

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.

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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.

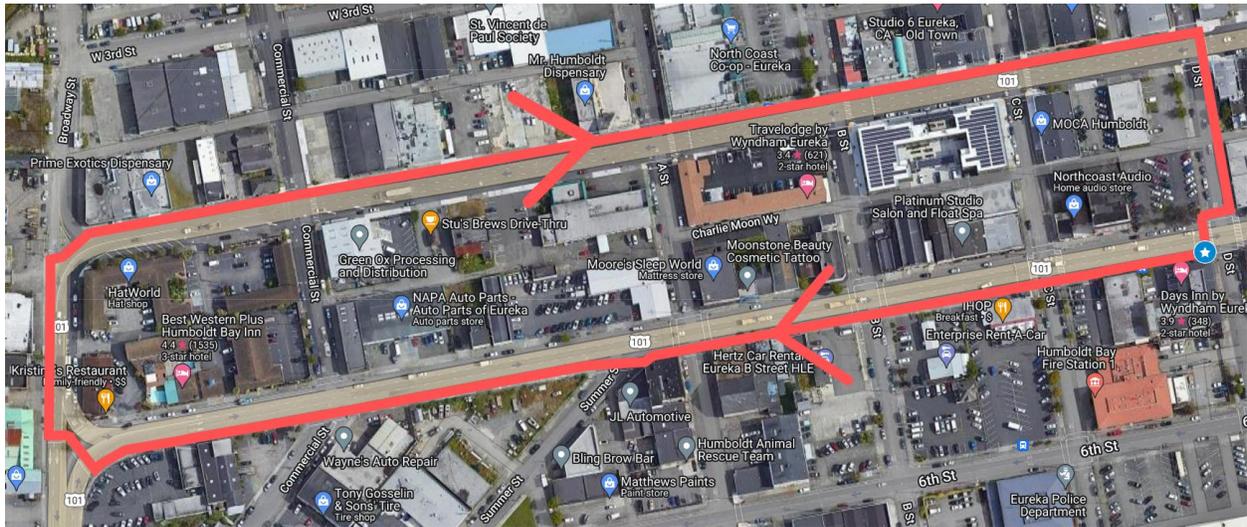


Figure 1: The route of the October 2, 2024 walk audit, starting and ending at 5th & D Streets in Eureka



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

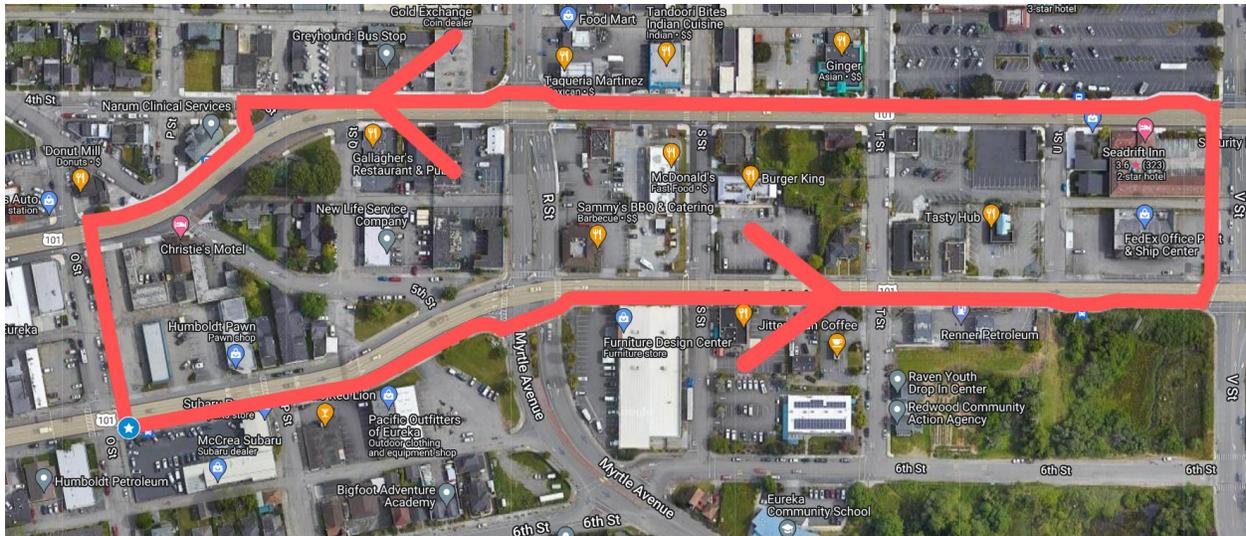


Figure 3: The route of the October 5, 2024 walk audit, starting and ending at 5th & O Streets in Eureka



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.

