

## CCRA Streets Committee

The committee reviewed and approved a proposal from SOSNA to rework the intersection at 23rd and South with a view to calming traffic flow and improving safety.

On January 12, Bill West attended the first of three meetings on redesign of the 19th and 20th street corridors, again to improve traffic flow and increase safety. The study is being conducted by DVRPC at the request of the City.

The committee has received information that City Council President Darrell Clarke is blocking the installation of priority bus lanes on Market and JFK. CCRA has previously endorsed these lanes and is investigating to verify if the information is correct.

Submitted by,  
William West

## **Request for rapid response to address safety concerns at crash site**

On January 17, a car exiting the Amazon parking lot on South 23rd at South Street was run into by a southbound car on 23rd Street. The exiting car flipped. This area of conflict has been problematic since the lot opened for use, when the Amazon store opened. There have been numerous non-injurious conflicts between drivers, cyclists, and pedestrians, which all share the rights of way between the travel lane and the sidewalk.



*Crash at 23rd and South Streets, January 7, 2021*

This issue is due to southbound vehicles on 23rd often using both lanes to travel across South Street, rather than only via the right-hand through lane. Drivers in the left-hand turning lane travel straight in order to pass cars and bicycles on their right; this inherently means they speed through the intersection. As there is enough width on 23rd Street south of South for two lanes, cars routinely violate the left-turn-only markings.

**SOSNA's Vision Zero Committee, CCRA's Streets Committee, and SSWBA have identified two easy solutions to this problem.**

1. Cordon off the excess motor vehicle cartway width with vertical delineators or Streets Department-approved planters.



Some benefits include

- a. Reduce the street to one travel lane, forcing cars in the left-hand turning lane to turn left and create one standard-width travel lane for southbound vehicles, thereby instilling some traffic calming into this intersection;
  - b. Provide adequate width for pedestrians along the east side of 23rd, where the curb is too narrow, does not comply with ADA requirements, and fails to accommodate two passing pedestrians without requiring one to step off the curb into the street.
  - c. Establish a shorter crossing distance for pedestrians at 23rd and improve sight lines, This protected pedestrian "lane" would also make it safer for bike-station users to access the station, and offer safer options for pedestrians passing the plaza on its perimeter;
2. Speed cushions on South 23rd Street between South and Naudain Streets and between South and Pemberton Streets.





*Refreshed striping at 23rd and South and speed cushions*



*Speed cushion, fog lines, vertical delineators*

We look forward to working with you to implement these changes as soon as possible to avoid future safety issues.

Signed,

South of South Neighborhood Association  
South Street West Business Association  
Center City Residents' Association