



City of Longview

1525 Broadway
Longview, WA 98632
www.ci.longview.wa.us

Agenda - Workshop

City Council

Mayor Don Jensen
Council Member Ken Botero
Council Member Chet Makinster
Council Member Steve Moon
Council Member Scott Vydra
Mayor Pro Tem Michael Wallin
Council Member MaryAlice Wallis

Thursday, April 12, 2018

6:00 PM

2nd Floor, City Hall

NOTICE IS HEREBY GIVEN, in accordance with RCW Chapter 42.30, that the City Council of the City of Longview, Washington, will conduct a workshop session in the Longview City Hall Training Room, 1525 Broadway, Longview, on Thursday, April 12, at 6:00 p.m. The topics of discussion follow. Final disposition shall be taken on no other matter.

Longview City Hall is accessible for persons with disabilities. Special equipment to assist the hearing impaired is also available. Please contact the City Executive Offices at 360.442.5004 at least forty-eight (48) hours in advance if you require special accommodations to attend the meeting.

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **WORKSHOP**

[18-5395](#)

RECOMMENDATIONS FOR PROPOSED 3RD AVENUE AND 30TH AVENUE MIDBLOCK PEDESTRIAN CROSSINGS AND STATUS OF OTHER PEDESTRIAN AND CROSSING IMPROVEMENTS

COUNCIL INITIATIVE ADDRESSED:

Improve transportation systems
Address quality of place issues

CITY ATTORNEY REVIEW:N/A

SUMMARY STATEMENT:

At the August 24th, 2017 City Council meeting, the City Council discussed installing midblock crosswalks with warning devices at two locations: 3rd Avenue north of Hudson near the two Canterbury facilities, and 30th Avenue in front of Columbia Valley Gardens Elementary School (CVG). The City Council concurred with staff's recommendation to hire a traffic engineering consultant to

evaluate the two locations to comply with the Manual on Uniform Traffic Control Devices requirement for an engineering study before installing a midblock pedestrian crossing. The traffic engineering firm Kittelson and Associates (KAI) was retained to study the proposed crossings; however, their work was delayed due to Cascade Natural Gas construction significantly disrupting traffic along 3rd Avenue until mid-February 2018, at which time accurate data could be collected.

KAI met with constituents, performed field observations, and collected vehicle and pedestrian data. KAI used methodology from the *National Cooperative Highway Research Program (NCHRP) Report 562, "Improving Pedestrian Safety at Unsignalized Crossings,"* to develop findings and recommendations for crossing treatments.

KAI's findings for the 3rd Avenue location do not support installing a midblock crossing due to insufficient pedestrian crossing volume. KAI recommends monitoring the location and considering installing a midblock crossing if pedestrian crossing volumes increase to a consistent 20 or more crossings in any one hour each day. KAI does recommend making the following upgrades at the 3rd Avenue/Hudson Street intersection to improve pedestrian safety:

- Modify eastbound approach to provide a dedicated left-turn lane and shared through/right-turn lane
- Modify signal timing to provide a lagging protected left-turn phase
- Upgrade pedestrian signal heads to countdown heads and increase the walk time for the east/west pedestrian crossing movement.

KAI's findings for the 30th Avenue location do not support installing a midblock crossing because it would improve safety only if pedestrian crossings were shifted from one or both of the school crossings at Pine Street or Pennsylvania Street, and it would not alleviate the pickup and drop off congestion and safety issues on the school property. Because of the intense circulation issues at CVG, KAI did not feel confident that shifting pedestrian crossing patterns would be successful and recommends working to improve the existing school crossings with the following improvements:

- Advance stop bars
- "Stop Here For Pedestrian" Signs
- Continued training for crossing volunteers
- Parent pick-up education relating to alternate pick-up locations.

Long term, KAI recommended:

- Staggered release times
- Separating bus traffic from parent traffic in the drive aisle
- Remove on-street parking on the west side of 30th Avenue to discourage midblock crossings

At the workshop, KAI and City staff will discuss the report findings and recommendations. Staff will also provide a status update regarding other

pedestrian safety and crossing improvements.

FINANCIAL SUMMARY:

At the October 12, 2017 Workshop, the City Council approved use of the Public Safety Fund to pay for crossing improvements. The costs of the midblock crossings were previously estimated at \$120,000 each, but the costs for the signal modifications have not yet been estimated.

RECOMMENDED ACTION:

Motion directing staff to

- Upgrade the 3rd Avenue/Hudson Street intersection
- Periodically count pedestrian crossings on 3rd Avenue north of Hudson Street
- Install recommended additional signs and markings on 30th Ave
- Work with Longview School District on circulation and safety improvements at Central Valley Gardens school

STAFF CONTACT:

Manuel Abarca, PE, Traffic Engineer

Attachments: [3rd Ave Midblock Crossing Final Report 2018-04-05.pdf](#)
[30th Ave Midblock Crossing Final Report 2018-04-04.pdf](#)
[Ped Crossing Assessment - 3rd Ave & 30th Ave 04.05.18.pptx](#)

4. ADJOURNMENT

NEXT REGULAR COUNCIL MEETINGS:

THURSDAY, APRIL 26, 2018 - 7:00 P.M.

THURSDAY, MAY 10, 2018 - 7:00 P.M.

NEXT COUNCIL WORKSHOPS:

THURSDAY, APRIL 19, 2018 - 6:00 P.M. MONTHLY UTILITY BILLINGS/MULTI-FAMILY UTILITY RATE RELIEF PROGRAM FOR NON-PROFITS