



## Legislation Text

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**File #:** 19-5757, **Version:** 1

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### **7<sup>TH</sup> AVENUE REQUEST TO LOWER POSTED SPEED AND INSTALL PEDESTRIAN WARNING BEACONS**

#### **COUNCIL INITIATIVE ADDRESSED:**

Improve transportation systems

#### **CITY ATTORNEY REVIEW: N/A**

#### **SUMMARY STATEMENT:**

Staff has received safety complaints regarding 7<sup>th</sup> Avenue between Tennant Way and Hudson Street. The two main complaints are speeding and the assertion that the posted speed is too high for the conditions, and that vehicles do not stop for pedestrians waiting to cross 7<sup>th</sup> Avenue. A pedestrian warning beacon such as the rapid rectangular flashing beacon (RRFB) was requested to improve safety for pedestrians crossing 7<sup>th</sup> Avenue.

Staff has evaluated the requests and summarized our findings in a staff report that evaluated crash history, vehicle speeds, and traffic volume. Staff has determine that the crash history warrants taking action on 7<sup>th</sup> Avenue. There are two locations in the City that have higher crash rates than this stretch of 7<sup>th</sup> Avenue: Ocean Beach Highway between Cowlitz Way and 15<sup>th</sup> Avenue, and the Civic Circle. To address the crash rates, staff has identified countermeasures to improve site distance for side street traffic and pedestrians, and increase channelization and visual clues for drivers.

Staff recommends trying countermeasures and evaluating if the countermeasures address the crash rates and improve crossing opportunities for pedestrian. Staff does not recommend lowering the speed limit as the first course of action until countermeasures have been put into place and evaluated. Most drivers maintain a speed that is reasonable and prudent. If the speed is lowered, almost 50 percent of the drivers currently using 7<sup>th</sup> Avenue may violate the speed limit because most drivers maintain their speed based on the driving environment, more so than by the posted speed limit. Staff recommends installing a RRFB beacon at the Delaware Street pedestrian crossing.

#### **FINANCIAL SUMMARY:**

Constructing curb extensions and a pedestrian warning beacon will cost approximately \$190,000. Pavement markings for channelization could be temporarily applied in paint to determine their effectiveness, utilizing the existing Traffic Division budget. Longer lasting thermoplastic pavement markings are estimated to cost \$85,000 and would require hiring a contractor.

#### **RECOMMENDED ACTION:**

Motion directing staff to construct pedestrian warning beacons and curb extensions on 7<sup>th</sup> Avenue at Delaware Street, and paint a double yellow centerline and edge line.

#### **STAFF CONTACT:**

Manuel Abarca, PE  
Traffic Engineer