

A photograph of a residential street on a foggy day. In the foreground, a sidewalk is covered with fallen autumn leaves in shades of orange, yellow, and red. A white-painted crosswalk is visible on the sidewalk. In the background, there are several houses, including a two-story house on the left and a single-story house with a garage on the right. A red pickup truck is parked in the driveway of the house with the garage. A silver car is partially visible on the right side of the frame. The overall atmosphere is misty and overcast.

LONGVIEW PEDESTRIAN CROSSING ASSESSMENTS 3RD AVE & 30TH AVE

THURSDAY, APRIL 12, 2018

Project Overview

- Longview Pedestrian Crossing Assessments
 - Review existing facilities and services
 - Collect traffic data
 - Conduct site visits
 - Meet with local stakeholders
 - Conduct crosswalk assessments
 - Prepare reports

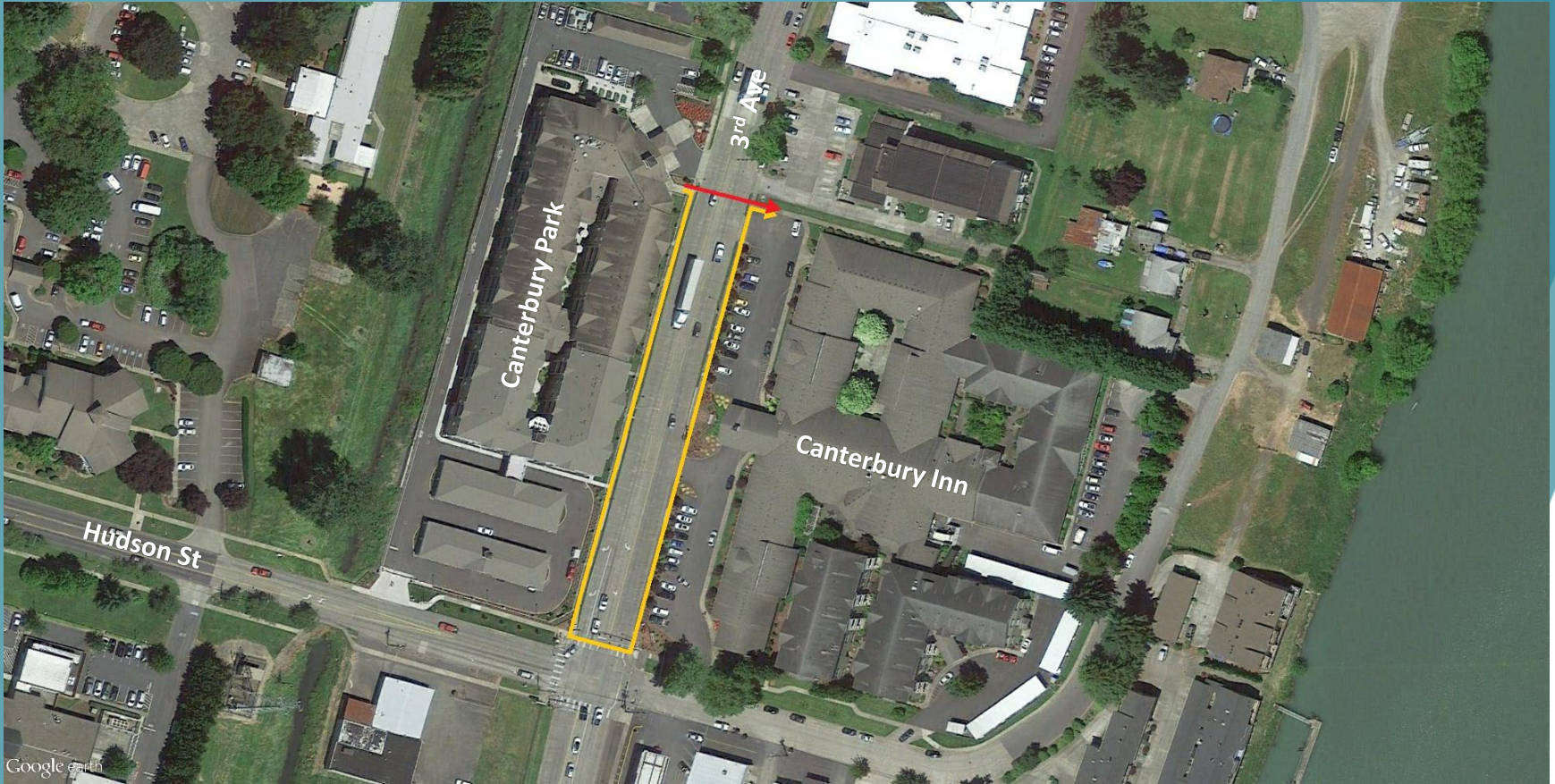


3rd Avenue Crossing Assessment

- Project Background
 - Identified safety issues at proposed mid-block crossing location
 - Requested by Canterbury staff and residents
- Key Issues
 - An existing concrete pathway connects Canterbury Park's main entrance to 3rd Avenue
 - A similar concrete pathway continues southeast from 3rd Avenue to Canterbury Inn's main entrance
 - The location and orientation of the existing concrete pathways create a natural pathway across 3rd Avenue
 - The closest crosswalk is approximately 480-feet to the south at Hudson Street



3rd Avenue Crossing Assessment



3rd Avenue Crossing Assessment

- Study Area
 - 3rd Avenue adjacent to Canterbury facilities
 - 3rd Avenue/Hudson Street crossing
- Existing Facilities and Services
 - 3-lane cross section: 11' travel lanes; 12' median; 8' parking lanes
 - Continuous sidewalks on both sides of 3rd Avenue
 - Marked crosswalk at 3rd Avenue/Hudson Street
 - Requires out-of-direction travel for Canterbury residents
 - Does not provide sufficient time for pedestrians to cross the street
 - Motorists do not yield to pedestrians crossing the north leg of the intersection