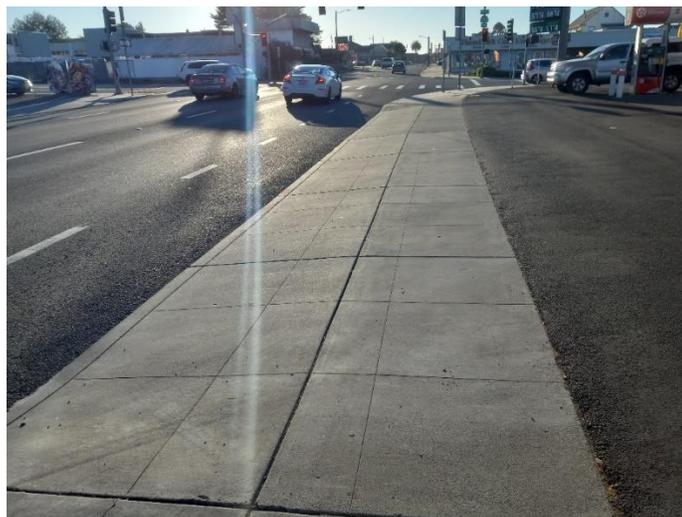


Figure 8: A very long driveway/curb cut at a gas station at 4th Street and R Street/SR-255.

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.

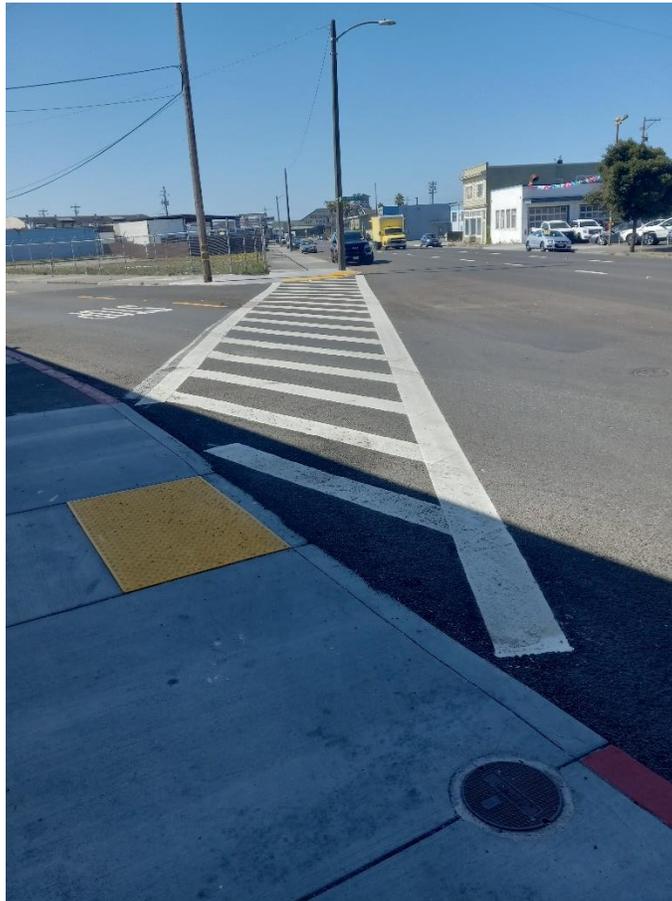


Figure 11: A curb ramp at 5th Street and Summer Street leads into 5th Street instead of into the crosswalk.

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

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).

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

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.

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.

