

City of Lawrence
Traffic Safety Commission Agenda
December 1, 2008-7:00 PM
City Commission Room, City Hall

MEMBERS: Richard Heckler, Chair; Jim Woods, Vice-Chair; Robert Hagen; Scott Criqui, Dan Harden; Ken Miller; Jason Novotny; Robin Smith; and John Ziegelmeyer Jr.

Anyone who wishes to be notified when their item will be heard by the City Commission must provide their name and a telephone number or an e-mail address.

ITEM NO. 1: Review and approve the minutes of the Traffic Safety Commission meeting, November 3, 2008.

ITEM NO. 2: Consider request to establish NO PARKING 7AM-5PM MON-FRI along the south side of Hillcrest Road and along the west side of Spencer Drive.

Report:

1. Hillcrest Road and Spencer Drive are both local streets in a residential area paved 25 feet wide.
2. Parking is currently prohibited at all times along the north side of Hillcrest Road and along the east side of Spencer Drive.
3. City practice has been to not restrict parking in residential areas unless requested by the public and supported by adjacent property owners and/or residents.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 3: Consider request to establish NO PARKING along the west side of Stone Meadows Drive north of Bob Billings Parkway.

Report:

1. Stone Meadows Drive is a local street in a residential area paved 26 feet wide.
2. Parking is currently prohibited at all times along the east side of Stone Meadows Drive from Bob Billings Parkway, north 730 feet.
3. City practice has been to not restrict parking in residential areas unless requested by the public and supported by adjacent property owners and/or residents.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 4: Consider request to establish NO PARKING along the west side of Louisiana Street between 18th Street and 19th Street.

Report:

1. Louisiana Street is a local street in a residential area paved 25 feet wide.
2. Parking is currently prohibited at all times along the east side of Louisiana Street.
3. At the November Traffic Safety Commission meeting, NO PARKING was requested and recommended for approval along the west side of Louisiana Street from 19th Street, north 275 feet.
4. City practice has been to not restrict parking in residential areas unless requested by the public and supported by adjacent property owners and/or residents.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 5: Consider request to establish a SCHOOL CROSSING on Connecticut Street at 11th Street.

Report:

1. The City's *School Crossing Control Policy* requires the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period in order to consider any traffic control device.
2. A count of students using this crossing was conducted on October 28, 29, 30 and November 3 found no students using the crossing during any of the crossing periods.
3. Therefore, this location does not meet the minimum requirements for consideration of a SCHOOL CROSSING.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items.

ITEM NO. 8: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to deny additional TRAFFIC CONTROL at the intersection of Arrowhead Drive & Peterson Road.

Concurred with the recommendation to permit PARKING along the east side of Jana Drive between Harvard Road & Holiday Drive.

Concurred with the recommendation to deny the request for a MARKED CROSSWALK on 19th Street at Alabama Street.

Concurred with the recommendation to establish NO PARKING along the north side of Eisenhower Terrace.

Concurred with the recommendation to establish NO PARKING along the east side of Emerald Drive.

City of Lawrence
Traffic Safety Commission
November 3, 2008 Minutes

MEMBERS PRESENT: Richard Heckler, Chair; Jim Woods, Vice-Chair; Scott Criqui, Robert Hagen, Dan Harden; Ken Miller, Jason Novotny; Robin Smith; and John Ziegelmeier Jr.

MEMBERS ABSENT: None

STAFF PRESENT: David Woosley, Public Works Department; Shoeb Uddin, Public Works Department

Chair Richard Heckler called the meeting to order at 7:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

ITEM NO. 1:

Review and approve the minutes of the Traffic Safety Commission meeting, October 6, 2008.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, OCTOBER 6, 2008; THE MOTION CARRIED 6-0-3.

ITEM NO. 2:

Consider request to establish a MULTI-WAY STOP at the intersection of 11th Street & Louisiana Street and at the intersection of 11th Street & Mississippi Street.

David Woosley presented the information provided in the staff report and provided an e-mail from the public and a memo from the Public Works Department (attached).

Commissioner Harden asked what the crash history was; Woosley advised that it was not significant enough to warrant a MULTI-WAY STOP.

Public comment:

Peg Livingood, University of Kansas: 11th Street & Louisiana is a very steep intersection and pedestrians trying to cross the street can not see vehicles coming up the hill until they are virtually at the crossing; it is also difficult for vehicles coming up the hill to see pedestrians. We recognize the concerns with inclement weather and the impacts with vehicles trying to get started again on a steep slope, but the safety of pedestrians is a concern 365 days a year. This is the crossing used by students to get to GSP Corbin. We would be willing to conduct a pedestrian study and provide that information if that would be helpful. In addition, with all the construction in the area, there are a number of streets closed which may have an effect on the current traffic count.

Commissioner Smith asked if this was city property or KU property; Woosley advised that 11th Street is a city street.

Commissioner Hagen: It would be helpful to get the pedestrian data.

Commissioner Miller: It would be helpful to have new traffic counts when the construction in the area is completed; I think we should delay this.

Commissioner Woods asked about the intersection of 11th & Mississippi: Livingood responded that prior to the temporary stop signs, there were massive backups on 11th Street, but traffic is now flowing much easier and pedestrians can cross much easier.

Commissioner Smith asked if we usually install signs from private property; Woosley advised that if a private roadway enters an intersection that is designated as a MULTI-WAY STOP, the city would install the STOP sign.

Commissioner Miller: I think we should table the request for 11th & Louisiana.

Commissioner Smith: The one at 11th & Mississippi clearly does not meet the criteria.

Commissioner Harden: I would encourage the city to develop a "Safe Routes to School" program throughout the city; there are federal funds available to assist; Shoeb Uddin advised that the city is working on such a program.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER ZIEGELMEYER, TO TABLE THE REQUEST TO ESTABLISH A MULTI-WAY STOP AT THE INTERSECTION OF 11TH STREET & LOUISIANA STREET UNTIL ROAD CLOSURE DETOURS ARE REMOVED AND PEDESTRIAN INFORMATION CAN BE OBTAINED ; THE MOTION CARRIED 8-1 (Woods: the city is against it; there haven't been any accidents; I don't think the signs are warranted).

MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND DENIAL OF THE REQUEST TO ESTABLISH A MULTI-WAY STOP AT THE INTERSECTION OF 11TH STREET & MISSISSIPPI STREET; THE MOTION CARRIED 9-0.

ITEM NO. 3:

Consider establishing NO PARKING along the west side of Louisiana Street from 19th Street, north 275 feet.

Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Smith: I don't recall any markings before the intersection was reconstructed; Woosley advised that a part of the reconstruction included a traffic study to determine how much storage was needed for the left-turn movement, if any, which resulted in the markings as shown.

Commissioner Woods asked that if the east line of the street had been constructed further east, would that have solved the problem; Woosley advised that wouldn't have solved the parking of vehicles in the through lane of traffic.

Commissioner Heckler: My observation is that all of the residents have parking off the alley; I would support NO PARKING the entire block.

Commissioner Smith: There is a speed hump at 18th Street and I have seen cars parked up on the hump, but I think restricting parking along the whole block is a little too much.

Commissioner Hagen: It strikes me that it is likely to be high school or KU students parking there.

Commission Smith: The cars that I see there I'm just real sure belong to residents.

Woosley noted that action could not be taken on the whole block since it was not advertised as the whole block; however, one of the adjacent property owners has indicated that they are going to send a request for the whole block for a future agenda.

MOTION BY COMMISSIONER NOVOTNY, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE WEST SIDE OF LOUISIANA STREET, FROM 19TH STREET NORTH 275 FEET; THE MOTION CARRIED 9-0.

ITEM NO. 4:

Consider request to establish NO PARKING along the south side of 18th Street from Missouri Street, west 100 feet.

Woosley presented the information provided in the staff report and advised that the adjacent property owner had called and indicated that he is not opposed to the request.

Public comment:

Danny Kaiser, University of Kansas: The biggest reason for our request is to allow our 40-foot buses to maneuver through the area and turn left into the campus; the rear swing on a 40-foot bus is very noticeable and 18th Street is not very wide; we have had three incidents where the rear swing has clipped a parked car and one incident where the bus driver was trying to stay far enough away from the parked cars and was sideswiped by an oncoming car; this request would remove two parking spaces.

Commissioner Woods: In the past, we were led to believe that these buses were temporary and would be replaced with something smaller; Kaiser advised that some 35-foot buses are being purchased when funds are available, however, 35-foot buses can also be a problem and there are times when the 40-foot buses are necessary to handle the demand.

Commissioner Woods asked how many accidents they had had with the buses; Kaiser advised he did not have that information and wouldn't feel comfortable guessing.

Commissioner Smith: I think your bus drivers do a pretty darned good job.

Commissioner Woods asked if they could use another route into the campus; Kaiser advised this was the only feasible route for the bus to take.

Commissioner Miller asked about the availability of parking for the adjacent resident; Commissioner Smith noted they had a big driveway and Woosley noted they had called and were not opposed to the request.

Commissioner Ziegelmeyer: I think this is a reasonable request.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE SOUTH SIDE OF 18TH STREET, FROM MISSOURI STREET WEST 100 FEET; THE MOTION CARRIED 8-1 (Woods: I think we're setting a precedent; these buses don't fit any of the city streets and I think they will be back wanting more; I think the route could be adjusted somehow).

ITEM NO. 5:

Consider request for a PEDESTRIAN-ACTIVATED SIGNAL at the intersection of Arrowhead Drive & Peterson Road.

Woosley presented the information provided in the staff report.

Commissioner Harden asked about the crash history; Woosley advised there was not a significant crash history.

Commissioner Smith: I think part of the concern is that it is such a long stretch from Iowa to Kasold and there is not a way to get across the street safely.

Public comment:

Nicolette Bennett, 609 Brentwood Drive: I drive my kids to school every morning and see the crossing guard blow his whistle because a lot of people don't slow down even with the flashing beacons; the other difficulty is that looking eastbound there's a grade there to the road. The request is to have a pedestrian-controlled stop light so that when the crossing guard is not there, particularly on weekends, we can get across the street; there's a park there, there's also a skate park and a lot of people cross the road there; however, there is not a safe place to cross; even adults have to hustle to get across the street there.

Melissa Jakmouj, 620 Bently Drive, President of Deerfield PTO: The PTO supports this request as long as we can keep our crossing guard. We would be willing to move it west away from the intersection; I think people would walk there; I would certainly take the extra time to get to a safe crossing.

Lauren Reinhold, 520 Brentwood Drive: We prepared a petition and had 99 signatures; the main thing is the speed and increase in traffic due to development over the past several years and the nature of the pedestrians at this intersection; a kid on a bike and a mom with a stroller, I don't want to have to choose between my two kids when trying to cross the street; I have had

several near misses myself; kids should be able to go to the park there and take advantage of our nice safe neighborhood; one concern we have is the hill to the east; I walked the neighborhood for several hours to get signatures and everyone I spoke to was very enthusiastic in support of the request; the intersection is problematic overall, particularly for pedestrians trying to race across the street; during heavy traffic times it is particularly difficult; even the crossing guard says it is pretty scary out there; we have even wondered if a roundabout would be suitable at that intersection.

Mickie Gillispie, 560 Brentwood Drive: I share all the same concerns; I would just like to add that I have been passed on Peterson Road by vehicles using the left-turn lane as a passing lane; please take a look at this area, it is not worth losing any kids over.

Cathryn Cooper, 604 Bently Drive: It's scary getting my kid to kindergarten every morning with my 2-year-old daughter in her stroller; I would like to be able to walk; it's a necessity for the children to be safe, especially with the number of children we have in the neighborhood.

Angie Loving, 3029 Carrington Lane: I'm an avid walker and walk all over this area in a 5-mile radius; this is one of the worst intersections to get across, whether it's during school hours or not, whether it's during the summer or otherwise; the grading of the hill is a problem, children and adults have to play "chicken" to get across; I drive my child to school because I don't trust her to cross at this intersection, it's hard enough for me to get across just to get my child to school in a car; I'd like you to seriously consider this request because I do feel this is a very unsafe intersection.