 - Pedestrian ramps do not align with the crosswalks



3rd Avenue Crossing Assessment

- Traffic Data
 - Traffic volumes: 15,320 daily
 - 989 morning, 177 afternoon, 1,308 evening
 - Travel speeds: 32 mph daily
 - Pedestrian activity: 42 between 7am-7pm
 - 5 morning, 14 afternoon, 5 evening
- Other Considerations
 - Illumination
 - Topography
 - Vegetation
 - Sight distance



3rd Avenue Crossing Assessment

- Crosswalk Assessment
 - Purpose: determine if proposed mid-block crossing is supported by study methodology
 - Methodology: NCHRP Report 562 – Improving Pedestrian Safety at Unsignalized Intersection
 - Existing traffic conditions: Mid-block crossing **is NOT** supported due to limited pedestrian activity
 - Sensitivity analysis: Mid-block crossing with a high level of crosswalk protection **is** supported with a minor increase in pedestrian activity



3rd Avenue Crossing Assessment

- Findings and Recommendations
 - Mid-block crossing **is NOT** supported due to limited pedestrian activity
 - Pedestrians will continue to cross at the proposed mid-block crossing with or without enhanced crossing treatments
 - There is potential for increases in pedestrian activity during summer months and through a consolidation of pedestrian activity
 - The City should continue to monitor the crossing and consider installing an enhanced mid-block crossing with a high level of crosswalk protection
 - The City should address needs at the 3rd Avenue/Hudson Street intersection with or without mid-block crossing



3rd Avenue Crossing Assessment

- Findings and Recommendations
 - Modify the eastbound approach to the 3rd Avenue/Hudson Street intersection to provide a separate eastbound left-turn lane and a shared through/right-turn lane.
 - Modify the traffic signal at the 3rd Avenue/Hudson Street intersection to provide protected left-turn phasing at the eastbound approach
 - » Lag the left-turn movement and increase the walk time for the east-west movement.
 - Upgrade the pedestrian signal heads with countdown heads at the 3rd Avenue/Hudson Street intersection.



