

City of Lawrence
Traffic Safety Commission Agenda
June 2, 2008-7:00 PM
City Commission Room, City Hall

ITEM NO. 6: Consider request for FLASHING BEACONS at the intersection of Kasold Drive & Trail Road.

Facts:

1. The *Manual on Uniform Traffic Control Devices* permits the use of an Intersection Control Beacon where crash rates indicate the possibility of a special need.
2. During the period 2005-2007 there were five reported crashes; two (rear-end) are not unusual at a MULTI-WAY STOP, but the other three (right-angle) do not typically occur at a MULTI-WAY STOP.

ACTION: Provide recommendation to the City Commission.

City of Lawrence
Traffic Safety Commission
June 2, 2008 Minutes

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Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Novotny: I go through this intersection six times a day and I have never seen an accident.

Commissioner Woods asked if the speed limit was 40mph; Woosley advised that it was just north of the intersection, but it is reduced to 30mph as you approach the intersection from the north.

Commissioner Harden asked what the traffic volumes were; Woosley advised that Kasold carries approximately 11,000 vehicles per day and Trail carries approximately 4,000 vehicles per day.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND THAT THE REQUEST FOR FLASHING BEACONS AT THE INTERSECTION OF KASOLD DRIVE & TRAIL ROAD BE DENIED; THE MOTION CARRIED 8-0.

From: Kari Heide [mailto:heidefamily@sunflower.com]
Sent: Wednesday, May 14, 2008 10:16 PM
To: David L. Corliss; Charles Soules; torzulak@ci.lawrence;
ks.us@websmtp.sunflower.com
Subject: Trail/Kasold stop sign

Hello to all,
First of all, thank you for providing such great service and excellent roads for the city. We appreciate all you guys do to make the city better. We are contacting you to ask that a flashing light/some other solution be implemented for the 4-way stop at Kasold and Trail Road.

We live at 3500 Trail Road and get to witness the cars and semi-trucks which run the stop sign daily. Last year, a small car ran the stop sign and took down a utility pole near the intersection. Semi-trucks go through the intersection without stopping all the time. As we sit at the desk each evening, we are able to witness many, many vehicles continuing to run the stop sign.

Last year, the trees were trimmed back significantly, which has helped. However, having been almost broad-sided several times by non-stopping vehicles, there is a need for more action. Not wanting to merely complain without giving suggestions, we would suggest placing a blinking light prior to the stop sign. In the least, we would suggest having police monitor this intersection at night.

Lastly, this is a major intersection which is utilized by bikers, walkers, and families carrying children to school. We would urge you to please consider taking action before someone gets killed.

Thank you for your consideration,
Seth & Kari Heide
Wrigley, Chloe, and Ava

CHAPTER 4K. FLASHING BEACONS

Section 4K.01 General Design and Operation of Flashing Beacons

Support:

A Flashing Beacon is a highway traffic signal with one or more signal sections that operates in a flashing mode. It can provide traffic control when used as an intersection control beacon or warning in alternative uses.

Standard:

Flashing Beacon units and their mountings shall follow the provisions of Chapter 4D, except as specified herein.

Beacons shall be flashed at a rate of not less than 50 nor more than 60 times per minute. The illuminated period of each flash shall not be less than one-half and not more than two-thirds of the total cycle.

Guidance:

If used to supplement a warning or regulatory sign, the edge of the beacon signal housing should normally be located no closer than 300 mm (12 in) outside of the nearest edge of the sign.

Option:

An automatic dimming device may be used to reduce the brilliance of flashing yellow signal indications during night operation.

Section 4K.02 Intersection Control Beacon

Standard:

An Intersection Control Beacon shall consist of one or more signal faces directed toward each approach to an intersection. Each signal face shall consist of one or more signal sections of a standard traffic signal face, with flashing CIRCULAR YELLOW or CIRCULAR RED signal indications in each signal face. They shall be installed and used only at an intersection to control two or more directions of travel.

Application of Intersection Control Beacon signal indications shall be limited to the following:

- A. Yellow on one route (normally the major street) and red for the remaining approaches; and**
- B. Red for all approaches (if the warrant for a multiway stop is satisfied).**

Flashing yellow signal indications shall not face conflicting vehicular approaches.

A STOP sign shall be used on approaches to which a flashing red signal indication is shown on an Intersection Control Beacon (see Section 2B.04).

Guidance:

An Intersection Control Beacon should not be mounted on a pedestal in the roadway unless the pedestal is within the confines of a traffic or pedestrian island.

Option:

Supplemental signal indications may be used on one or more approaches in order to provide adequate visibility to approaching road users.

Intersection Control Beacons may be used at intersections where traffic or physical conditions do not justify conventional traffic control signals but crash rates indicate the possibility of a special need.

