

From: Councilmembers Kate Rosenbarger (District 2), Hopi Stosberg (District 3), and Matt Flaherty (At-Large)

To: City Council Colleagues

RE: Ordinance 2024-23, codifying the all-way stop sign at 7th and Dunn St.

Date: October 11, 2024

We are bringing forward an ordinance to codify the multi-stop intersection at E. 7th st. and Dunn St. Converting the intersection of Dunn and 7th St. to a multi-stop intersection has been a point of agreement between the Engineering Department, the Traffic Commission, the Bicycle and Pedestrian Safety Commission, and Council members based on the traffic volume and crash data at that intersection.

A temporary 180-day order was first effective on April 12, 2023 and that temporary measure has continued to be reissued since then. The current order expires on April 1, 2025. To avoid engineering needing to extend that order for an additional time, we urge council to codify this multi-stop intersection.

The 7-Line Project was developed in 2021 as a priority bicycle, pedestrian, and transit corridor. As part of this project, stop signs along 7th street were removed at the intersections of Dunn, Grant, Lincoln, Washington, and Morton to allow uninterrupted operation of bicycles and transit vehicles. As referenced above, the intersection of 7th and Dunn was changed to a multi-stop intersection by temporary order in April 2023. Since the protected bicycle lane was installed there has been a dramatic increase in cycling traffic along 7th street. In the council packet from May 15, 2024, Andrew Cibor, Director of Engineering, shared that there has been an increase in bicycle and scooter traffic of 27-50% in areas that had existing bike lanes and an increase in over 200% in the blocks that previously had no bicycle infrastructure at all. Based on increased bicycle usage alone, the 7-line has been a wildly successful infrastructure project, increasing the usage of 7th street by cyclists and scooters. One part of what makes this a desirable cycling corridor is that a cyclist can continue to ride uninterrupted from Dunn to Walnut.

Other infrastructure changes have improved safety and accessibility for pedestrians and transit riders. Pedestrian crossing distances were shortened on 7th street and cross streets, E-W pedestrian crossings were converted to raised crosswalks, improvements were made to curb cuts and sidewalks to allow for greater accessibility, and the protected bike lane acts as a pedestrian island. A dedicated transit island was added to the corner of 7th and Woodlawn for easier and safer boarding. While it is difficult to accurately compare pedestrian and transit usage with pre-project levels, these safety measures and added infrastructure have allowed for increased safety and greater accessibility for all users. Post-project data has shown a decrease in pedestrian related crashes along the corridor.

A version of this ordinance has been brought to council for consideration on two other occasions. Both of those prior ordinances have failed in one way or another due to inclusion of additional stop sign codification. Data does show that, on average, traffic along 7th street exceeds posted speed limits and that cross traffic has failed to yield to vehicles traveling along 7th street. This has resulted in crashes at intersections along the corridor. The sponsors agree that additional interventions may be warranted along 7th street to slow 7th street traffic and bring greater awareness to cross traffic, but also recognize that installation of additional stop signs on 7th street will reduce the effectiveness of this as a priority bicycle corridor. The sponsors are very interested in having continued conversations with Engineering and the implementation of other interventions at intersections that will reduce the potential for crashes without negatively impacting cycling along the corridor.

Below you will find crash data from the intersection of Dunn and 7th St. The most recent crash data for Q3 of 2024 and traffic and bicycle counts is forthcoming from the engineering department and is expected to be available prior to the second reading of this ordinance on November 6, 2024.

7th St at Dunn St