Commissioner Harden asked what the 85th percentile speed was; Woosley advised that the speed limit is 40, so the 85th is probably 45 or more.

Commissioner Smith: I don't know if a light at the intersection or a pedestrian signal away from the intersection is the best, but something is desperately needed.

Commissioner Woods asked if the crossing could be moved away from the intersection and a pedestrian-activated signal installed; Woosley advised that could be done.

Commissioner Woods asked the audience if that would be acceptable; the consensus appeared to be that it would be.

Commissioner Smith asked where the pedestrian crossing would actually be; Woosley advised it would probably be 75-100 feet west of the intersection.

Commissioner Harden: I see parallels between this request and 11th & Louisiana in trying to get pedestrians safely across streets.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND A MID-BLOCK PEDESTRIAN-ACTIVATED SIGNAL (24/7) ON PETERSON ROAD WEST OF ARROWHEAD DRIVE; THE MOTION CARRIED 9-0.

ITEM NO. 6:

Public Comment:

None.

ITEM NO. 7:

Commission Items:

Commissioner Woods stated he had received a call from a citizen on Greever Terrace asking how additional parking could be removed; Woosley advised that the citizen should submit a specific request and it would be put on the next agenda.

ITEM NO 8:

Miscellaneous:

None.

The meeting adjourned at 8:05 P.M. The next scheduled meeting is Monday, December 1, 2008.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

David Woosley

From: Curtis [cletus@kc.rr.com]
Sent: Sunday, November 02, 2008 11:11 PM
To: David Woosley
Subject: Permanent Stop Signs on 11th St

Mr. Woosley,

I'm just voicing, once again, my disagreement with KU's recent request to make the stop signs at 11th St & Louisiana St and 11th St & Mississippi St permanent. My main qualm is with the possible permanent placement of stop signs on 11th St at Louisiana St. There are other possibilities to help increase safety for pedestrians there without using stop signs. Stop signs, however, seem to be KU's answer to everything recently as can be seen with the stop signs the majority of drivers ignore at the traffic booths on campus.

Some possibilities for 11th St at Louisiana could include lowering the speed limit, introducing rumble strips with the addition of better signage showing there is a crosswalk ahead or the more expensive alternative of putting a flashing light warning of pedestrians present (kind of like the signs/lights warning traffic near the East Hills Business Park on K-10). Whatever is decided, traffic needs to be kept moving on 11th St as much as possible. With winter coming, 11th St is NOT one street I would like to be stopped on due to a stop sign that shouldn't be there in the first place. In my opinion, this winter is going to be disastrous as it is with the grade of the hill and the temporary stop signs already in place. As much as the city says it will keep that hill salted and clear of snow/ice, I don't see that happening. During winter weather events, I am expecting to hear a steady stream of emergency vehicles heading to the hill on 11th St between Mississippi and Ohio streets.

As far as 11th and Mississippi St goes, I'm not for permanent stop signs on Mississippi for the simple fact that the temporary off-set four way stop is dangerous. Not only that, but traffic turning right onto South Mississippi St from 11th St (north of Memorial Stadium) has to immediately stop again. This creates a gigantic mess of traffic north of the stadium on 11th St for traffic waiting to turn right/left onto Mississippi St. There is absolutely NO need whatsoever for traffic to be stopped on Mississippi St at this location.

Thank you for listening to my opposition to KU's misguided request.

- Curtis Lange

**Memorandum
City of Lawrence
Department of Public Works**

TO: Shoeb Uddin, David Woosley
FROM: Chuck Soules
Date: November 3, 2008
RE: Traffic Safety Commission November 3, 2008 Agenda
Item No. 2
REQUEST TO ESTABLISH A MULTI-WAY STOP AT 11TH AND LOUISIANA

Staff has reviewed the request from Kansas University to make the stop signs permanent at 11th and Louisiana.

Public Works understands the crossing issues of students at the residence halls. We do have a concern, however, that during inclement winter weather westbound motorists will have a difficult time getting over the crest of the hill after coming to a complete stop.

Public Works is not supportive of this request because the grade of the street is significant, vehicle warrants are not met, and 11th Street is on the city priority snow route.

Respectfully submitted,



Charles F. Soules, P.E.
Director of Public Works

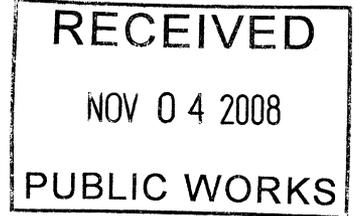
CFS/je

From: Allan Ray Miller [mailto:almiller@ku.edu]
Sent: Friday, October 24, 2008 12:07 PM
To: David Woosley
Cc: cwest@sunflower.com
Subject: Re: November Traffic Safety Commission Agenda

David,

At the October 4 meeting of the University Heights Neighborhood Association Meeting, a motion was passed to bring to your commission the following: Resolved that Spencer Drive and Hillcrest Drive be made No Parking on the west and south sides of the streets respectively between 7:00 a.m. until 5:00 p.m. M-F. This brings these two streets in conformity with the other streets in our UHNA. How do we proceed? Or is this all you need to put this on the agenda?
Thanks for your attention to this matter.