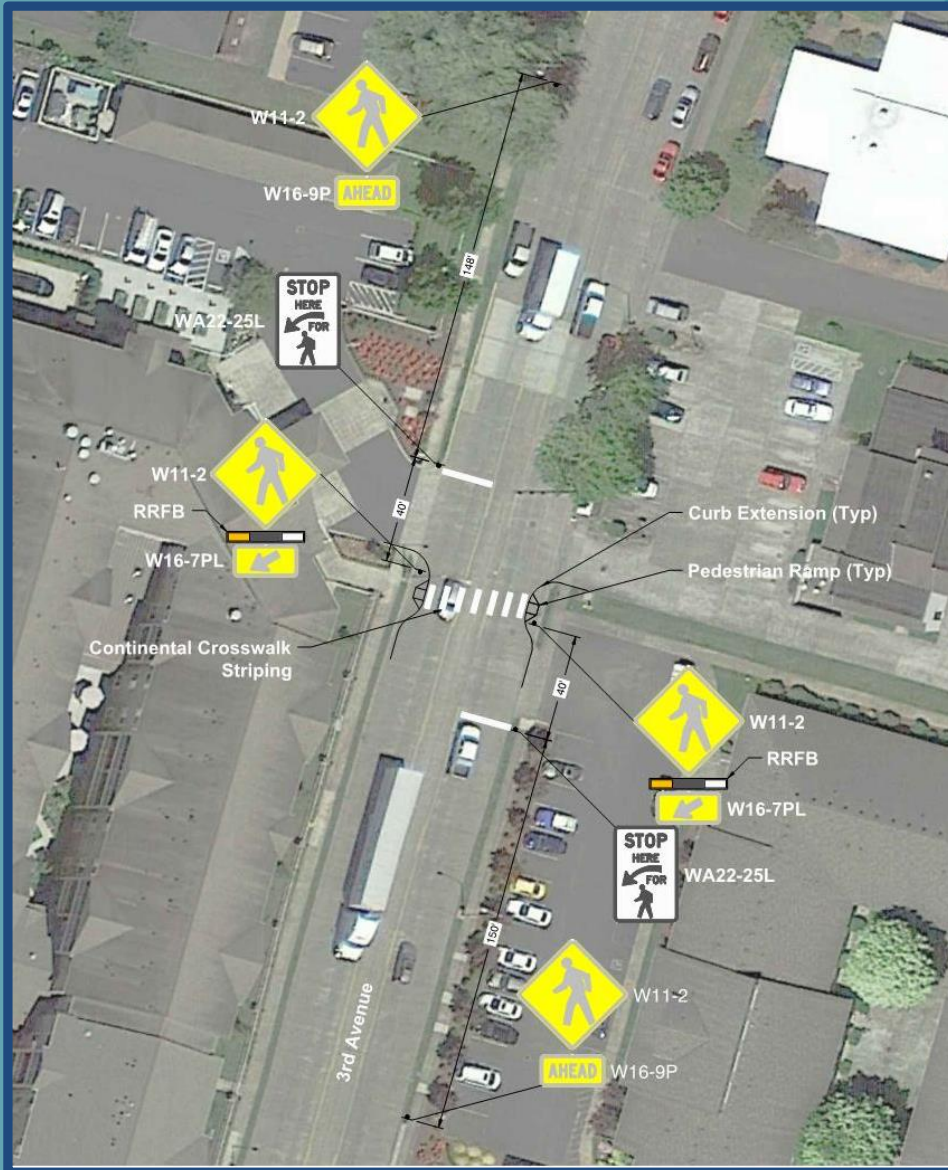
3rd Avenue Crossing Assessment

- Findings and Recommendations (cont.)
 - Monitor the mid-block crossing and if/when pedestrian activity reaches the minimum requirement, consideration should be given to installing an enhanced mid-block crossing with the following crossing treatments:
 - Curb extensions on both sides of the proposed mid-block crossing.
 - ADA compliant pedestrian ramps at both ends of the crosswalk per City standards.
 - High visibility crosswalk pavement markings and signs per the MUTCD.
 - Rectangular Rapid Flash Beacons (RRFB) on the crosswalk signs.
 - Advance stop bars at each approach with “Stop Here for Pedestrian” signs.
 - Advance warning signs at each approach.



