th. No bike lanes.
- iii. The noise level is distracting and unpleasant. No room on 4th to avoid car doors. Needs 2nd striped crosswalk...at least!

a. Straight through the intersection (either direction)?

- iv. No. Needs bulbouts, signaled intersection
- v. No. I usually go further up to a crosswalk
- vi. No – limited visibility, cars just looking for other cars, fast uncontrolled traffic in 3 lanes, long waits
- vii. No. Lots of fast moving traffic. Have to wait for break to cross.
- viii. No. I would feel hesitant.
- ix. Only between 7:30 pm – 7:30 am
- x. On 4th maybe, depending on time of day. On C, no way!
- xi. Yes
- xii. No, the traffic is too fast, it's unsafe to cross.
- xiii. Yes
- xiv. Maybe
- xv. Could be better
- xvi. No, traffic too fast, can't see b/c street parking
- xvii. Depends on time of day, traffic. There are usually gaps in traffic as long as you are patient.
- xviii. Yes
- xix. Moderately, though I often bike at night through here, when traffic is light
- xx. No. I bike through this intersection regularly and it is the most dangerous part of my commute

b. Making a right turn (either direction)?

- xxi. From 4th to C probably, depending on parked car situation. From C to 4th – also depends on parked car situation/visibility.
- xxii. No
- xxiii. Not as bad as left
- xxiv. Yes
- xxv. No

- xxvi. Maybe
- xxvii. Yes
- xxviii. No
- xxix. Not onto 4th as is
- xxx. Yes, as per 1-way restrictions
- xxxi. It's ok I Guess if you really look around and it's not a busy time of day.
- xxxii. Only have to turn into nearest lane, but potential for cars to shift to right lane
- xxxiii. Maybe that would be slightly easier.
- xxxiv. Yes
- xxxv. No, need longer crossing times for slower people.
- xxxvi. No, unprotected and too fast traffic
- xxxvii. Yes, but have no reason to turn onto 4th
- xxxviii. It's one way so definitely not against traffic

c. Making a left turn (either direction)?

- xxxix. No
- xl. No
- xli. I'd avoid it if possible, especially during peak traffic.
- xl. No
- xl. No
- xl. No
- xl. Yes
- xl. No
- xl. No
- xl. No that would be too scary
- xl. No, unsafe with little crosswalk, and grids lead to middle of road.
 - l. No
 - li. Going southbound, maybe
 - lii. Yes, as per 1-way restrictions
 - liii. Yes
 - liv. Since 4th is one-way – left turn might be safer than right turn. Left from C onto 4th - ditto
 - lv. No

2. Would you feel safe biking with a child or elderly family member, or someone with a disability using a specialized bike?

- i. Not at all.
- ii. No
- iii. No. Need crossing on both sides of intersection, not just one side
- iv. No
- v. Heck no
- vi. Not typically
- vii. No

- viii. No, the intersections don't all have marked crosswalks, no voice prompts for crossing, traffic too fast
- ix. No
- x. Not at all
- xi. Not with child. It's really noisy!
- xii. No
- xiii. Not without significant improvements.
- xiv. A stop light – especially if it's a bike boulevard – crossing 4th on a bike with anybody no nimble is a death wish
- xv. Not at all
- xvi. Definitely couldn't count on traffic stopping

3. What would make this intersection feel safe and comfortable for biking?

- i. Enforcement of 30 mph posted speed. Severe traffic calming design elements.
- ii. Fewer lanes, slower traffic, stop control, bike markings, bike boxes
- iii. Traffic control needed at 4/C and 5/C
- iv. If this is going to be part of the CBB, then there needs to be coordination with Caltrans to provide some sort of signaling.
- v. Narrower lanes = less distance to cross and slower traffic
- vi. Lower speeds and less traffic, more consideration of those out of a car
- vii. Flashing light or stop light
- viii. Bike lanes, speed reduction on 101
- ix. A traffic signal would help
- x. Protected bike lane
- xi. Clearly marked crosswalks, stop traffic buttons with voice prompts
- xii. Bike lane, speed reduction
- xiii. Improved daylighting, traffic calming, signage, signal or RFB
- xiv. Flashing crossing lights – or on-demand stop light
- xv. Reduce width of Xwalk – bulbouts. Bike lane (buffered). Lights (ped level). Signaled intersection. Streetscaping. Signage.
- xvi. Significant "improvements." Slower traffic.

Biking on 4th and/or 5th Street

1. Would you feel safe biking on 4th and/or 5th Street?

- i. No. Noisy, lots of traffic in right lane, what if you need to turn left? Limited visibility.
- ii. No
- iii. No, the fewer blocks to travel, the better. Fast moving traffic. Could one of the three lanes be converted to a buffered lane?
- iv. No, I usually bike on the sidewalk b/c I'm so scared
- v. Most times of day NO. At dusk/dawn definitely NO.