Allan



To: David Woosley
Traffic Engineer

From: Marilyn Ruggles
1409 Brighton Circle
Lawrence, Kansas
66049

Re: Possible "No Parking" sign placement

Date: October 30, 2008

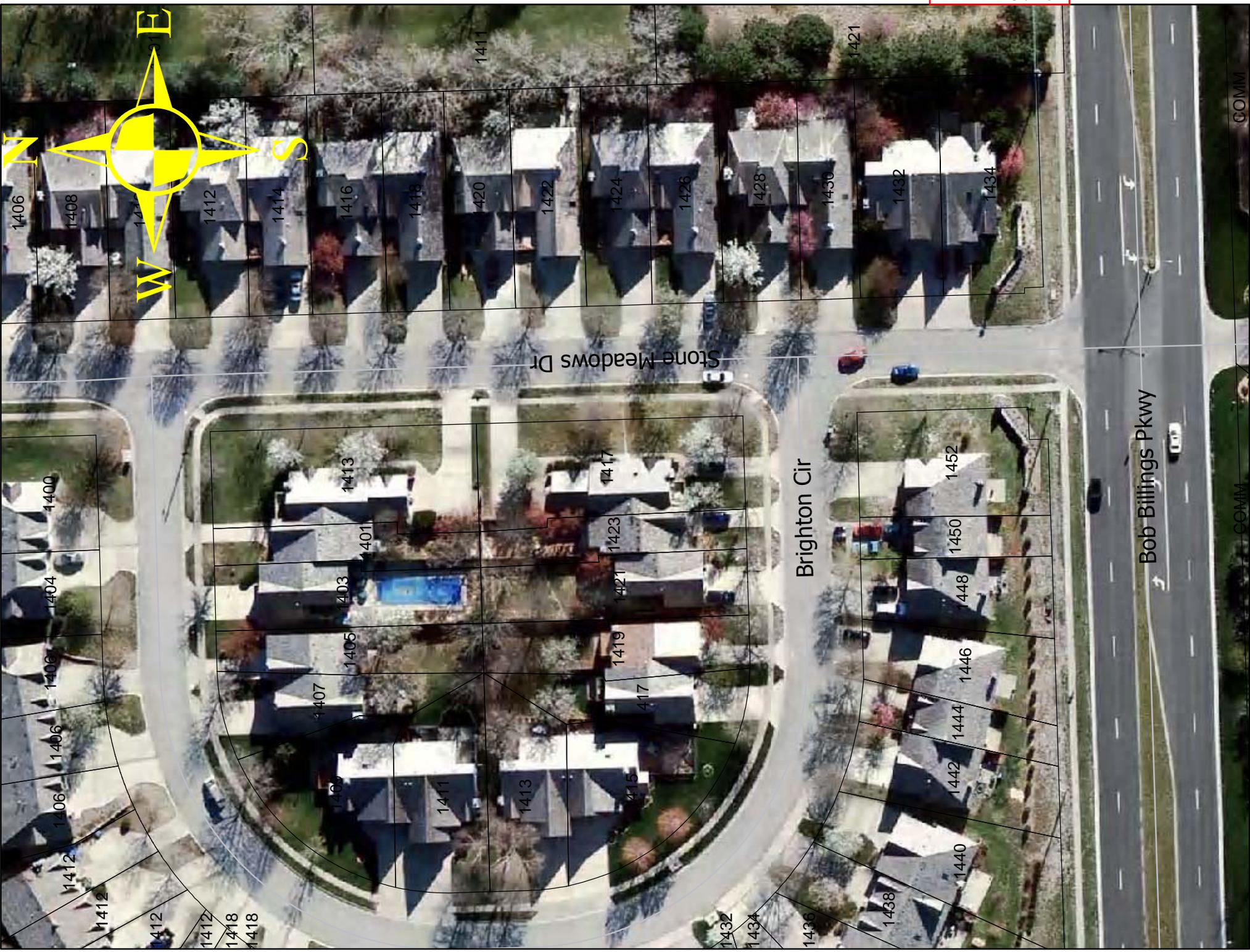
As one is going west on Bob Billings Parkway and turns north onto Stone Meadows Drive, there is a duplex, 1434 Stone Meadows Drive, to your right. Those two units are rentals and have multiple trucks and SUVs parked, not only in the driveway, but also next to the curb across from the driveway. They often park almost right up to the stop sign. This has always been the case for a number of years. As one exits or enters, it is often very difficult as these vehicles not only obscure one's view of traffic coming in but also make it difficult to exit as you have to go out around them very carefully in case there is a vehicle turning in. I have seen several "near misses" and have had a couple myself. The congestion problem is particularly difficult early in the morning, on weekends, and often in the evening.

There are two double driveways at the address but I guess they don't like parking behind one another. Each unit has a double car garage as well as a double driveway. They have adequate places to park their vehicles without taking up valuable space needed for those vehicles exiting and entering. However, this is a very busy entrance as there are many homes in the area and this is the only entrance to them from Bob Billings Parkway.

I have let this go for a number of years, but I really feel like it is appropriate to request that a "NO PARKING" sign to be placed on that portion of Stone Meadows Drive. Thank you for your consideration in this matter.



Marilyn Ruggles



Stone Meadows Dr

Brighton Cir

Bob Billings Pkwy

COMM

COMM

1406

1408

1410

1412

1414

1416

1418

1420

1422

1424

1426

1428

1430

1432

1434

1411

1421

1400

1404

1406

1408

1413

1401

1417

1423

1421

1452

1450

1448

1412

1406

1406

1406

1407

1405

1411

1413

1415

1419

1417

1432

1434

1436

1438

1440

1442

1444

1446

1412

1418

1418

1409

1407

1405

1403

1401

1413

1411

1417

1423

1421

1419

1417

1423

1421

1419

1417

1423

1421

1419

1417

1423

1421

1419

1417

1423

1421

1419

1417

1423

1421

1419

1417

1423

1421

1419

1417

ITEM NO. 4

David Woosley

From: Linda Bristow [bbris@att.net]
Sent: Monday, November 03, 2008 5:38 PM
To: David Woosley
Cc: bbris@att.net
Subject: Request to establish NO PARKING entire west side 1800 block of Louisiana

Mr. David Woosley,

I appreciate the information you shared during our conversation concerning the parking and traffic safety issues involved with Louisiana St. from 18th Street to 19th Street.

I am requesting that the Traffic Safety Commission consider establishing NO PARKING along the entire west side of Louisiana St. from 18th Street to 19th Street. As I mentioned, a SCHOOL ZONE sign and a NO PARKING THIS SIDE OF STREET sign on the same pole was located on the parking near our residence at 1805 Louisiana St. for at least 13 years!

Please consider re-establishing NO PARKING along the entire west side of Louisiana St. from 18th St. to 19th St. for these reasons;

-A high volume of traffic funnels through the 1800 block of Louisiana because of the availability of the traffic light at 19th. Allowing 3-4 cars to park on the street south of 18th actually creates a constriction between two NO PARKING zones, the soon to be established 175' north of 19th and the current zone north of 18th. This forces vehicles to swerve out across the new Speed Hump and then back in after passing any parked cars.

