

Excerpt from Draft October 17th City Commission Meeting Minutes Regarding the Traffic Safety Commission's recommendation to establish "No left Turn 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m. Monday – Friday" on Iowa Street at Orchard Lane, Oxford Road, Stratford Road, and University Drive on a 90 day trial basis.

Robert Lewis pulled for separate discussion the Traffic Safety Commission's recommendation to establish "No left Turn 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m. Monday – Friday" on Iowa Street at Orchard Lane, Oxford Road, Stratford Road, and University Drive on a 90 day trial basis. He said he was shocked when he found the City had been considering no left turns on Iowa onto University, Stratford, and Oxford and placing traffic on 15th and Harvard. He said the traffic would be increased two to three fold by Hillside grade school that started at 8:45 in the morning. He said they were directing traffic from 7 – 9 by a grade school front door. He said in the evening again, no turns were allowed. He said most of the traffic coming into this area during those hours in the morning was from KU students parking along the streets. He said the streets were narrow and many of the streets had no parking on either side. He said where there was parking the width of the street for two vehicles to pass was such that if not crowding on either side next to the curb or to the vehicle, mirrors would be hit because that incident happened to him last week.

He said the other alternative was 15th Street because there was a nice wide turn with stop lights, but coming up that steep hill, one could not see the traffic until getting to the intersection and there was no left turn lane and no parking. The Catholic Center had an issue with traffic when that center was built a few years back.

He said there were stop signs by the school in that area and a person would be surprised by how many traffic, yield, and stop signs disappear during a school year. He said he had complained to the police about the speed the students drive on some of those

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streets and received no response. Also, he said there had been two cars in his front yard in the last three months.

Tammy Becker, Principal, Hillcrest Elementary School, said for several years Harvard Road had been a concern because of high traffic due to the University. She said two weeks ago, they were working with the City on parking issues at Harvard. Although she knew it was a 90 day trial period, she had a concern about increased traffic. There were 14 busses that arrived at Hillcrest on a daily basis and they were a cluster program so they transport a lot of students from all over town. Her concern was not only the increased traffic and safety issues that traffic would cause, but also the traffic congestion that was going to probably increase due to busses trying to turn onto Harvard and then onto Iowa with traffic going east and west on Harvard due to Harvard being one of the areas where a person could turn left.

She said she was present as a representative from Hillcrest and felt that it was her responsibility. She said she had talked to school district personnel and they also expressed their concern and did not understand the actual proposal.

Mayor Amyx asked if Becker was notified this item would be before the Traffic Safety Commission.

Becker said no, but wondered if Mr. Rick Gamill was notified. She said Gamill indicated he was not aware of how the proposal was written and encouraged her to attend the meeting to express concern. She said Harvard Road had always been a traffic concern to their school.

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David Corliss, City Manager, said he talked to Gamill earlier today and understood the school district was not notified which was not a preference in these types of matters.

Mayor Amyx said after reviewing the Traffic Safety Commission minutes, there was no public comment which led him to believe if their notification worked. He said Lewis presented new information that should have been considered closely, especially because of the question of back up traffic in the area. He said it would be wise for this item be sent back to the Traffic Safety Commission to reconsider with the additional information along with proper notification for that meeting.

Lewis said if a person was in the first, second or third automobile when the lights turn at Harvard going south, there would be no trouble making that left hand turn, but persons in the back would have trouble with that turn. He said if the City would time those lights versus the lights at 15th Street, some of the problem could be alleviated.

Corliss said they would have David Woosley, Traffic Engineer, look at those ideas. He said the signalization coordination on Iowa did lend itself toward delays on some of the side streets and some of the turning movements in order to try to move the traffic along Iowa in a normal progression based on certain speeds.

Lewis said regarding 15th Street, if there were enough people turning on that street north, traffic would be backed up to the stop sign coming from the west because there was so much traffic coming from the University. Again, that was a bad intersection because of the steep hill and traffic could not be seen only until getting to the intersection.

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Commissioner Rundle said he saw where they had presented crash incidents to the Traffic Safety Commission, but could not tell if there was any discussion or presentation about the traffic counts, if it existed at all, for those turns on those streets that were being temporarily closed. He asked if that were relevant to this discussion to see what kind of impact that would really have.

Mayor Amyx suggested referring this item back to the Traffic Safety Commission with additional notification to the school district and neighbors of a public hearing along with the additional information that was presented.

Commissioner Schauner suggested the Traffic Safety Commission receive a copy of the City Commission's minutes so the public comments could go back to the TSC.

It was moved by Hack, seconded by Highberger, to refer back to the Traffic Safety Commission the recommendation to establish "No left Turn 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 6:00 p.m. Monday – Friday" on Iowa Street at Orchard Lane, Oxford Road, Stratford Road, and University Drive on a 90 day trial basis and with the understanding the Traffic Safety Commission would review the October 17th City Commission meeting minutes specifically the public comment on this topic. Motion carried unanimously.