- vi. Not really
- vii. Probably not, there is no lane, sidewalk is broken and slanted, oftentimes blocked
- viii. Traffic
- ix. Yes
- x. No
- xi. I always avoid it due to noise, # of car lanes, speed, and busyness. Gotta wear earplugs!
- xii. No, no bike lane
- xiii. Yes
- xiv. Not as they are now
- xv. NO
- xvi. No. Vehicular traffic is too fast and aggressive

2. Would you feel safe biking with a child or elderly family member, or someone with a disability using a specialized bike?

- i. No
- ii. No
- iii. Not in the slightest
- iv. No
- v. Not typically
- vi. No
- vii. No
- viii. No
- ix. HELL TO THE NO
- x. No, crossing the lanes for turns and accessing the roads is difficult and at times scary
- xi. No
- xii. No
- xiii. Mostly not. No buffered lane here – bike boxes maybe? (Green areas)

3. What would make this ~~intersection~~ street feel safe and comfortable for biking?

- i. Physical separation and protection, slower traffic
- ii. Flashing lights
- iii. Bike lanes, slower speeds
- iv. Allow bikes to go first, like peds. Do at some intersections with left turn lanes (4th & H)
- v. Buffered bike lane.
- vi. Overpass, protected bike lane, lower speed limit, no right on red
- vii. Narrower lanes = less distance to cross and slower traffic
- viii. A traffic signal would help
- ix. Total re-do – buffered bike lane, bike signal priority, Xwalk treatment, signals, Xing ped buffer

- x. Slower speeds, less lanes
- xi. Best avoided. See Matt Pindar's design stuff from Europe & Ontario
- xii. Significant "improvements." Slower traffic.

4. Is there enough bike parking in the area?

- i. No
- ii. There is very little in the way of bike parking
- iii. No
- iv. No
- v. Didn't see – maybe at courthouse
- vi. No
- vii. No
- viii. Yes
- ix. Could be more
- x. On 4th, no. The on bus stop has a bench but no bike parking. The bench is secure but not out of the rain since there are holes.
- xi. No
- xii. No

a. Does it feel secure?

- xiii. Nope
- xiv. No
- xv. No
- xvi. Wouldn't leave a bike here
- xvii. No
- xviii. N/A
- xix. Not completely
- xx. Not really
- xxi. No
- xxii. No

b. Is it protected from the rain?

- xxiii. Nope
- xxiv. No
- xxv. No
- xxvi. Nope
- xxvii. None
- xxviii. No
- xxix. No
- xxx. No
- xxxi. No
- xxxii. No

5. What else do you want us to know?

- i. Too many loud cars with no mufflers. Many driveways exit directly onto 4th and 5th. Streets signs only in direction of travel.
- ii. If we took away parking on the 101, it could be a bike lane
- iii. The bulb-out at the SW corner makes me feel unsafe if there is a car in my lane. I sometimes use the sidewalk, even though it's wrong!
- iv. Bike lockers are a good thing.
- v. Need to consider safety for transit stops and lane with the location of crossings and bike lanes, if possible
- vi. I want the bike blvd to work, but there seems to be a huge challenge w/ car traffic

4th & H Street Intersection

1. Would you feel safe biking:

- i. I go to F or I to cross 101, unless going to Scrapper's Edge
- ii. Nice bumpouts. Phew – exhaust fumes turn my stomach
- iii. It's very noisy.

a. Straight through the intersection?

- iv. No. No APS at signals, and lights not always visible
- v. Yes, signal stops traffic, but pedestrian signal is not automatic. Should be leading pedestrian signal.
- vi. No
- vii. Yes
- viii. No
- ix. More so than on C St
- x. Yes
- xi. Maybe – if there are lights. Would take an alternate route on less traffic roads.
Q: How would bike/ped connect safely to new transit center?
- xii. Yes. On H St. I'd use the crosswalk if not in a hurry
- xiii. With the light it isn't as bad as others, but could be improved with a buffered bike lane.
- xiv. Yes
- xv. Depends on the time of day. The intersections on 5th are better marked but still sketchy at times.
- xvi. Yes, stoplight
- xvii. Sometimes. People turning right sometimes get impatient.
- xviii. Only occasionally depends on traffic and really checking for turning cars

b. Making a right turn?

