Caltrans Working in Partnership with:

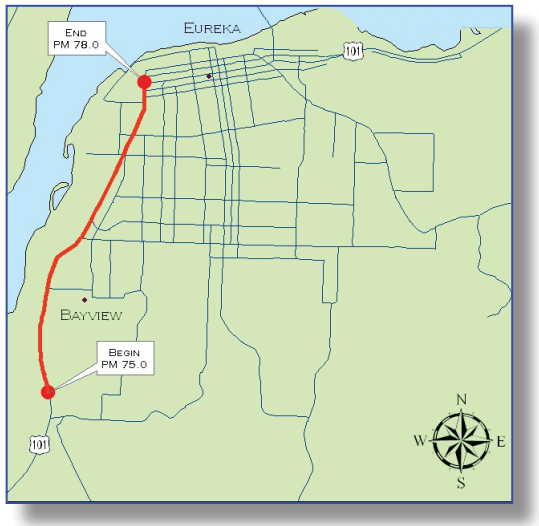
City of Eureka

Humboldt County Association of Governments (HCAOG)

County of Humboldt

Would you like more information?
Caltrans has created a website dedicated to providing information on this study. This website provides links to documents, progress reports, announcements for public meetings and contact information. The website will be the best source for getting up to date information. Members of the public are encouraged to check the site often.
The address for the site is:
http://www.dot.ca.gov/dist1/hum-studies/

Project Map



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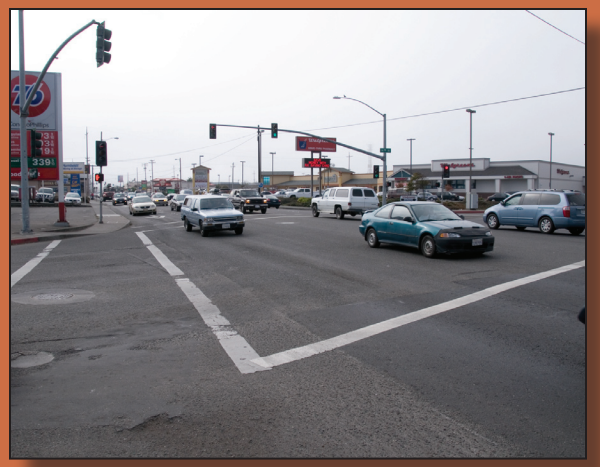
Broadway Feasibility Study



Broadway and 14th Street Intersection

Humboldt County Route 101

Post Miles 75.0 – 78.0
From the entrance of K-Mart to the beginning of 5th Street

CALIFORNIA DEPARTMENT OF TRANSPORTATION

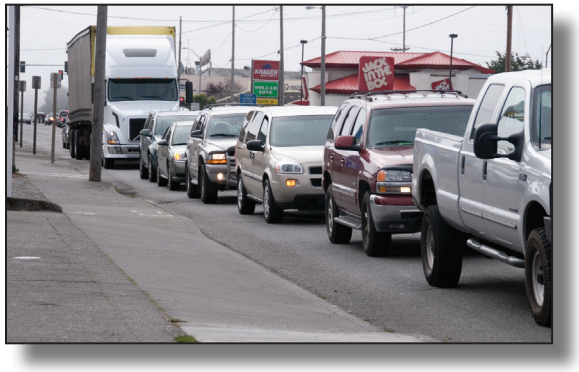
Caltrans

CALIFORNIA DEPARTMENT OF TRANSPORTATION

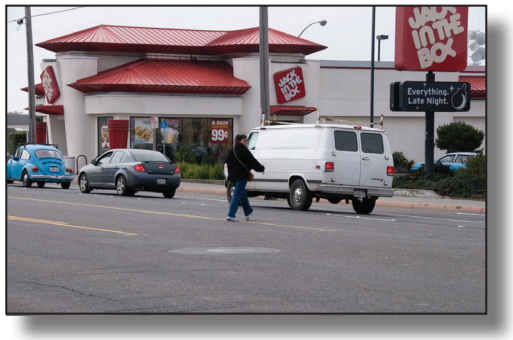
The California Department of Transportation (Caltrans) has initiated the Broadway Feasibility Study to evaluate and identify safety, operational and mobility improvements for all modes of transportation along the Broadway corridor. The study limits are approximately 3 miles in length and begin at the intersection of the K-Mart entrance and terminate at the beginning of the 4th and 5th Streets couplet in the city of Eureka, CA.

Route 101 (Broadway) is a four-lane, north-south urban principal arterial highway in a mixed land use area. To the south of the study area, Broadway is divided freeway and to the north it changes to an independently aligned urban principal arterial couplet. In addition to vehicular use, there are significant amounts of non-motorized uses of the facility.

Commuter Traffic on Broadway



BROADWAY FEASIBILITY STUDY



Pedestrians Crossing Illegally

What is the purpose of this study?
The purpose of the study is to identify and evaluate improvements along Broadway that will address the safety, operational and mobility needs along the corridor.

Why is this study needed?
The collision rate, at certain locations along Broadway reaches as high as four times the statewide average when compared to similar facilities. The corridor also experiences significant traffic congestion and poor mobility for all modes of transportation. As volumes of motorized and non-motorized traffic increase, collision rates and congestion will also increase. Mobility for all users will also become increasingly difficult as volumes increase.

BROADWAY FEASIBILITY STUDY

The study will utilize a micro-simulation traffic model to analyze various improvements along the corridor. Implementing an improvement at a single location will affect the traffic operations at other locations along the corridor, which underscores the fact that Broadway is a linked system and must be studied accordingly. One of the main goals of the feasibility study is to identify improvements throughout the corridor that will improve Broadway as a system rather than transferring an existing issue to another location.

The study is only intended to identify feasible improvements that could be considered for future funding.

A future public meeting is tentatively scheduled for early 2010.

Commercial Traffic on Broadway