-Veteran's Park is on the east side of this block. Many pedestrians of all ages walk to this park. There is heavy bicycle traffic as well. Pull-in, off-street parking is provided the entire length of the east side of the park. Impaired visibility on the west side of the park, caused by 3-4 parked cars, seems senseless, particularly since there is neither a STOP sign, nor a YIELD sign eastbound at 18th and Louisiana. We are asking eastbound drivers on 18th making a right hand turn onto Louisiana to traverse the SPEED HUMP, avoid parked cars, watch for pedestrians, bicyclists, motorcyclists, and other vehicles all without having to stop before entering the intersection. The risk is even greater because there are many inexperienced drivers in the immediate area because of the proximity to the high school.

-During periods of time throughout the day pedestrian traffic in the area is particularly heavy. The high school is located at 19th and Louisiana, there is an elementary school located at 19th and Kentucky, and KU is immediately up the hill. Why increase the risk to all the student pedestrians and cyclists for 3-4 parking spaces?

-There is alley access for all of the residences and the business located in this block. As well, most of the residences have off-street parking on Louisiana, and the business has off-street parking on 19th. Adequate parking already exists for the park, residences, and the business in the 1800 block of Louisiana.

I hope traffic safety concerns created by allowing 3-4 parking spaces on Louisiana justifies establishing NO PARKING on the entire west side of Louisiana between 18th and 19th streets.

Thank you,

11/19/2008

Bernie Bristow



W 18th St

W 19th St

Louisiana St

1800

1801

1804

1803

1805

1810

1809

1818

1817

1820

1826

1825

1828

1827

1840



David Woosley

From: Mike Myers [mike@hernly.biz]
Sent: Tuesday, November 11, 2008 9:45 AM
To: David Woosley
Cc: David Woosley; ncm Myers@sunflower.com; Nancy DeGarmo
Subject: School Crossing on Connecticut Street

Members of the Traffic Safety Commission:

I live at 1312 New Hampshire and have two children who attend New York School. When weather is nice we like to ride or walk to school which requires a crossing of Connecticut Street. We typically cross at 11th street since it has a 4-way stop and is generally on our route. There are no pavement markings at that intersection and for that matter there are no indications anywhere on Connecticut that an elementary school is within 300 feet of Connecticut Street.

I have had some e-mail correspondence with David Woosley, P.E. regarding the potential of installing some type of signs or pavement markings to help motorists be aware that there may be children present on their way to school and to give them guidance on exactly where to stop to allow pedestrians to safely cross at an intersection. David performed a pedestrian count at that intersection for three days near the end of October and counted no school children crossing on those days during the morning and afternoon school traffic times. He let me know that our crossing point does not meet the city requirements for a marked crossing, light etc... I understand that there are required protocols, manuals, ordinances etc... that cover the proper marking of pedestrian routes but it seems to me that the city should have an obligation to provide safe, marked routes for school children, regardless of their numbers whenever the school boundary crosses a busy street.

The city ordinance School Crossing Control Policy references something called a "School Route Plan" under the heading "Marked Crosswalks". I am curious as to how the city decides where and when a school route plan is initiated and whether New York School has one. If it does I would like to know what the proscribed route is for children living between 15th and 10th Street west of Connecticut.

Beyond the school crossing issue it is becoming more and more important to have neighborhoods and communities that are walk-able. From my perspective as an architect I think Lawrence has some really good things going for it in that respect. I choose to live and work in close proximity in order that I can reduce my daily consumption of gas and similarly I choose to have my children attend their neighborhood school and walk or ride when possible. I feel that as a city it is important that we recognize that the pedestrian and especially the school-age pedestrian must be accommodated and protected as much as possible. I understand that we as a community can't put flashing lights and signs at every point of possible conflict of pedestrians and automobiles nor would I want that. I do think we should at least have some sort of plan for getting pedestrian children from home to school safely when the school boundary crosses a busy street regardless of whether there are 1 or 100 kids. At a bare minimum I would like to see some sort of school zone sign and pavement markings in the form of stop bars and crossing stripes on Connecticut at 11th. I think this would be at a minimum cost to the city and would help to alert drivers to be aware at peak crossing times.

Thank you for your consideration of this issue.

Sincerely,

Mike Myers, AIA
NYS Parent



CITY OF LAWRENCE, KANSAS
SCHOOL CROSSING CONTROL POLICY

Resolution No. 5777, March 19, 1996
Resolution No. 6604, August 16, 2005
Resolution No. 6748, January 22, 2008
Resolution No. 6777, July 22, 2008

- Premises:
1. Traffic control signs, markings, and signals (other than School Advance and School Crossing signs, and Marked Crosswalks) will be provided for elementary students only. Junior and senior high students are capable of walking to-and-from school without special assistance from adults or traffic control devices.
 2. In order to consider an adult guard or other traffic control device, the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period. The crossing periods to be studied shall be the 45 minutes prior to the beginning of school and the 30 minutes after school dismissal, in 5-minute increments. A minimum of 3 morning and/or 3 afternoon studies will be conducted to determine the average number of children.

SCHOOL ADVANCE SIGN

A School Advance Sign may be provided on each approach of each street adjacent to a school and in advance of every marked school crosswalk that is not adjacent to a school.

MARKED CROSSWALKS

A marked crosswalk may be provided at crossings adjacent to school property, and at other locations where the following minimum requirements are met: vehicles enter the crosswalk (without being required to stop) at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period. Marked crosswalks shall be limited to one per street per school when practical. Unprotected crosswalks (absence of stop sign, traffic signal or adult crossing guard) may be marked if required by a school route plan or, if a school route plan does not exist, it is not practical for children to use a protected crosswalk.

REDUCED SPEED ZONE (20 MPH)

A reduced speed zone may be provided for each marked school crosswalk that is not protected by a stop sign, traffic signal or adult crossing guard. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect at times provided in the *Code of the City of Lawrence*.

