



MEMORANDUM

DATE: April 2, 2026

TO: Oona Smith, Senior Regional Planner, Humboldt County Association of Governments

FROM: Dan Burden, Josh Meyer, and Sarah Bowman, Victor Dover, Blue Zones Project Team

SUBJECT: Humboldt Multimodal and Vibrant Neighborhoods Planning: **Eureka Walking Audit, F Street and G Street from Henderson Street to Harris Street**

INTRODUCTION

Eureka was selected to participate in the *Humboldt Multimodal and Vibrant Neighborhoods Planning Project*. The project was funded by a Caltrans Sustainable Transportation Planning Grant awarded to the Humboldt County Association of Governments (HCAOG) in partnership with local jurisdictions that committed grant matching funds. This document summarizes the findings of a one-day field visit by Eureka City staff, residents, business owners, and the Blue Zones team of Dan Burden, Victor Dover and Josh Meyer. The goal is to create safe and comfortable walking and bicycling routes for residents and visitors and ultimately improve safety for all modes of travel. The process, outcomes and recommended improvements are summarized in the report below.

A walking audit is a special lens for seeing and developing an understanding of what is working and what is not to achieve a more livable, walkable, multimodal, and healthy neighborhood. Where the walking audit reveals several bold initiatives underway in a community, it also shows what is not being done. In many cases, an engineering study must follow the recommendations of an assessment. Not all the needed data is available to the evaluators. For example, where an Edge Lane Road or a raised crossing may be an ideal solution to reduce speeds, increase courtesy among drivers, and increase walking, an additional study is often appropriate. A temporary pop-up demonstration, or another short-term solution, can often be beneficial.

WALKING, BICYCLING AND DRIVING ROUTE ASSESSMENT

On December 2, 2025, the Blue Zones team met with City of Eureka and Humboldt County Association of Governments staff, and community members to conduct a 90-minute circular walking audit event. Approximately 24 people participated in the walk and discussions, including representatives of the visually impaired community and several bicyclists.

The assessment featured a “Talk Story” circle conversation held in the parking lot of Poletski’s Appliance Center, located at the corner of Harris Street and G Street. Participants also took part in a guided walk to document the challenges of walking and bicycling along F and G Streets between Harris Street and Henderson Street. This included the segment of F Street that has emerged as the heart of a walkable neighborhood. The group also discussed the recent I Street and H Street conversions to include buffered bicycle lanes.

During the walking audit, participants engaged in:

- Reviewing infrastructure conditions on F and G Streets from Harris Street to Henderson Street.
- Observing late afternoon peak activity (motorist and non-motorist) on F Street.
- Evaluating on-street parking and opportunities for daylighting at intersections to improve sight distance and safety.
- Discussing key locations of designs for compact intersections with two directional ADA-compliant ramps per corner, curb extensions and tight corner radii.
- Evaluating walking and bicycling conditions and driving behavior on neighborhood cross streets.
- Assessing alley conditions, current usage patterns, and future opportunities for improved connectivity and activation.
- Reviewing marked crosswalk locations and observing motorists' yielding behaviors and compliance rates.

Image: Map of Walking Audit Route



The Blue Zones team reviewed and distilled findings, and prepared preliminary recommendations based on observations, discussions, and analyses of traffic operations and infrastructure conditions. This included discussions with the Eureka Public Works/Engineering and Development Services planning staff.



EXISTING CONDITIONS

Harris Street and Henderson Street operate as one-way streets with two travel lanes, a bike lane, and sections with on-street parking. Curb extensions with two-way directional ramps at E, F, H and I Streets shorten pedestrian crossing distances, improve sight lines and support traffic calming. Most block frontages on the two corridors are 300–400 feet long, and many properties are accessible via alleys. This reduces the need for individual curb cuts and driveways, helping maintain more continuous, pedestrian-friendly sidewalks with consistent setbacks. The compact block structure also contributes to lower vehicle speeds. While most blocks are relatively short, some extend up to 600 feet and could benefit from additional traffic-calming measures—such as raised crosswalks between signalized intersections. The posted speed limit on Harris Street is 30 mph.

Overall, the design of **F Street** supports pedestrian safety and slower, calmer traffic typical of a traditional main street environment. It includes a two-lane roadway with on-street parking and alleys on both sides between Henderson Street and Wood Street. Buildings face the street and are located directly along the sidewalk. The posted speed is 25 mph. Crosswalks and curb extensions at intersections (Wood, Grotto, and Russ streets) reduce crossing distances, improve corner visibility, slow down traffic, and reduce turning speeds.