3rd Avenue Crossing Assessment

- Potential Mid-Block Crossing

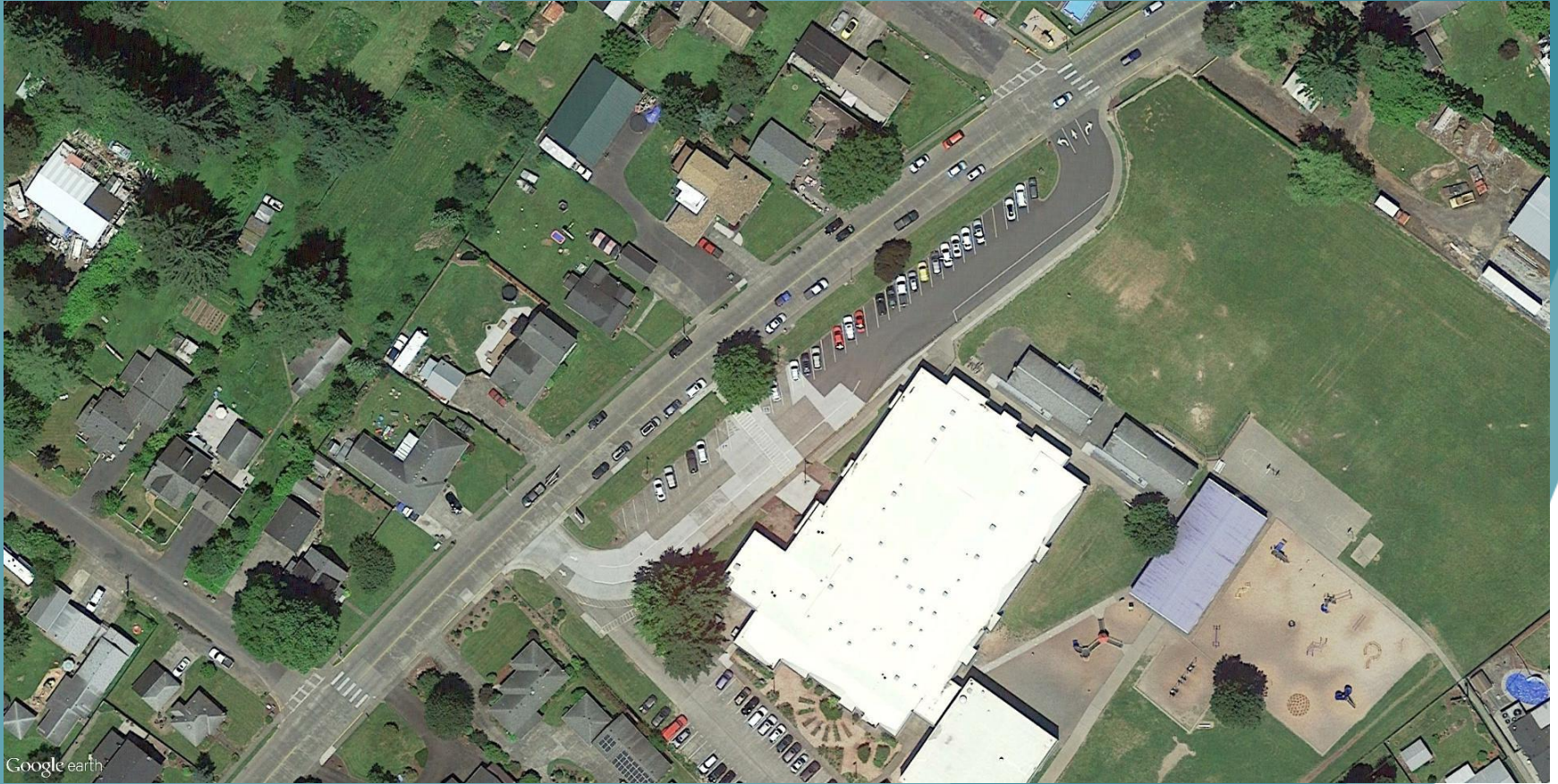


30th Avenue Crossing Assessment

- Project Background
 - School Zone Study February 2014
 - Several upgrades to existing facilities
 - Identified potential for mid-block crossing and potential to close Pine Street and Pennsylvania Street crossings
- Key Issues
 - Pedestrian crossing activity at the Pennsylvania Street crossing limits the ability for vehicles, including buses, to exit the driveway.
 - This frequently causes extended vehicle queues and delay within CVG drive aisle.



30th Avenue Crossing Assessment



30th Avenue Crossing Assessment

- Study Area
 - 30th Avenue adjacent to CVG Elementary School
 - Pine Street crossing
 - Pennsylvania Street crossing
- Existing Facilities and Services
 - 2-lane cross section: 11' travel lanes; 7' parking lanes
 - Continuous sidewalks on both sides of 30th Avenue
 - Marked crosswalks at Pine Street and Pennsylvania Street
 - Pavement markings and signs
 - Advance warning signs
 - School speed zone signs with flashing beacons
 - Supported by additional signage and crossing guards



30th Avenue Crossing Assessment

- Traffic Data
 - Traffic volumes: 5,586 daily vehicles: 387 morning; 560 afternoon
 - Travel speeds: 30 mph daily: 21 mph morning; 22 mph afternoon
 - Pedestrian activity:
 - Pennsylvania Street: 25 morning; 119 afternoon
 - Pine Street: 4 morning; 37 afternoon
 - Mid-block: 0 morning; 1 afternoon
- Other Considerations
 - Illumination
 - Topography
 - Vegetation
 - Sight distance



30th Avenue Crossing Assessment

- Crosswalk Assessment