REDUCED SPEED ZONE (20 MPH) WITH FLASHING BEACON

A reduced speed zone with flashing beacon may be provided for each marked school crosswalk that is not protected by a stop sign or traffic signal, if the following minimum requirements are met: the average number of students exceeds 40 and the available safe gaps in the traffic is greater than 1.5 per minute; or if the average number of students is 10 or greater and the available safe gaps in the traffic is 1.0-1.5 per minute. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect for 45 minutes prior to the beginning of school and for 30 minutes after the end of school. Any beacons installed under this provision will be removed upon installation of a stop sign or traffic signal under other provisions of this policy.

STOP SIGN AND TRAFFIC SIGNAL

A Stop Sign or Traffic Signal will only be provided in accordance with criteria established in the *Manual on Uniform Traffic Control Devices*, as published by the Federal Highway Administration, and adopted by the State of Kansas and the City of Lawrence.

ADULT CROSSING GUARD

An Adult Crossing Guard may be provided if any of the following minimum conditions are met:

1. At an unprotected crosswalk if:
 - (a) the average number of students exceeds 40 and the available safe gaps in the traffic is 1.0-1.5 per minute; or
 - (b) if the average number of students is 10 or greater and
 - (1) the speed limit on the street is over 35mph, or
 - (2) the street is marked for more than 3 lanes of traffic, or
 - (3) the product of the crossing time (in seconds) and the speed limit for approaching traffic (in feet per second) is equal to or larger than the measured sight distance, or
 - (4) the available safe gaps in the traffic is less than 1.0 per minute.
2. At a crosswalk protected by a Stop Sign (not an all-way stop) or a Traffic Signal, if the average number of students is 30 or greater; and
 - (a) the street is marked for 4 lanes or more lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period; or
 - (b) the street is marked for less than 4 lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 300 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period.
3. At a crosswalk at an All-Way Stop if the average number of students is 10 or greater and the all-way stop is warranted during the crossing period.

SCHOOL: New York

COUNTED BY: Deb

INTERSECTION: 11th St & Connecticut St

DATE: 10/29/08	DAY: Wed.		WEATHER: Clear / 39°	
TIME:	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG
8:00 - 8:45 AM	0	0	0	0
TOTAL	0 Children			

DATE: 10/30/08	DAY: Thurs.		WEATHER: Clear / 46°	
TIME:	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG
8:00 - 8:45 AM	0	0	0	0
TOTAL	0 Children			

DATE: 10/30/08	DAY: Thurs.		WEATHER: Clear / 73°	
TIME:	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG
3:45 - 4:15 PM	0	0	0	0
TOTAL	0 Children			

DATE: 11/3/08	DAY: Mon.		WEATHER: Clear / 60°	
TIME:	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG
8:00 - 8:45 AM	0	0	0	0
TOTAL	0 Children			

DATE: 11/3/08	DAY: Mon.		WEATHER: Clear / 75°	
TIME:	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG
8:00 - 8:45 AM	0	0	0	0
TOTAL	0 Children			

City of Lawrence
Traffic Safety Commission
December 1, 2008 Minutes

MEMBERS PRESENT: Richard Heckler, Chair; Jim Woods, Vice-Chair; Scott Criqui, Robert Hagen, Dan Harden; Ken Miller, Jason Novotny; Robin Smith; and John Ziegelmeier Jr.

MEMBERS ABSENT: None

STAFF PRESENT: Shoeb Uddin, Public Works Department

Chair Richard Heckler called the meeting to order at 7:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

ITEM NO. 1:

Review and approve the minutes of the Traffic Safety Commission meeting, November 3, 2008.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER WOODS, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, NOVEMBER 3, 2008; THE MOTION CARRIED 9-0.

ITEM NO. 2:

Consider request to establish NO PARKING 7MA-5PM MON-FRI along the south side of Hillcrest Road and along the west side of Spencer Drive.

Shoeb Uddin presented the information provided in the staff report and noted the letter in opposition received from Gretchen Underwood (attached).

Public comment:

Allan Miller, 1330 Spencer Drive, and President of the University Heights Neighborhood Association: These two streets do not conform to the parking restrictions on the other streets in the neighborhood; the neighborhood association voted at their October meeting 20-4, to request this restriction; there is a big problem with vehicles blocking driveways when parked on these streets, every other day, someone's driveway is blocked; recently, a service truck could not get in a resident's driveway and had to park in the middle of the street and in order to pass, vehicles had to drive over the curb into the yard.

William Woods, 1319 Spencer Drive: I have four concerns; each day there is garbage thrown in the street; vehicles are parked there on Sunday night and are not moved until Friday unless we call the police on Monday to have them ticketed; my driveway gets blocked almost every other day; I'm also worried about backing out of my driveway and not being able to traffic coming.

Carol Hatton, 1641 Hillcrest Road: The parking has always been a problem, but it has gotten worse in the last three years; the sororities on West Campus Road are using our two streets as parking lots; cars are now there 24 hours a day, often 10 days to two weeks without moving; I call the police when they block my driveway, but I hate to have to keep calling them; it is also very hard to see around the curve at Hillcrest and Spencer.

John Stine, 1323 Spencer Drive: I frequently have to call the police because my driveway is blocked even though I don't call unless the back wheel of the vehicle is within the driveway; I am asking that you approve this request; this is a residential neighborhood, all single family dwellings and owner-occupied housing; this is an island of open parking in the neighborhood; these streets need to conform to the other streets in the neighborhood and maintain a quiet residential neighborhood; we have become the overflow parking for a number of sororities located on West Campus Road; please give us the same quiet residential neighborhood that the streets that surround us have.

Marrillie Good, 1652 Hillcrest Road: Cars park right up to the corner of Hillcrest and Engel making it very difficult to see northbound traffic; you have to pull out into the intersection; I very much support the request.

Cindy West, 1609 Hillcrest Road: Two to three times a week cars park and block my driveway; with cars parked on the curve on Hillcrest, there is not much room to get by; I would speak in favor of limiting the parking; it has become a habitual place for people to leave their cars for the week.

Commissioner Hagen wondered how this island of parking came about; Uddin responded that parking is generally permitted in residential areas unless there is a request to restrict it that is supported by the area property owners and residents.

Commissioner Woods questioned whether NO PARKING ANYTIME would be a better solution; the consensus was that the request was consistent with the rest of the neighborhood.