G Street is 36-feet-wide with on-street parking available on both sides. Short block lengths and alternating stop controls at intersections contribute to lower vehicle speeds. Alleys reduce the number of curb cuts and driveways, helping maintain continuous, pedestrian-friendly sidewalks with consistent setbacks. There are no marked crosswalks.

RECOMMENDATIONS

The recommendations are summarized in the table below.

Recommendations	Proposed Time Frame
F Street Commercial District	
Reduce the posted and target speed from 25 to 20 mph between Henderson and Harris streets. Apply high visibility, low maintenance, 10-foot minimum width crosswalk markings at all intersections. Ensure on-street parking compliance with State set-back requirements (20 feet from the approach side of any marked or unmarked crosswalk, and 15 feet from the approach side of crosswalks with curb extensions). Provide Leading Pedestrian Interval Walk Signal at the signalized intersections. Study the potential for shorter signal cycles. Narrow travel lanes to 10 feet.	6-12 months
Provide pedestrian-scale street lighting.	1-2 years



Henderson Street and Harris Street	
Reduce travel and turn lane widths to 10 feet. Reduce parking lane widths to 6 or 7 feet. Add striped buffer to bike lanes.	6-12 months
Add high-visibility transverse crosswalk markings at the intersections with G Street. Consider addition of curb extensions and raised crosswalks for heightened visibility and speed moderation.	1-2 years
Local Streets	
Change the posted and target speed to 20 mph. Consider domed traffic circles (slightly raised or painted center islands) for all intersections. Provide curb extensions on key intersections.	1-2 years
Alleys	
Consider selecting and rebuilding a model alley as a new pedestrian friendly walkway and art-rich festival street.	1-3 years
Align raised crossings to create a new model alley commercial walkway.	3-4 years

APPENDIX A – Acknowledgements

We extend our sincere gratitude to the following individuals for their valuable insights and active participation in developing these recommendations. Their expertise and contributions will continue to be instrumental in advancing outcomes from this walking audit:

- Oona Smith, Senior Regional Planner, HCAOG
- Eureka City Staff, including but not limited to: Cristin Kenyon, Development Services Director; Jesse Willor, City Engineer; Brittany Powell, Engineering Project Manager
- Redwood Community Action Agency-Natural Resource Services, Alysia Bixler, Projects Coordinator I

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APPENDIX B – Background Materials

Additional materials and deliverables regarding the *Humboldt Multimodal and Vibrant Neighborhoods Planning Project* can be accessed at: www.hcaog.net/programs-projects/bike-walk-roll, under “Highlights.” Specific to the Walking/Biking Audits, this webpage provides photos, workshop presentations (slides and video recording),



and a “Humboldt Toolkit & Walking Audits Reports,” which includes photos that illustrate examples of the traffic-calming measures that are recommended in this technical memo.

APPENDIX C – Additional Resources

There are many high-quality resources available to support multimodal transportation needs assessments and to help identify improvements and develop projects, policies, and programs that enhance mobility options, improve safety, and strengthen connected communities.

Active Transportation and Traffic Safety Resources

- [A Systematic Safety Study of Pedestrians in Tribal Areas](#)
- [Small Town and Rural Multimodal Networks](#)
- [Local and Rural Road Safety Program](#), USDOT Federal Highway Administration
 - Includes [link](#) to page with training, tools, guidance and countermeasures for local practitioners.
- [Narrow Lanes Save Lives: A Way to Make to Make Our Communities Safer and Healthier](#)
 - Extensive study showing that narrower lanes can reduce crashes, injuries and fatalities.
 - Includes policy recommendations for lane width reductions.
- [City Limits: Setting Safe Speed Limits on Urban Streets](#)
 - See also: [City Limits: Quick Guide on Conducting a Safe Speed Study and Using the Risk Matrix](#)
- [California AB 1014](#)
 - Modifies the traditional 85th percentile rule by allowing Caltrans and local authorities to set speed limits lower than prevailing traffic speeds.
- [Improving Intersections for Pedestrians and Bicyclists: Information Guide](#), USDOT Federal Highway Administration
 - 2022 resource informing the state of the practice on intersection planning and design to help eliminate fatalities and serious injuries while also making roads better places for walking and bicycling.
 - Supplements FHWA’s series of intersection informational guides and makes direct connections to other FHWA bikeway and pedestrian facility selection guides.
- Edge Lane Roads:
 - <https://www.edgelaneroads.com/>
 - [Safety Considerations for All Road Users on Edge Lane Roads](#)
 - <https://experience.arcgis.com/experience/db68f2a2260c4efaa827d77bc84f1a3c>
 - <https://nacto.org/publication/urban-bikeway-design-guide/designing-bikeways-for-all-ages-and-abilities/bikeways-on-low-speed-low-volume-streets/advisory-bike-lanes/>
- Street Lighting:
 - [Street Light Motion Sensors](#)
 - [FHWA Roadway Lighting Resources](#)
- [Active Transportation Resource Center](#) (ATRC)
 - Webinars, trainings, events, resource library, and projects and programs to support active transportation initiatives.