 - Purpose: determine if proposed mid-block crossing is supported with and without Pine and Pennsylvania Street crossings
 - Methodology: NCHRP Report 562 – Improving Pedestrian Safety at Unsignalized Intersection
 - Existing traffic conditions: Mid-block crossing **is NOT** supported due to lack of pedestrian activity
 - Sensitivity analysis: Mid-block crossing **IS** supported if pedestrian activity is shifted from either Pine Street or Pennsylvania Street crossings



30th Avenue Crossing Assessment

- Findings and Recommendations
 - Mid-block crossing is **NOT** supported by study methodology without a shift in pedestrian activity from one of the existing crossings
 - Pedestrians will continue to cross at existing crossings with or without the mid-block crossing
 - Mid-block crossing is not expected to address key issue associated with queueing and delay in drive aisle – could exacerbate issue
 - Mid-block crossing is **NOT** recommended



30th Avenue Crossing Assessment

- Findings and Recommendations
 - Near-term recommendations
 - Work with crossing guards to improve operation of existing crossings
 - Educate students and parents about alternative pick-up and drop-off locations
 - Install stop bars at the existing crossings to stop vehicles from blocking driveways
 - Evaluate light levels at existing crossing to ensure they meet standards
 - Long-term Recommendations
 - Consider staggered release times for students
 - Consider reconfiguring drive aisle to separate buses from vehicles
 - Consider installing flashing beacons on existing crosswalk signs
 - Consider removal of on-street parking along 30th Avenue between Pennsylvania street

