

Our goal: To improve and encourage bicycle commuting  
P.O. Box 9054, Eureka, CA 95502-9054

January 31, 2009

City of Eureka  
Community Development Department  
Sidnie L. Olson, AICP  
Principal Planner  
531 K Street  
Eureka, CA 95501-1165

Re: **MARINA CENTER DRAFT EIR**

Dear Ms. Olson:

This letter reflects our comments on the proposed Marina Center project as presented in the Draft Environmental Impact Report.

1) **Impact O-1. Increased Traffic: Concerns (4):**

- a. We have concerns about increased traffic on all streets surrounding the project, especially those that lack Class I or Class II bike facilities, creating increased hazards for cyclists.
- b. We have concerns about the lack of convenient and safe bicycle access to 7th Street for eastbound egress from the site. Seventh Street is the primary Class II route for eastbound bicyclists. It is bad practice and unsafe, if not unlawful, for bicyclists to use the sidewalk, as suggested in the Traffic Impact Study (Appendix P). It is especially dangerous to ride on the left side of the roadway against traffic, even if on the sidewalk, as motorists don't expect traffic approaching from the right upon first entry into an intersection.

A bicyclist leaving the site at the 6<sup>th</sup> Street access would have to perform the following movements to get to 7<sup>th</sup> Street (as suggested in the Traffic Impact Study) This is not an acceptable solution:

1. Dismount the bike at the SW corner of 6th and Broadway.
2. Push the pedestrian call button and wait for the signal to cross to the NW corner, as a pedestrian.
3. Push the pedestrian call button and wait for the signal to cross to the NE corner, as a pedestrian.
4. Push the pedestrian call button and wait for the signal to cross to the SE corner, as a pedestrian.

5. Walk the bike on the sidewalk on the east side of Broadway from 6<sup>th</sup> to 7<sup>th</sup>.
6. Wait for traffic to allow the crossing of 7<sup>th</sup> and Broadway from the NE corner to the SE corner, as a pedestrian.
7. Mount bike and ride east on 7<sup>th</sup> Ave. in the class II bike lane.

Expecting bicyclists desiring to connect with 7<sup>th</sup> Street to use any other proposed access points, other than 6<sup>th</sup> Street, creates out of direction travel and presents increased hazards. The streets off site, used by a bicyclist to connect to 7<sup>th</sup> street are typically narrow, may see increased traffic as a result of the project, do not offer Class I or Class II bicycle facilities, and are lined with parked cars, which present hazards from vehicle occupants opening doors in the path of bicyclists.

- c. We have concerns due to the Class II Bike Lane on 6<sup>th</sup> Street ending at Commercial Street, one block short of reaching the project site. This will require bicyclists desiring to enter the project site to merge left into the middle traffic lane to avoid being cut off by traffic turning right onto Broadway. This movement is intimidating to most bicyclists. We suggest a Class II Bike Lane be added to the immediate left side of the right turn lane on 6<sup>th</sup> Ave at Broadway, to accommodate bicyclists moving straight through the intersection to enter the project site.
- d. We have concerns regarding increased conflicts between vehicles and bicyclists at the 5-point intersection of Broadway, Wabash, and Fairfield. Currently, this intersection has recorded a higher than average number of bicycle (and pedestrian) collisions. It is difficult, if not impossible, for a bicyclist northbound on Broadway to clear the intersection if entering on a green signal just prior to changing to yellow, before the cross traffic on Wabash gets a green signal. We suggest the complete closure of Fairfield from this intersection be investigated (not just closed for northbound traffic, as stated in Mitigation Measure O-1b) to make the intersection safer for bicyclists, by bringing the stop bar for northbound Broadway traffic up to Wabash.

## 2) Impact O-7. Conflicts with Alternative Transportation Plans and Policies:

### Comment:

- a. Mitigation measures O-7a (Maintaining Adequate Railroad Right of Way), O-7c (Smooth and perpendicular RR crossings), & O-7e (Bicycle parking spaces per the Regional Transportation Plan) are important and should remain in the final EIR. The following text from Section IV.O-46 is also important and should remain in the final EIR:

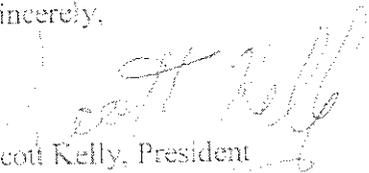
#### *Bicycle Access*

*The proposed project could generate bicycle traffic, and would provide both short-term and long-term parking for bicycles. Secure racks would be*

*located near building entrances. Bicyclists would be attracted to the proposed project for employment, shopping, dining, and entertainment. Adequate, safe, and secure bike parking should be provided according to 2004 Regional Bicycle Transportation Plan Update (Humboldt County). To be secure, bicycle parking facilities would be in front of the store and visible to customers entering and exiting stores, to minimize the potential for theft and vandalism. Bike parking for employees would be provided as an incentive for employees to ride bikes to work. Bike lockers or a fenced in, covered enclosure with bike racks within, can be located behind businesses or in the parking structure. With the implementation of Mitigation Measure O-7e (bicycle parking spaces), sufficient bicycle parking would be provided on-site. The project proposes to develop a section of the Waterfront Drive multi-use path, which the City has proposed for installation north of Del Norte Street along Railroad Street and Waterfront Drive. The planned path would extend east along Waterfront Drive to meet up with the soon-to-be-constructed trail along the Old Town Boardwalk east of C Street. The Waterfront Drive pedestrian and bicycle path through the project limits would be beneficial to the community and provide connectivity for further development of the path beyond the project site boundary. The path would be designed to meet the requirements of Chapter 1000 of the Caltrans Highway Design Manual (2004).*

Thank you for giving us the opportunity to provide comments on this important project. Please contact us if you have any questions regarding these comments.

Sincerely,



Scott Kelly, President  
Humboldt Bay Bicycle Commuters Association

cc: Board of Directors, Humboldt Bay Bicycle Commuters Association