- [Active Transportation Programs Design Guide](#), Washington State Department of Transportation
 - Helpful reference published in 2024 with engineering standards and preferred treatments to create safer, connected and low-traffic stress environments.
- UC Berkeley Safe Transportation Research and Education Center (SafeTREC) [Transportation Injury Mapping System \(TIMS\)](#):
 - Features the Safe Routes to School (SRTS) Mapping tool that provides pedestrian and bicycle crash maps within ½- mile radius of public schools in California.
 - Also features the ATP Maps & Summary Data mapping tool that provides pedestrian and bicycle facility hot spots within specified project and/or community limits.
- [Street Story: A Platform for Community Engagement](#):
 - A community engagement platform provided by UC Berkeley SafeTREC in English and Spanish that allows residents, community groups, and agencies to collect information about transportation crashes, near misses, general hazards, and safe locations to travel. The tool is free to use, anonymous, and publicly accessible.
- [SafeTREC Complete Streets Safety Assessments](#):
 - SafeTREC provides free technical assistance to communities across California, creating safe spaces for people to walk and bike. Specific eligibility varies by program and includes cities and public schools/colleges with a population greater than 2,500, all counties, and all Federally Recognized Tribes.
 - The Complete Streets Safety Assessments home page also includes a number of on-line and downloadable resources:
 - [California Safe Speeds Toolkit \(2023\)](#)
 - [Complete Streets and their effect on increasing safety for all road-users \(2018\)](#)
 - [A Technical Guide for Conducting Traffic Safety Assessments for California Communities \(2015\)](#)
 - [A Technical Guide for Conducting Pedestrian Safety Assessments for California Communities \(2013\)](#)
 - [A Technical Guide for Conducting Bicycle Safety Assessments for California Communities \(2014\)](#)
- [Active Transportation Resource Center](#) (ATRC) Resource Library [Evaluation and Data Tools Page](#):
 - Includes tools and resources for data collection and analysis to assist with active transportation needs assessments and identifying options for improvements.

Tools and Resources for Walking and Bicycling Audits

- [California Center for Physical Activity Walk to School Walkability Checklist](#)
- [AARP Walk Audit Tool Kit](#) (available in English and Spanish)
- [AARP and League of American Bicyclists Bike Audit Tool Kit](#) (available in English and Spanish)
- SRTS National Partnership [Let's Go For A Walk: A Toolkit for Planning and Conducting a Walk Audit](#)
- Active Transportation Resource Center (ATRC) Resource Library [Walk and Bike Audits Page](#) and Pedestrian and Bicycle Information Center (PBIC) [Audit Tools](#) Page:



- Include additional guides, tools and checklists for planning and conducting audits to gather information about street conditions, engage community members, and inform planning and traffic safety projects.

Tools and Resources for Pop-up Demonstrations and Quick-build Projects

- [Planning for the Future: Quick-Build Pedestrian Improvements in Indian Country](#)
- [Quick-Build Projects for Small Towns, Rural and Suburban Contexts](#)
- AARP [The Pop-Up Placemaking Toolkit](#)
- Team Better Block [Recipes](#) for temporary installations and longer duration quick build projects.
- Transportation for America [State of the Art Transportation Planning: A Do-it-Yourself Toolkit](#)
- Tactical Urbanist [Guides](#) web site and downloadable resources for planning, design, implementation and materials for art, bike lanes, crosswalks, parklets, transit stops, enhanced public spaces, open streets and more.
- People for Bikes [Quick Builds for Better Streets: A New Project Delivery Model for U.S. Cities](#)
- California Bicycle Coalition [Quick Build Guide: How to Build Safer Streets Quickly and Affordably.](#)
- Minnesota Department of Transportation (MnDOT) [Demonstration Project Implementation Guide](#)
 - See also MnDot Demonstration Project Engagement and Evaluation Toolkit which can be downloaded from link to the home page above.
- Washington Department of Transportation [Active Transportation Programs Quick Build Guide](#)