An Intersection Control Beacon is generally located over the center of an intersection; however, it may be used at other suitable locations.

Section 4K.03 Warning Beacon

Support:

Typical applications of Warning Beacons include the following:

- A. At obstructions in or immediately adjacent to the roadway;**
- B. As supplemental emphasis to warning signs;**
- C. As emphasis for midblock crosswalks;**
- D. On approaches to intersections where additional warning is required, or where special conditions exist; and**
- E. As supplemental emphasis to regulatory signs, except STOP, YIELD, DO NOT ENTER, and SPEED LIMIT signs.**

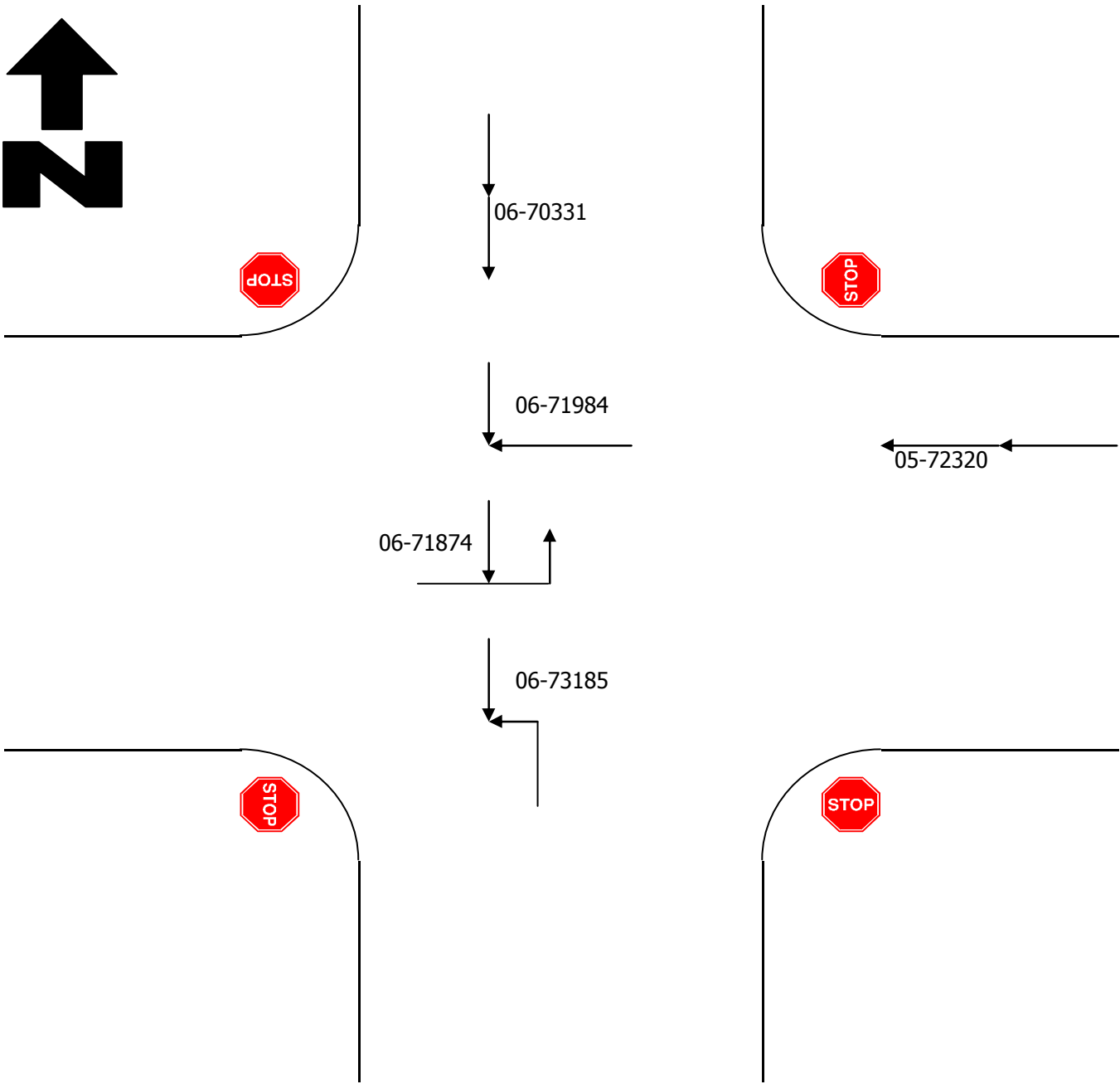


City of Lawrence, Kansas
Traffic Engineering Division
Crash Diagram



Location: Kasold Drive & Trail Road

Date: 2005-2007



Notes: _____