(11)



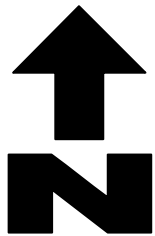
City of Lawrence, Kansas
Traffic Engineering Division
Crash Diagram



Location: Iowa Street & University Drive

Date: 2003-2005

Iowa Street



18-Jul-03
20-Jul-03
30-Aug-03
2-Oct-03
17-Nov-03
22-Feb-04
23-Sep-04
21-Oct-04
22-Oct-04
28-Oct-04
25-Aug-05
8-Dec-05

AM; all others PM



University Drive

Notes: Red indicates crash occurred during 7-9am or 4-6pm time period

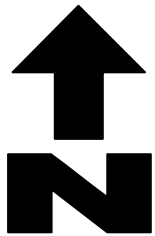


City of Lawrence, Kansas
Traffic Engineering Division
Crash Diagram



Location: Iowa Street & Stratford Road

Date: 2003-2005



Iowa Street

1-Aug-03
10-Nov-03
8-Dec-03
7-Mar-04
13-Aug-04 AM
31-Oct-04
2-Feb-05
6-Apr-05
19-Oct-05



Stratford Road

Notes: Red indicates crash occurred during 7-9am or 4-6pm time period

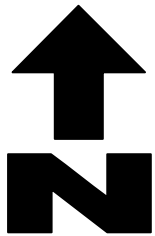


City of Lawrence, Kansas
Traffic Engineering Division
Crash Diagram



Location: Iowa Street & Oxford Road

Date: 2003-2005



Iowa Street

25-Jan-03
5-Jun-03
27-Dec-05



Oxford Road

Notes: Red indicates crash occurred during 7-9am or 4-6pm time period



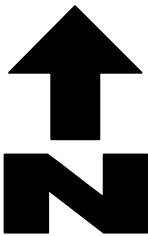
City of Lawrence, Kansas
Traffic Engineering Division
Crash Diagram



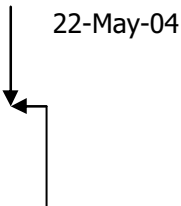
Location: Iowa Street & Orchard Lane

Date: 2003-2005

Iowa Street



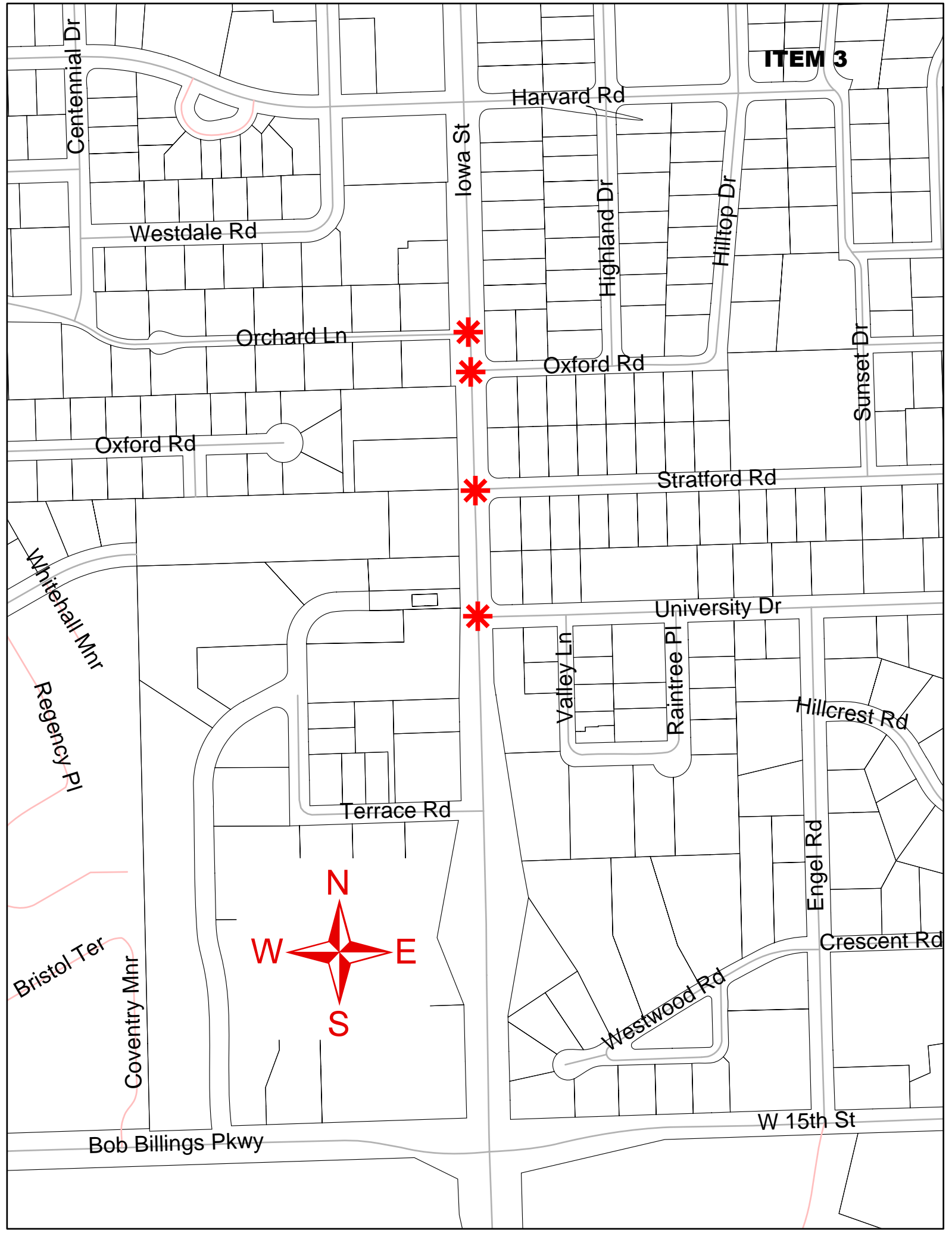
Orchard Lane



4-May-03
7-Jul-03
14-Sep-04
1-Nov-04
19-Jul-05
12-Dec-05

All occurred
between
4PM and 6PM

Notes: Red indicates crash occurred during 7-9am or 4-6pm time period



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