APPENDIX B: Broadway Corridor Previous Studies Summary

- Route 101 between Elk River and 1.3 Miles Northeasterly of Eureka Slough in Humboldt County, Draft Environmental Impact Statement, Caltrans, 1971. (Referred to in this report as the Route 101 Draft EIR)
- Broadway Engineered Feasibility Study, Caltrans District 1, 2014.
- Project Study Report-Project Development Support For the US 101 Eureka South Entry Project, 2015. (Referred to in this report as the South Entry PSR)
- Koster Couplet Feasibility Study – Del Norte to the 4th/5th St. Couplet, Caltrans District 1, 2017.

1.1.1 US 101 Bypass Solution

The initial approach to addressing congestion and mobility issues along the Broadway Corridor was to consider realignment of US 101 to shift regional highway traffic out of the city's central commercial and employment areas along Broadway, as presented in the *Route 101 Draft EIS*. The bypass concept presented the following approaches: shift the US 101 alignment west of Broadway (Downtown Routing); cut US 101 diagonally through the city's central residential areas (Midtown Routing), or shift US 101 entirely around the southeast portion of the city (Bypass Routing).

While none of these concepts were eventually adopted as plans for the Broadway Corridor, and this study does not make recommendations to further consider a bypass options for US 101, this study does include recommendations to shift traffic volume from the current Broadway alignment with the goal to alleviate congestion, provide more right-of-way for multimodal improvements along Broadway Corridor, and provide a safe and accessible commercial corridor within the city.

1.1.2 Broadway Corridor Complete Street Solution

Recognizing that a bypass solution for US 101 was not the preferred option, focus shifted to improving the immediate area adjacent to Broadway and included an emphasis on multimodal and safety improvements. The *Broadway Engineered Feasibility Study* examined sustainable improvements for segments of Broadway from the K-Mart intersection to approximately 5th Street, and focused on safety, operational, and mobility improvements for pedestrians, bicycles, and vehicles. While this study did not make a final concept recommendation, it set the groundwork for future studies to focus on implementing improvements that address a variety of mobility challenges and needs.

1.1.3 Traffic Calming Solution

The *South Entry PSR* focused on calming traffic entering the City of Eureka along US 101 from the south. This study addressed safety and mobility challenges associated with high vehicular volumes and travel speeds along the Broadway Corridor.

1.1.4 Couplet Solution

The *Koster Couplet Feasibility Study* focused on resolving continued corridor congestion challenges and providing multimodal facilities to improve overall safety and operations along the Broadway Corridor. The recommendation to create a couplet along Koster Street would remove southbound vehicular traffic along US 101, providing for more right-of-way for bike lanes, wider sidewalks, parking, and landscaping.

Other couplet options, such as along Fairfield Street, were considered as ways to split vehicular traffic on the Broadway Corridor in an effort to relieve congestion.

1.2 EBMTCP Approach

The EBMTCP identified three approaches to corridor alternative recommendations: maintain US 101 vehicular travel along the existing Broadway Street/US101 alignment, shift all US 101 vehicular travel to parallel routes, or shift some of US 101 vehicular travel to parallel routes. Within these approaches are opportunities to consider adjustments to the number of travel lanes and direction of travel flow, and the subsequent effects on limiting or increasing available right-of-way for multimodal and safety improvements.

The Eureka BMCP approaches to concept alternative development are summarized as follows:

> ***Improve Broadway:*** This approach builds upon the Caltrans *Engineered Feasibility Study* and aims to improve Broadway Street along its existing alignment, without providing additional or replacement connections for US 101 traffic. The focus of this approach is on improving operations by enhancing intersection signal timing and considering roundabouts at key locations, limiting vehicular turn conflicts by implementing access management solutions, and modifying existing cross-sections to include Class IV bike lanes, transit improvements, and wider sidewalks along the Broadway Corridor.
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> ***Split Directional Travel Flow (Couplets):*** This approach builds upon the *Koster Couplet Feasibility Study* and would create a one-way couplet to split northbound and southbound travel along US 101/Broadway Corridor by accommodating northbound travel along the existing alignment, and transitioning all southbound travel with improved connections to parallel routes (Koster Street and/or Waterfront Drive). The focus of this approach is on alleviating vehicular traffic volume along the existing alignment, and on providing additional right-of-way for multimodal facilities and transit improvements along the Broadway Corridor.
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> ***Provide Two-Way Parallel Routes:*** This approach would aim to maintain two-way traffic on Broadway Street, while transitioning some vehicular capacity west with improved connections to parallel routes (Koster Street and/or Waterfront Drive). The focus of this approach is on maintaining two-way traffic flow along Broadway while reducing the number of travel lanes along the existing alignment. This would ensure continued two –way accessibility to local commercial areas while providing additional right-of-way for multimodal facilities and transit improvements along the Broadway Corridor.

Each of these corridor alternative approaches have corresponding multimodal and intersection improvements.