- xix. Nothing about turning onto 5th as a cyclist is safe.
- xx. Not onto 4th
- xxi. No

- xxii. No
- xxiii. No
- xxiv. Making a right turn can be tricky with obstructed views.
- xxv. No
- xxvi. Yes
- xxvii. Yes, as per 1-way restrictions
- xxviii. Yes
- xxix. No (need facilities). Need bike signals (for turning). Would bike on wider sidewalks. Have to navigate parking, speeding cars and transit stops – complicated.
- xxx. Only at night, due to lower traffic levels.
- xxxi. Yes
- xxxii. It's ok but I currently avoid it for other options

c. Preparing to make a left turn on 5th St at the next block?

- xxxiii. No – how to transition?
- xxxiv. No
- xxxv. Yes
- xxxvi. No
- xxxvii. No
- xxxviii. Making a left would be challenging and unsafe
- xxxix. No, not enough space to get over
 - xl. There are also parking issues to consider.
 - xli. Yes, as per 1-way restrictions
 - xlvi. Yes, maybe stagger stop lights more?
 - xlvi. I do not attempt – there is no current way for me to get over in a way I feel safe
 - xlvi. I would dismount and take the crosswalks, another bike box there would be great.
 - xlvi. I drive up to 5th, cross it, and then cross H
 - xlvi. Only at night, due to lower traffic levels.

2. Would you feel safe biking with a child or elderly family member, or someone with a disability using a specialized bike?

- i. No, cars aren't paying attention for vulnerable road users
- ii. No
- iii. No
- iv. OK
- v. No
- vi. No
- vii. No
- viii. No. only advanced riders would like to do. Not enough time to get across safely, esp. if elderly/disabled. Reduce road widths. Need separate bike lane here.
- ix. No

- x. Not at any of the intersections. The walk times are too short.
- xi. No (child)
- xii. No
- xiii. Not typically

3. What would make this intersection feel safe and comfortable for biking?

- i. Reduce lanes on H & 4th. Protected intersection. No right on red.
- ii. Buffered lane should extend further.
- iii. Slower speeds and bike lanes, no on-street parking
- iv. More visibility
- v. Add 3 seconds to crosswalks, put in lights like near the theater, add voice prompt to sign, increase visibility.
- vi. Significant “improvements.” Slower traffic.
- vii. Better right lane on H
- viii. Narrower lanes = less distance to cross and slower traffic
- ix. The buffered bike lane should begin at 3rd Street or sooner, rather than at 6th.
- x. Bike boxes, reduce car traffic to two lanes, bike lane on both sides starting on 3rd St, longer light times for bikes or just in general, brick walkways, no right turn on red
- xi. Bike lanes, lights that separate bikes from cars, way to switch lanes, slower speeds
- xii. The existing bike lane should start earlier.
- xiii. Colored and buffered bike lanes, signals. Landscaping. Ped level lights (would be very dark at night). Would bike on the ped crosswalk to cross 4th St.

5th & I Street Intersection

1. Would you feel safe biking:

- i. Need to consider contingency of mass protest?
- ii. Glass stuck in shoe on 5th & H

a. Straight through the intersection?

- iii. No – especially at night, when foggy or rainy
- iv. No
- v. No
- vi. No. Bike buffered lanes disappear and you don’t realize you need to be in middle lane
- vii. More safe than the others
- viii. Yes
- ix. Yes
- x. No
- xi. I would be looking over my shoulder for right turning cars but would attempt
- xii. Yes

- xiii. No it seems unsafe although clearly marked, the voice prompts would help.
- xiv. On I St I'd use the crosswalk (not bad)
- xv. No – no bike lane/bike lane ends
- xvi. No. I use crosswalk and crossing signal.
- xvii. No, it is complicated and dangerous.

b. Making a right turn?

- xviii. Not onto 5th
- xix. More safe than the others
- xx. No
- xxi. Yes
- xxii. Yes
- xxiii. No. Between 4th and 5th need dedicated bike lanes to connect to city bike lanes.
- xxiv. Yes
- xxv. No
- xxvi. Yes, as per 1-way restrictions
- xxvii. Visibility is impossible.
- xxviii. Rt turn would not be too bad
- xxix. No, no bike lane
- xxx. Feels like rolling into a meat grinder.
- xxxi. Yes

c. Preparing to make a left turn on 4th St at the next block?

- xxxii. Merge unsafe. Grate in right shoulder could be a problem for bicyclists
- xxxiii. No, I'll go to 3rd
- xxxiv. More safe than the others
- xxxv. No
- xxxvi. No
- xxxvii. Yes
- xxxviii. No. Need a bike route that is safe to go directly to proposed transit center (Earth Center).
- xxxix. I might walk bike on sidewalk
- xl. Yes
- xli. Yes, as per 1-way restrictions
- xl.ii. Nearly impossible to do.
- xl.iii. No that is not safe, maybe incorporate bike lights
- xl.iv. No way! Cutting over from the right is too high risk for me
- xl.v. No, no bike lane and not enough time to get over
- xl.vi. No. I would cross 4th, then turn across I

2. Would you feel safe biking with a child or elderly family member, or someone with a disability using a specialized bike?