Commissioner Smith: I basically support the request; my only concern is that we get to the point of limiting the parking so much that residents can't have visitors other than evenings and on weekends.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER HAGEN, TO RECOMMEND ESTABLISHING NO PARKING 7AM-5PM MON-FRI ALONG THE SOUTH SIDE OF HILLCREST ROAD AND ALONG THE WEST SIDE OF SPENCER DRIVE; THE MOTION CARRIED 9-0.

ITEM NO. 3:

Consider request to establish NO PARKING along the west side of Stone Meadows Drive north of Bob Billings Parkway.

Uddin presented the information provided in the staff report.

Public comment:

Marilyn Ruggles, 1409 Brighton Circle, provided a petition (attached): There is just a short space coming off Bob Billings Parkway on the west side of the street, room for only three vehicles and directly to the east are two double driveways and four garages; with vehicles parked on the west side of the street, if you are trying to get to Bob Billings Parkway, you have to come out to the middle of the street and then you encounter vehicles coming off Bob Billings Parkway at a higher speed; I have almost been clipped a couple of times; I am just asking for NO PARKING in the short area across from the driveways as you come off Bob Billings Parkway; this is the only way for all of the townhomes and residences to get to Bob Billings Parkway.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE WEST SIDE OF STONE MEADOWS DRIVE BETWEEN BOB BILLINGS PARKWAY AND THE SOUTH LEG OF BRIGHTON CIRCLE; THE MOTION CARRIED 9-0.

ITEM NO. 4:

Consider request to establish NO PARKING along the west side of Louisiana Street between 18th Street and 19th Street.

Uddin presented the information provided in the staff report.

Public comment:

Bernard Bristow, 16853 Stranger Road, Leavenworth, KS, owner of 1805 Louisiana Street: There used to be NO PARKING posted in this area until a year or two ago when the sign was removed because there was no record of any ordinance establishing it; this only affects approximately four or five parking spaces; there is already NO PARKING to the north and on the east side of the street and this is a heavily traveled route; there is alley access for all the residences and most have off-street parking; I think the original sign that was there was appropriate, so I am asking that the NO PARKING be re-established.

Commissioner Hagen: This sounds reasonable to me; it occurred to me that there had not been parking there in the past.

Commissioner Smith: I do know that there have been residents parking in this area, but if they aren't concerned then I'm not going to worry about it.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE WEST SIDE OF LOUISIANA STREET BETWEEN 18TH STREET AND 19TH STREET; THE MOTION CARRIED 9-0.

ITEM NO. 5:

Consider request to establish a SCHOOL CROSSING on Connecticut Street at 11th Street.

Uddin presented the information provided in the staff report.

Public comment:

Mike Myers, 1312 New Hampshire Street, presented a slide-show and provided the following comments: I have two little girls and we are regular walkers and bikers to get to school and the best route is to cross Connecticut Street is at 11th Street because it is a 4-WAY STOP and doesn't require any back-tracking; there is a lack of any type of proper crossing of Connecticut Street between 15th Street and 7th Street; there was once a crosswalk at 9th Street, but it has almost totally faded-away; there is a substantial amount of residential housing west of Connecticut and south of 11th Street; the traffic count on Connecticut is 8000-9000 per day, in comparison, Massachusetts Street is 14,000; Connecticut is listed as a major collector on the city's thoroughfare map; the days of the pedestrians counts were not necessarily a good indication of the total number of kids that might be crossing; the pedestrian count as a prerequisite requirement for a properly marked crosswalk is flawed, the city should have an obligation to make provisions for safe pedestrian routes whenever a school boundary crosses a busy street; there should also be a pedestrian route plan associated with school boundaries; pedestrian safety enhancements are not only for the school children, East Lawrence people walk and ride bikes and buses in large numbers and possibly more so than other parts of town because we are physically near a major shopping area (downtown), parks and for economic reasons; 11th & Connecticut and 9th & Connecticut are major crossings for pedestrians on their way to downtown bus stops, the shops downtown and to visit the Farmer's Market on weekends; the notion of walkable communities has been endorsed by the planning department and the city as a whole with the smartcode; there are 17 kids living west of Connecticut that do not have a proper safe route to school.

Elizabeth Sedite, 407 E. 10th Street: My children don't have to cross Connecticut to get to school but they often cross Connecticut to get to a friends house or to go downtown; I always send them to 11th or 9th to get to the Arts Center, but I always worry because it is not clearly marked and cars don't seem to look for walkers and bike riders; I support putting clear markings and signs for a pedestrian crossing.

Shawn Hastie, 1117 Pennsylvania Street: We greatly benefit from the light that was put-up on 11th Street; my children do go downtown and I encourage them to cross at 10th or 8th because at the 4-way stops the cars go so fast; I think if there were markings for the cars to stop behind is all we are asking for.

Commissioner Woods noted that there is already an ordinance requiring motorists to stop behind the sidewalk, but they ignore it and painting a line on the street is not going to help it.

Commissioner Miller noted that a false sense of security may be worse than no markings at all.

Kristin Morland, 737 Connecticut Street: I support this request because it is difficult to cross; it would make it more enjoyable to walk; it would be more inviting to walk; I think we should make our environment good for walking.

Phil Collison, 933 Pennsylvania Street, President of the East Lawrence Neighborhood Association: I think it is a very easy solution to have crosswalks at intersections that a lot of people cross at and the fact that school kids use these also just helps to reinforce that point; we are a walking neighborhood and 11th Street and 9th Street are already 4-way stops so that is an appropriate place to have painted crosswalks; anything that raises the awareness makes it safer for everyone; I know it is a maintenance issue and budgets are tight; we have work days all the time and we could do it ourselves.

Tim Morland, 737 Connecticut Street: I walk to work everyday and cross Connecticut Street four times a day; to be honest, our kids don't cross at 9th and 11th, they cross half-way between 7th or at 8th and 10th where you can see cars coming; I think there is some confusion as to what the neighborhood really wants.

Commissioner Harden: I think we have a walking problem in this particular neighborhood and we're just picking at a spot and it needs a more comprehensive approach should be provided by the neighborhood with priorities because you probably won't get it all.