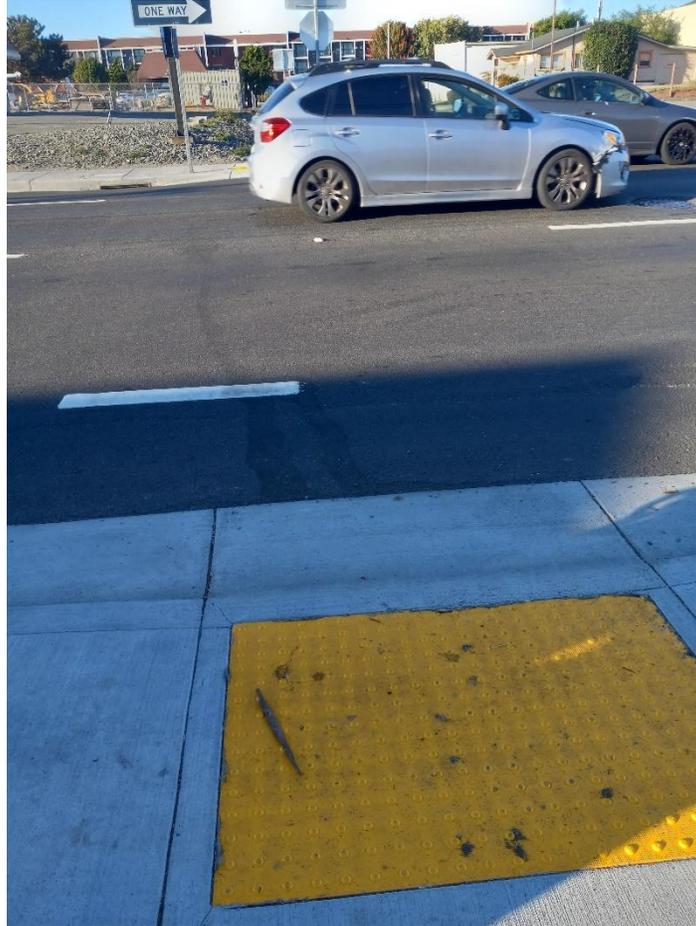


Figure 23: A curb ramp leads to an unmarked crosswalk at 5th and U Streets near the bus stop.

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.

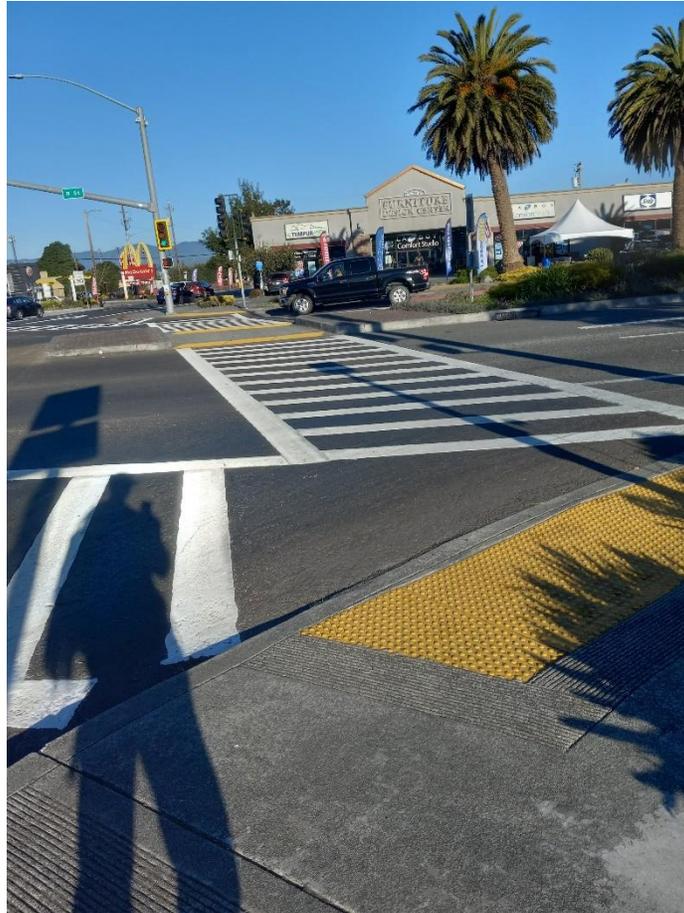


Figure 24: 5th and R Streets, featuring a very long crosswalk and a wide vehicle right-turn radius with a misaligned curb ramp.

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.