

ITEM NO. 5: Consider request to establish a SCHOOL CROSSING on Connecticut Street at 11<sup>th</sup> 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. 5:**

**Consider request to establish a SCHOOL CROSSING on Connecticut Street at 11<sup>th</sup> 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 11<sup>th</sup> 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 15<sup>th</sup> Street and 7<sup>th</sup> Street; there was once a crosswalk at 9<sup>th</sup> Street, but it has almost totally faded-away; there is a substantial amount of residential housing west of Connecticut and south of 11<sup>th</sup> 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; 11<sup>th</sup> & Connecticut and 9<sup>th</sup> & 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. 10<sup>th</sup> 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 11<sup>th</sup> or 9<sup>th</sup> 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 11<sup>th</sup> Street; my children do go downtown and I encourage them to cross at 10<sup>th</sup> or 8<sup>th</sup> 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 11<sup>th</sup> Street and 9<sup>th</sup> 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 9<sup>th</sup> and 11<sup>th</sup>, they cross half-way between 7<sup>th</sup> or at 8<sup>th</sup> and 10<sup>th</sup> 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 9<sup>th</sup> Street and 11<sup>th</sup> 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 11<sup>TH</sup> STREET SINCE IT DOES NOT MEET THE CRITERIA; THE MOTION CARRIED 9-0.**

**David Woosley**

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**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 15<sup>th</sup> and 10<sup>th</sup> 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 11<sup>th</sup>. 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: 10/28/08	DAY: Tuesday		WEATHER:	Clear / 52°
TIME:	NORTH LEG	SOUTH LEG	EAST LEG	WEST LEG
3:45 - 4:15 PM	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			