Commissioner Heckler: You need to get together with staff and come up with a plan for the neighborhood.

Commissioner Miller: I agree, the neighborhood needs to get together and develop a plan.

Commissioner Smith: Could we go ahead and instruct city staff to take a look at 9th Street and 11th Street since they have both been mentioned tonight?

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A SCHOOL CROSSING ON CONNECTICUT STREET AT 11TH STREET SINCE IT DOES NOT MEET THE CRITERIA; THE MOTION CARRIED 9-0.

ITEM NO. 6:

Public Comment:

Ruth Lichtwardt, 416 Michigan Street: I'm here on behalf of the Pinckney Neighborhood Association; I'm here to warn you of a potential traffic problem due to the Dunkin Donuts that is going on the corner of 6th and Michigan Streets; we think the current situation on the corner and the timing of when most of their customers will be hitting that corner will be a problem; traffic is backed-up at this corner most of the time; when Dunkin Donuts is added to the mix you will have a very difficult situation.

Betty Alderson, 1920 Maine Street: A number of years ago there was a discussion in the Oread Neighborhood to have PERMIT PARKING; nothing was implemented, but maybe the time has come to revisit this issue; I recently hosted an event at my home and all the parking was gone by 8:00 in the morning; if I had had permits for my guests, it wouldn't have been a problem; tonight there was a Johnson County car encroaching on my driveway making it very difficult to get in-and-out; this is something I have to call the police about regularly; the new university policy which does not allow freshmen or sophomores to park on the hill has increased the problem in the adjacent neighborhoods.

ITEM NO. 7:

Commission Items:

None.

ITEM NO 8:

Miscellaneous:

The commission acknowledged the City Commission actions on previous recommendations.

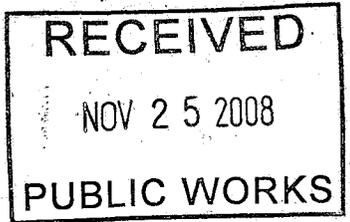
The meeting adjourned at 8:50 P.M. The next scheduled meeting is Monday, January 5, 2009.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

Gretchen and Tom Underwood
1320 Spencer Drive
Lawrence, Ks 66044
November 24, 2008



To Members of the Traffic Safety Commission:

We have recently received notice of a request to establish a no parking ordinance from 7am-5pm Monday through Friday along the west side of Spencer Drive. The hearing is to be held December 1 at City Hall.

Not all the homeowners along Spencer Drive are in favor of restricting parking. We know of four others at least who don't mind having students park here. When we purchased our home 15 years ago, we knew that living close to campus would entail occasional inconveniences with regard to student parking and other university events, and decided it was no big deal. On the rare occurrences that a driveway is blocked by a student running late to class, a telephone call to the KU police and a parking ticket usually solves the problem quickly. Why punish the majority of students for only an occasional problem? Pushing students out of our area will only cause problems in other neighborhoods. My husband and I rather like the student presence. Perhaps you should check with everyone along Spencer Drive before you make a decision.

Sincerely, Gretchen Underwood

David Woosley

From: Towns, William C [wct@ku.edu]
Sent: Monday, November 24, 2008 11:52 AM
To: David Woosley
Subject: Traffic Safety Commission/Stone Meadows Dr.

Dear Commissioners:

I would like to make a request that you consider making the west side of Stone Meadows Dr., where it intersects with Bob Billings Dr., a NO PARKING zone. It is a very hazardous intersection and there are trucks and cars that park right there at the west side of the street and reducing Stone Meadows to a one lane street. I have, on several occasions, nearly been hit by cars turning onto Stone Meadows from Bob Billings Dr. There simply is not enough room there when cars are allowed to park on that west side. It would only need to be NO PARKING from the corner of Brighton Circle to the intersection of Stone Meadows and Bob Billings.

I live at 1406 Brighton Circle A. I believe that the corner of Bob Billings and Stone Meadow is dangerous enough without the addition of cars parked along Stone Meadows.

I would appreciate your consideration of this request.

William C. Towns, PhD
Project Coordinator/Student Services
KU-CRL

785.393.4742 (cell)
785.749.1319 (home)

Pura Vida

Regarding the possible NO PARKING sign on the west side of Stone Meadows Drive between Bob Billings Parkway and Brighton Circle., we, as area property owners, request that there should be a space of **at least two car lengths** back from the stop sign where no parking is allowed. Drivers entering Stone Meadows Drive from Bob Billings Parkway are going at a fairly fast rate and there is little time to stop for an oncoming vehicle that is trying to maneuver around the vehicles parked on the north side of Stone Meadows Drive. There is adequate parking for the vehicles involved in the two double driveways where the owners of the vehicles reside as well as further down Stone Meadows.

Name

Address

Lucia Mathews

1436 Brighton Cir.

Carol Shankle

1434 Brighton Circle

Lyle K Branscombe

1423 Brighton Circle

Jenette Byington

1419 Brighton Circle

Thomas Ware

1430 BRIGHTON CR

Ann B. Moore

1430 B Brighton Circle

Jon Walston

1406 Brighton Circle B

Courtney Walston

1406 Brighton circle B

Lyle K. Jones

1415 Brighton Circle

Regarding the possible NO PARKING sign on the west side of Stone Meadows Drive between Bob Billings Parkway and Brighton Circle., we, as area property owners, request that there should be a space of **at least two car lengths** back from the stop sign where no parking is allowed. Drivers entering Stone Meadows Drive from Bob Billings Parkway are going at a fairly fast rate and there is little time to stop for an oncoming vehicle that is trying to maneuver around the vehicles parked on the north side of Stone Meadows Drive. There is adequate parking for the vehicles involved in the two double driveways where the owners of the vehicles reside as well as further down Stone Meadows.

Name

Address

Judith A. Hollaway

1407 Brighton Circle

Marilyn E. Fuggle

1409 Brighton Circle

Math E. Hill

1407 Brighton Circle

Frank Farmer

1401 Brighton Co

Linda Farmer

1401 Brighton Circle

Bill Towns

1406 Brighton Circle
