



AGENDA SUMMARY EUREKA CITY COUNCIL

TITLE: **Broadway Multimodal Corridor Plan Presentation**

DEPARTMENT: **Public Works**

PREPARED BY: **Jesse Willor, City Engineer**

PRESENTED FOR: Action Information only Discussion

RECOMMENDATION

1. Receive a presentation on Broadway Multimodal Corridor Plan

FISCAL IMPACT

No Fiscal Impact Included in Budget Additional Appropriation

COUNCIL GOALS/STRATEGIC VISION

- Financially Sound City Providing Effective Services

DISCUSSION

As the primary link between the City's downtown core, commercial areas and residential areas, the US101 Broadway Corridor ("Corridor") accommodates a mix of local and regional vehicular traffic. Because of this high travel demand, the focus of the corridor has been on moving cars and trucks at the sacrifice of providing convenient and safe facilities for the movement of pedestrians, bicycles and public transit. As a result, this corridor has a significant collision history and, in particular, ones involving pedestrians and bicyclists. Over the short course of this plan's preparation alone, to date, there have been two bike/pedestrian fatalities along the corridor.

With concerns over corridor safety, multimodal options, overall mobility, and congestion the City of Eureka, Humboldt County Association of Governments (HCAOG) and Caltrans initiated the undertaking of the Eureka Broadway Multimodal Transportation Corridor Plan ("Plan"). The corridor was evaluated from Herrick Avenue in the south to 4th Street in the north and from Fairfield Street in the east to the waterfront in the west. The focus of this Plan is to address the most pronounced issues in the corridor that include:

- Increased safety risk and conflicts between motorists and non-motorized or pedestrians and bicyclists due to high traffic volumes, lack of multimodal/non-motorized options,

competing mobility needs, and the high proportion of driveways and access points along the corridor;

- Lack of multimodal connectivity particularly for bicycle and pedestrian access along and across the Broadway Corridor;
- Lack of easily accessible, continuous parallel routes to support local and regional travel demand;
- Capacity constraints at key intersections that cause queuing and delays, extensive bottleneck durations, and unreliable travel times for both motorists and transit as well as impacting Green House Gas emissions;
- Compromised feasibility to provide enhanced public transit service due to travel time unreliability and transit accessibility challenges;
- Compromised emergency response times, evacuation routes and incident clearance capabilities.
- Lack of aesthetic continuity, which adversely effects the community feeling and sense of place.
- Need for comprehensive Sea Level Rise planning in the project area and with US101.

Building upon concepts identified in previous studies, a wide range of alternatives were examined while eliminating concepts that were infeasible or did not meet the Plan's many objectives. The Plan evaluates several concepts for their ability to meet the corridor's mobility goals, enhance community resiliency and climate adaptation, and minimize right-of-way and environmental impacts.

Community engagement was a primary tenet of the Plan, both providing information to the public while also gathering both community and stakeholder input at critical junctures. That input shaped the concept refinement and alternative evaluation.

Ultimately, this Plan proposes new parallel and connecting transportation facilities that have the potential to enhance corridor safety, enhance multimodal connectivity, reduce corridor congestion, improve corridor reliability, plan for sea level rise and expand access to coastal visitor destinations, essential local services, and regional commerce.

The Corridor is broken down/organized into three segments. Existing conditions provide opportunities and constraints that are specific to each segments of the corridor.

The southernmost of the three segments extends from the Herrick overpass to Truesdale Street. This portion of the corridor was found to have no other alignment alternatives outside of the existing state highway right-of-way due to environmental constraints, such as wetlands, proximity to the bay and limited connectivity between concept and existing facilities. The preferred alternative includes separated class IV bikeways, improved transit options, safety improvements at intersections and opportunities for beautification such as street trees and other landscaping.

The middle segment is located from Truesdale Street to Del Norte Street, and includes major intersections and constriction/conflict points at Harris and Henderson Streets. Two alternatives exist in this segment, including a “couplet” and “stay-in-the existing right-of-way” option. The couplet option would include a southbound Broadway west of the existing right-of-way, hugging the west edge of existing private parcels between Hawthorn Street and the north Bayshore Mall entrance traffic signal. Likely funding sources for construction area dependent upon favorable benefit/cost ratios. The two options for the central leg of the corridor are vastly different in their potential benefits and associated costs, which would make the option to stay in the existing right-of-way much less financially feasible due to the lack of addressing safety concerns. The other significant trade-off with the couplet alternative is impacts to the existing habitat areas west of Broadway, such as the Palco Marsh and Maurer Marsh. These impacts could be offset with habitat restoration efforts on City-owned parcels adjacent to the Palco and Maurer Marshes. This mitigation for the project could help unite segmented habitat areas that have been created over the years as well as create new habitat with removal of fill. Additionally, formalized access points to the Waterfront Trail could be included to increase appropriate use of these natural areas and expanding the walking and biking network in the City.

The northern most segment of the corridor is from Del Norte Street to 4th Street. The existing right-of-way in this part of Broadway is the narrowest out of all of the segments. This lack of roadway width constrains the opportunities for including bicycle and safety improvements within the existing roadway. A previous planning effort by Caltrans introduced the concept of the Koster Couplet, which would transition Koster Street into a one-way southbound Broadway, and using the existing Broadway as the northbound alignment. By using a couplet type approach many benefits are realized, including significant safety improvements, ample roadway for non-motorized and transit improvements and operational improvements. One significant constraint of this alternative is crossing through the “Balloon Track,” a previous railroad yard that has been studied and identified to have existing contamination. The cost of clean up is difficult to accurately quantify; however, it will be significant. Public Works is currently looking at that site to be considered as a “Brownfield” site by the EPA and potentially being able to bring federal dollars to assist in the cleanup efforts. Although a significant cost, cleanup is feasible and the benefits far outweigh those of staying within the constrained right-of-way.

One recent outcome from the plan is that a proposal was submitted to the 2020 SHOPP (State Highway Operation & Protection Program) to fund the southern extents of the project from Herrick Avenue to Truesdale Street, estimate at approximately \$13 million. This is a competitive internal Caltrans proposal process and, if successful, could be the next step towards project implementation.

This community has asked for years for long lasting, transformative solutions to the problems that exist on the Broadway Corridor and this Plan is the first step toward solving those issues. While this project is anticipated to be laborious, long term and likely expensive, the potential to significantly improve safety, livability, multimodal options and improve congestion far outweigh the time and effort necessary to make meaningful change in the corridor.

REVIEWED AND APPROVED BY:

- City Attorney
- City Clerk/Information Services
- Community Services
- Development Services
- Finance
- Fire
- Personnel
- Police
- Public Works