- i. No. Need access to EaRTH Center
- ii. No

- iii. No
- iv. No
- v. No
- vi. No
- vii. HA
- viii. No
- ix. No, the area is not safe
- x. No
- xi. Not typically
- xii. No (child)
- xiii. No. Turning vehicles pose hazard to bicyclists. Need buffered, dedicated bike lane and bike signals. No bike lane painted here, signs or bike signal (turn).

3. What would make this intersection feel safe and comfortable for biking?

- i. Bike box; protected intersection
- ii. Need bike rack at courthouse entrance on 5th
- iii. Curbs built out for pedestrians, bike lanes. Until there are more bike lanes, legalize biking on sidewalks.
- iv. Bike lights, lights like by the theater, voice prompt for walk, wait, stop and brighter signs
- v. More visibility
- vi. Narrower lanes = less distance to cross and slower traffic
- vii. Significant "improvements." Slower traffic. An "L-Bend" style bike box for bikes to move N across 5th Street while avoiding R-turn hooks.
- viii. All of the above (previous comments). Maybe speed sign to slow down motorists (counting EMS)? Reflective signs, paint lines.
- ix. Extend I St's buffered bike lane all the way to 3rd
- x. Protected bike lanes, make it legal to ride on the sidewalk until more bike lanes!!
- xi. Maybe no right on red. Designated lane?
- xii. Bike box?
- xiii. Extending the existing buffered bike lane would be a great start!
- xiv. A way to get through w/out right turning cars hitting you. A way to get over to make a left on 4th.

Appendix B: Post-Audit Report by Jessica Warrick, Systems Change Advocate for Tri-County Independent Living

On May 14, 2025 I attended the CRTP Bike/Walk audit of 4th and C st. We traveled from the corner of 4th by the Motel up 4th towards H st. During this time I observed many issues with not only the walking aspect of the sidewalk but several concerning issues with disability accessibility. The path leading up 4th from the motel was loud, the sidewalk at times uneven, and the crosswalk was not marked with lines. At the intersections of 4th and C st. on all 4 corners had some major concerns. The prompt to walk or wait did not contain a voice prompt for those with vision impairments, the cross section to go from the south side of 4th to the west side of C st. did not have a cross walk at all, and the raised grids for the entrances and exits to the sidewalks were facing into the road on the corners.

Continuing up the street of 4th towards H st. I observed several issues with traffic speed, lack of voice prompts for walk and wait, as well as several sidewalks that were in need of repair. When we crossed over at H st. the ability to cross the street without fear was not an option. Traffic seemed to move at a much faster pace than the stated speed limit, and at times they refused to stop and let us cross making it more dangerous if someone was in the middle of the cross section and a driver did not stop. This could be diverted with a stop light similar to the one by the movie theater on Broadway. For bikes this road would be a dangerous path to travel due to the lack of drivers paying attention, lack of voice prompts for the walk/wait, dim lit signs for the walk/wait, and the consistent need to be able to cross the lanes in order to turn the directions that you would need to go.

Bikers are supposed to maintain to the right of traffic unless they need to turn left at which time they would need to cross the 3 lane road to get to their turn lane. This creates a hazard for the bikers as well as the pedestrians since crossing the 3 lane road could cause accidents and traffic aggravation for drivers. Aggravated drivers were everywhere and even at times would speed up or yell things at us as we completed the audit. This shows that safety while biking along this route would be dangerous and could lead to serious injuries.

I took several pictures and had many discussions with Colin and other members of the group. One member was an Architect by trade who focused on disability access to the community on his own time. Another was the former CEO of CAL Transit. Several bikers were present and they seemed just as concerned about the implications a bike lane would have for disabled individuals, themselves as bikers, and the traffic coming and going.

A few ideas:

- Install voice prompt for the walk/wait signal
- Install a pause light for traffic where traffic lights would not be feasible

- Correct the raised grids on the exits and entrances to the sidewalk by removing the ones that lead to the center of the road
- Make the sidewalk and the storm drains more flush with each other
- Add lines in a diagonal fashion to the crosswalks for those with low vision
- Repair the damaged sidewalks, gutters, and driveways to buildings along the way
- Level the sidewalks at points where it is sinking or uneven
- Fix cracks that could cause injury or wrecks for those biking with low vision or walking with a gait
- Brighten the bulbs in the walk/wait prompts
- Make buttons for the walk/wait signal lower on the pole as well as at arms reach for those with no arm use

Appendix C: Point-of-view videos from pedestrians and bicyclists using the 4th & 5th Street corridor

Available at:

<https://tinyurl.com/4th5thPOV>

Or scan:

