

City of Lawrence
Traffic Safety Commission Agenda
February 2, 2009-7:00 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, December 1, 2008.

ITEM NO. 2: Consider request to install a "T" intersection sign on Ash Street on its approach to 8th Street.

Report:

1. The *Manual on Uniform Traffic Control Devices* permits the use of a T-Symbol sign; however, we have perhaps hundreds of similar intersections within the city.
2. Our crash report data base goes back to 1999 and there have been no reported crashes at this intersection during this time period.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 3: Consider request to establish NO PARKING on the south side of Ash Street from 8th Street west 100 feet.

Report:

1. Ash Street has a chip & seal surface approximately 19 feet wide.
2. There are currently no parking restrictions on Ash Street.
3. The city's practice has been to not restrict parking in residential areas unless requested-by and supported-by adjacent property owners and/or residents.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 4: Consider request to establish STOP signs or SPEED HUMPS on New Hampshire Street at 20th Street, 21st Street and 22nd Street.

Report:

1. The request indicates that speeding is a problem on the street; however, the *Manual on Uniform Traffic Control Devices* states that "Stop signs should not be used for speed control." Many studies have shown that when Stop signs have been installed for this reason, the mid-block speeds have actually increased.
2. The speed limit on New Hampshire Street is 30mph by state law; speed studies conducted January 5-6, 2009 found 85th percentile speeds ranging from 32.4-36.1mph with an overall average of 33.8mph; and traffic volumes ranging from 217-427 per day.
3. In order to consider traffic calming on a local street, the city's Traffic Calming Policy requires that the 85th percentile speed be 5mph or more over the speed limit or that the traffic volume be greater than 1000 per day.
4. There are currently YIELD signs on 20th Street and 22nd Street at New Hampshire and STOP signs on 21st Street.
5. Police Department crash reports show three reported crashes in the four-block area during the past three years:
 - a. On July 31, 2006, a westbound vehicle on 20th Street disregarded the YIELD sign and struck a southbound vehicle;

- b. On March 29, 2007, a vehicle backed out of a driveway in the 2000 block and struck a parked vehicle; and
 - c. On August 3, 2008, a hit-and-run vehicle struck a parked vehicle in the 2200 block.
6. Therefore, this area does meet any of the established criteria for STOP signs or Traffic Calming.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 5: Consider request to install PAVEMENT MARKINGS on all shared-use paths crossing commercial or high-activity driveways.

Report:

- 1. The *Manual on Uniform Traffic Control Devices* addresses pavement markings on roadways but not on private driveways.
- 2. Pavement markings, particularly crosswalk markings are very high maintenance because of the friction caused by turning vehicles.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 6: Consider request to establish a SCHOOL REDUCED SPEED ZONE on George Williams Way adjacent to Langston Hughes Elementary School.

Report:

- 1. The city's *School Crossing Control Policy* states that 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.
- 2. The only crosswalk on George Williams Way adjacent to Langston Hughes Elementary School is at the roundabout at the intersection of George Williams Way & Harvard Road; it is signed at a recommended speed of 15mph and an adult crossing guard is in place.

3. Therefore, this location does not meet the criteria of the city's policy.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 7: Public Comment.

ITEM NO. 8: Commission Items.

ITEM NO. 9: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to deny the request for an ALL-WAY STOP at the intersection of 11th Street & Mississippi Street;

Concurred with the recommendation to establish NO PARKING on the west side of Louisiana Street from 19th Street north 275 feet;

Concurred with the recommendation to construct a PEDESTRIAN CROSSING BEACON on Peterson Road just west of Arrowhead Drive;

Concurred with the recommendation to construct TRAFFIC CALMING DEVICES on 9th Street adjacent to Sunset Hill Elementary School; and

Concurred with the recommendation to establish NO PARKING on the south side of 18th Street from Missouri Street west 100 feet.

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 Ziegelmeyer 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

NORTH LAWRENCE IMPROVEMENT ASSOCIATION

LAWRENCE, KANSAS

RECEIVED

OCT 23 2008

PUBLIC WORKS

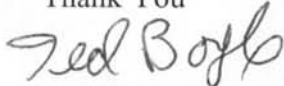
October 20, 2008

Traffic Commission,

The North Lawrence residents and North Lawrence Improvement Association would like to have a sign showing that 8th and Ash Street is a "T" intersection. Residents at this location have had cars in the ditch in front of their homes late at night. This traffic is on its way to the boat ramp which is closed at night. Traffic is coming from the bar and club at 508 Locust; these people are impaired and looking for a place to party.

The 2nd request made by residents of the North Lawrence Improvement Association is that there be no parking on the south side of Ash from 8th Street to 100 feet west. There is a one ton truck and trailer parked there at night which makes Ash Street very narrow and makes 8th and Ash intersection very hard to see.

Thank You



NLIA President

Ted Boyle

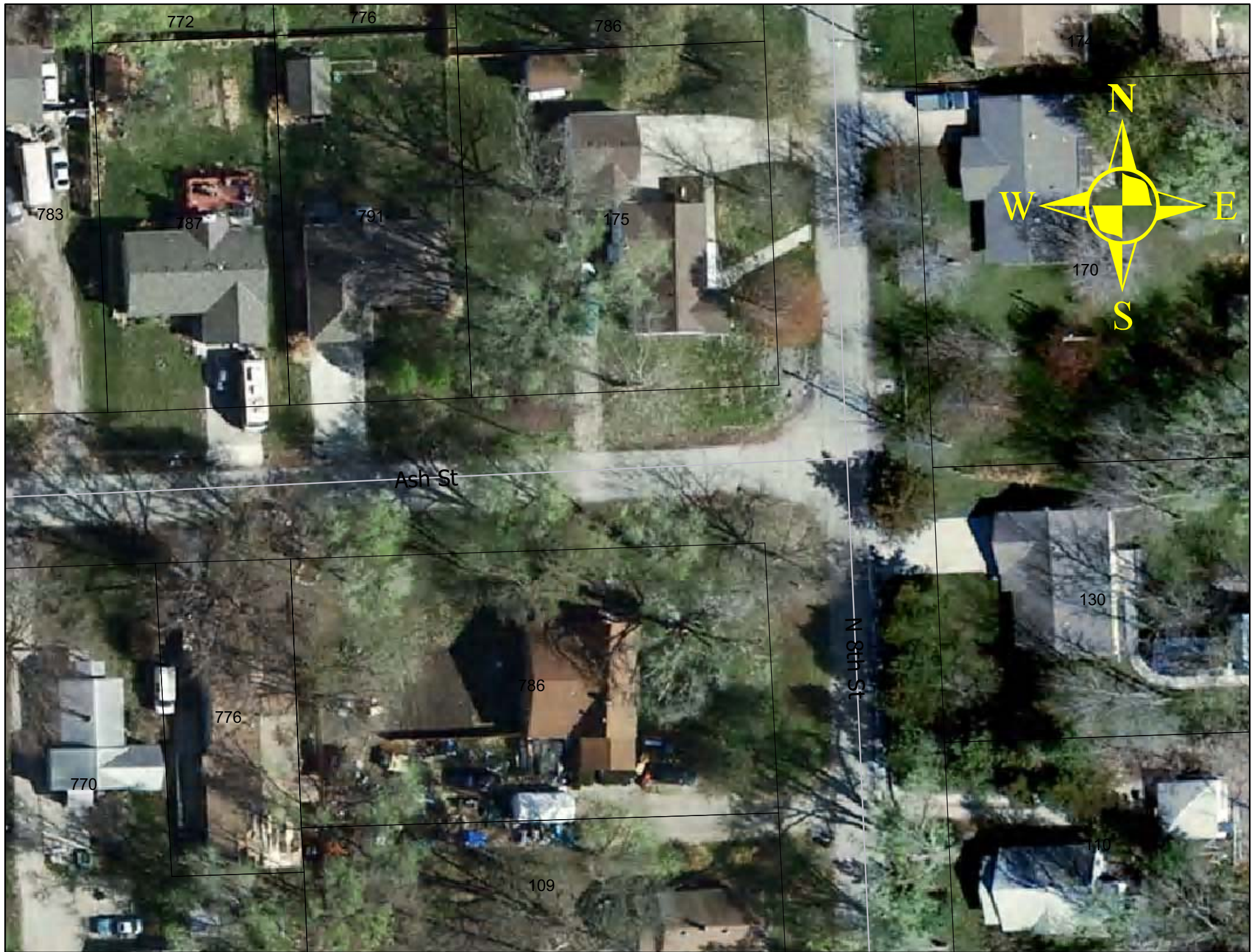
Section 2C.37 Intersection Warning Signs (W2-1 through W2-6)

Option:

A Cross Road (W2-1) symbol, Side Road (W2-2 or W2-3) symbol, **T-Symbol (W2-4)** or Y-Symbol (W2-5) sign (see Figure 2C-8) may be used in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic. The Circular Intersection (W2-6) symbol sign accompanied by an educational TRAFFIC CIRCLE (W16-12p) plaque (see Figure 2C-8) may be installed in advance of a circular intersection.

The relative importance of the intersecting roadways may be shown by different widths of lines in the symbol.

An advance street name plaque (see Section 2C.49) may be installed above or below an Intersection Warning sign.



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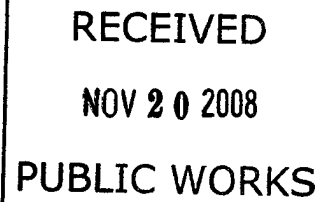
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June 13th, 2008

Mr. David Woosly
Traffic Engineer
City of Lawrence
P.O. Box 708
Lawrence, KS 66044

Dear Mr. Woosly

The residents living in and around the area between the 1900 and 2300 blocks of New Hampshire Street would like the City of Lawrence to consider placing stop signs at all the intersections on the street.

Over the past several years this neighborhood has seen a significant influx of families with children. New Hampshire Street, between 1900 and 2300 blocks, is also seeing a significant increase in traffic. Reckless drivers that consistently speed down the street at speeds in excess of 30 MPH is an hourly occurrence. We are fearful that it is a matter of time before someone is injured or worse.

In an effort to curb speeding on the street we would like the City to consider the addition of stop signs at every intersection between 1900 and 2300 blocks. We feel this may be an affordable approach to keeping the neighborhood safe.

or speed bumps

Attached please find a petition signed by area residents.

Thank you for your consideration.

Warm Regards,

A handwritten signature in black ink, appearing to read "JEFF EDEN".

Jeff Eden
2104 New Hampshire Street
Lawrence, KS 66046
785-749-2696

edenj@dig.talev.com

Name	Address	Email	Signature
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Robin Byer	2735 N.H.	robin.byer@gmail.com	[Signature]
Robin Byer	2046 N.H.	robin.byer@gmail.com	[Signature]

Marcia Schubert	2009 N.H.		
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ERIC STRUCKHOFF	2020 N.H.		[Signature]
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MEREDITH LANG	2232 N.H.		[Signature]
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Julia Bantz	2100 Vermont		
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JEREMY SPENCER	2108 N.H.		
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Iris Hyde	2216 New.H		
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EMMA LAY	2129 New Hampshire		
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Ann Niccum	2245 NH		
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Linda Powell	2132 New Hampshire		[Signature]
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Spencer Gortz	Giffen 1104 Connecticut		
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MARK KELLY	2108 N.H.		
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Jessie	2135 N.H.		
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JOE LAFRAMBOISE	2145 RHODE ISLAND		
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Name	Address	Email	Signature
Jeff Eden	2104 NH	eden@digitalco.com	
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Gynthia Laframboise	2145 RI		
JORDAN YECHIM	2116 NEW HAMPSHIRE		
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Martha Oelschlaeger	2032 New Hampshire		
Ellie LeCompte	2202 New Hampshire		
Julie Urban	2016 New Hampshire	jurban@usd497.org	

Name	Address	Email	Signature
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Sara Talaro	2145 N.H.	sara@happybeetle.com	Sara Talaro
Julia Wittington	2046	NEW Hamp.	Julia Wittington
Christine Schneider	1945 New Hampshire	cschneider@sunflower.com	Christine Schneider
SORCHA Hyland	2108 New Hampshire	hyland.sorcha@gmail.com	SORCHA Hyland
Anna Kern	2120 New Hampshire	kernaa@gmail.com	Anna Kern

ITEM NO. 4

Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).



TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

1. TRAFFIC-CALMING DEVICES may include but are not limited to Traffic-Calming Circles, Speed Humps and Speed Cushions, Speed Tables, Partial Diverters, Full Diverters, Center Island Narrowing, Chokers, and Road Closures; however, roundabouts are traffic management devices and are not subject to this policy.
2. TRAFFIC-CALMING DEVICES may be permitted on "local" streets as designated by the City's Major Thoroughfares Map, and under any one of the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 1000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. Where no single condition is satisfied, but where any two of A, B or C above are satisfied to the extent of 80 percent or more of the stated values.
3. TRAFFIC-CALMING DEVICES (except SPEED HUMPS) may be permitted on "collector" streets as designated by the City's Major Thoroughfares Map, under any one of the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 3000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
 - E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80 percent or more of the stated values.
4. Traffic data will be collected with city personnel using city equipment only. In the event that a requested location does not meet the minimum requirements as stated in 2 or 3 above, subsequent requests will not be considered for a minimum of one year.
5. The Lawrence-Douglas County Fire & Medical Department, the Police Department, the Public Works Department and the Traffic Safety Commission must review all requests for TRAFFIC-CALMING DEVICES before being presented to the City Commission.
6. If a project is approved by the City Commission, the City Commission will determine financing of the construction. The City Commission may require 0-100% of the costs to be paid by the group or neighborhood making the request.
7. After a project is approved and funded by the City Commission, TRAFFIC-CALMING DEVICES will only be constructed at a location if 70% or more of the property owners within 300 feet measured along the centerline of the street in each direction approve of the installation or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
8. Once installed, TRAFFIC-CALMING DEVICES may only be removed at a location if more than 70% of the property owners and residents within 300 feet measured along the centerline of the street in each direction approve of the removal or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
9. TRAFFIC CALMING DEVICES may initially be landscaped (if appropriate) by the city, provided that the group or neighborhood making the request agrees in writing to maintain the landscaping or pursuant to the payment of a landscape maintenance fee. No privately installed landscaping is permitted unless approved by the city in writing.

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Lawrence Bicycle Advisory Committee

December 16, 2008 at 5:30 PM
Public Works Conference Room
Ground Floor, City Hall
6 E 6th Street, Lawrence, KS



Meeting Minutes

Members Present: Eric Struckhoff-Chair, Mark Desetti, Becky McClure, Michael Hajdu, Neil Taylor

Members Absent: Jay Bialek

Staff Present: Todd Girdler, Bart Rudolph, Shoeb Uddin

Public Present: Gary Calton

1. **Call Meeting to Order:** The meeting was called to order by the Chair at 5:40 pm.
2. **Introductions, Assurance of Quorum:** Quorum was assured.
3. **Approval of September 23rd, October 21st and November 18th Meeting Minutes:** The meeting minutes from September 23, October 21, and November 18, 2008 were approved by acclamation.
4. **Discussion Item: New Member Nomination:** Bart Rudolph Introduced Gary Calton, who submitted an application in 2007 to serve on the BAC. Gary is being considered for the position vacated by Stephanie Bishop.

After discussion and introductions, Eric Struckhoff moved that the BAC nominate Mr. Calton to the mayor for appointment to the BAC. The motion was seconded by Neil Taylor and passed unanimously.
5. **Discussion Item: Bike Safety PSA Video:** This item was deferred due to inclement weather. Mr. Smith from Free State High School will be invited to the next meeting to discuss the details of possibly creating a new video promoting bicycle safety.
6. **Discussion Item: Downtown Bicycle Parking / Rotary Club update:** Mr. Rudolph informed the committee that the KU Urban Planning program's Transportation Implementation Studio class has decided to work on another project from the Kansas City area and will not be conducting the Downtown Bicycle Parking study. KU indicated that they may be interested in partnering with another project next year and will be working with the committee in the future about possible ideas.

There was no update available regarding the Lawrence Downtown Rotary Club's inquiry about a signature project concerning bicycle related issues.

- 7. Discussion Item: Shared-Use Path Signing and Right-of-Way:** Shoeb Uddin updated the committee with his research regarding a citizen inquiry and request for additional signing for the shared-use path along the south side of 6th Street adjacent to Wakarusa Drive. Mr. Uddin discussed the procedures and process related to requests of this nature. There are 2 situations that warrant a sign: (1) when an unexpected activity occurs or (2) when sight distance is compromised. Staff feels that nothing more will be accomplished by additional signing at these locations. After discussing the issue with others in the Public Works department, Mr. Uddin recommended that the issue be taken to the Traffic Safety Commission for more discussion.

The BAC suggested that pavement markings, similar to those found in crosswalks, would be more effective at alerting drivers about the shared-use path and is warranted due to the unexpected activity of bicyclists traveling in both directions on a shared-use path. Mr. Struckhoff motioned that the issue be taken to the Traffic Safety Commission with the recommendation that pavement markings be added to shared-use paths crossing commercial or high activity driveways. The motion was seconded by Mark Desetti and passed unanimously.

- 8. Action Item: Bikeway System Map:** Mr. Rudolph indicated that Stoneridge Drive, north of 6th Street and Overland Drive, west of Queens Road both are listed as existing shared-use paths, but the roads have not been built yet. Because they have started construction and the plans indicate that shared-use paths will be built, Mr. Rudolph suggested that they remain as existing paths on the map. The segment of Overland Drive, west of Stoneridge Drive should be changed to proposed shared-use path until construction begins on that segment. With those changes Mr. Desetti moved that the Bicycle System Map be approved as the official map recommended by the BAC. The motion was seconded by Mr. Struckhoff and passed unanimously. The map will be sent to the MPO's Technical Advisory Committee in January for approval.
- 9. Action Item: 2009 Draft Work Plan:** Mr. Rudolph presented the committee with a detailed 2009 work plan with milestones for each month indicated. Mr. Rudolph pointed out that this would serve as a general timeline, but could be changed or amended as the year progressed. He also stated that once the League of American Bicyclists sent their recommendations as to how Lawrence could advance in the Bicycle Friendly Community program, those recommendations will be folded into the work plan. Mr. Desetti thanked staff for their work in drafting this plan and motioned that the committee adopt this plan and move forward on the tasks identified. The motion was seconded by Mr. Struckhoff and passed unanimously.
- 10. Other Business:** There was no other business. The next meeting will be January 20, 2009.
- 11. Adjournment of Meeting:** The meeting adjourned at 6:38 pm.



Bauer Farm Dr



Bauer Ln

4741

4721

4701

4671

4661

Champion Ln

W 6th St

4831

4821

4701

4671

4661

4667

ITEM NO. 6

David Woosley

From: Rick Gammill [rgammill@usd497.org]
Sent: Tuesday, January 13, 2009 9:58 AM
To: David Woosley
Subject: Fwd(2): school speed zone
Attachments: Attach0.html

David, do you need a formal letter from the parents at Langston Hughes for the consideration of a school speed zone at the school? Please see below.

Rick

----- Original Message -----

Hi there Rick,
I don't remember if you have made this request or not?
If you could, that would be great! We would really like to have a school speed zone in front of LH!
Thanks,
lwt

----- Original Message -----

Hi Lisa,

Do you know if Rick Gammill requested a school speed zone yet? If he has, we need to contact David Woosley and find out when it will be on the traffic safety agenda. We will need to get people there to speak. See you soon.

Paula



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.

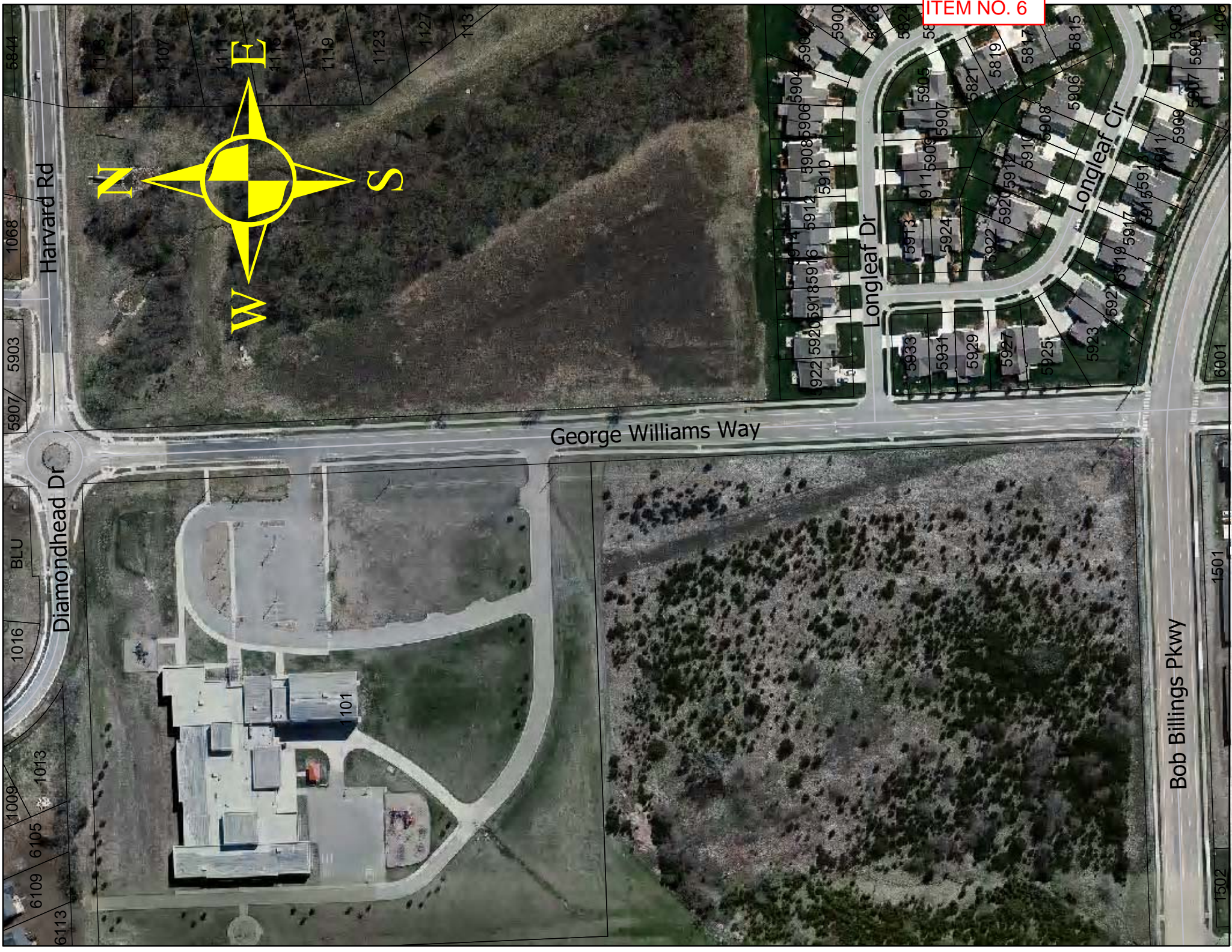
STOP SIGN AND TRAFFIC SIGNAL

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.



ITEM NO. 6

Harvard Rd

Diamondhead Dr

George Williams Way

Longleaf Dr

Longleaf Cir

Bob Billings Pkwy

City of Lawrence
Traffic Safety Commission
February 2, 2009 Minutes

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

MEMBERS ABSENT: Robert Hagen; Jason Novotny

STAFF PRESENT: David Woosley, Public Works Department
Bart Rudolph, MPO Transportation Planner

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, December 1, 2008.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER ZIEGELMEYER, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, DECEMBER 1, 2008; THE MOTION CARRIED 7-0.

ITEM NO. 2:

Consider request to install a "T" intersection sign on Ash Street on its approach to 8th Street.

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Smith: I've driven the area and I don't see any particular advantage in installing a sign.

Commissioner Woods asked who proposed the issue; Woosley advised it was the North Lawrence Improvement Association.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST TO INSTALL A "T" INTERSECTION SIGN ON ASH STREET ON ITS APPROACH TO 8TH STREET; THE MOTION CARRIED 7-0.

ITEM NO. 3:

Consider request to establish NO PARKING on the south side of Ash Street from 8th Street west 100 feet.

Woosley presented the information provided in the staff report.

Public comment:

None.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ON THE SOUTH SIDE OF ASH STREET FROM 8TH STREET WEST 100 FEET; THE MOTION CARRIED 7-0.

ITEM NO. 4:

Consider request to establish STOP signs or SPEED HUMPS on New Hampshire Street at 20th Street, 21st Street and 22nd Street.

Woosley presented the information provided in the staff report and noted that an e-mail had been received about the issue and had been forwarded to all commission members.

Public comment:

Jeff Eden, 2104 New Hampshire Street: There is a heavy amount of traffic that flies down the street and we have a lot of children on the street, between 15 and

20; we're concerned that one of these kids is going to ride out in the street and get floored; it seems to us that the YIELD signs do not work, I have had close calls many time; I don't think that cars would speed-up between STOP signs; we're just concerned about our kids.

Robin Byer, 2046 New Hampshire Street: I live on the corner where the STOP signs are and people blow those STOP signs too; there are a lot of cars parked too and people can't see down the street; we do have a lot of cars that just blow down the street really, really fast.

Brad Crotchett, 2244 New Hampshire Street: I would like to echo everything that's been said; people drive pretty fast and with heavy parking on both sides, it's real easy for someone to step out and not see a car coming; a lot of kids, a lot of people out walking their dogs, jogging, there's a lot of traffic; it's something worth looking at.

Commissioner Ziegelmeyer: Is it my understanding that we are 1mph under our policy; Woosley advised that was correct.

Commissioner Smith asked the speakers if there were bigger problems when KU was in session since the studies were conducted in early January; the speakers indicated that was true especially on game days.

Commissioner Ziegelmeyer: I would be willing to consider another count since we are so close and it didn't occur while KU was in session.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER WOODS, TO TABLE AND REQUEST ADDITIONAL TRAFFIC INFORMATION; THE MOTION CARRIED 7-0.

ITEM NO. 5:

Consider request to install PAVEMENT MARKINGS on all shared-use paths crossing commercial or high-activity driveways.

Woosley presented the information provided in the staff report.

Public comment:

Bart Rudolph, MPO Transportation Planner and staff liaison to the Bicycle Advisory Committee, presented a power-point presentation describing the problem and a possible solution.

Mark Desetti, 4605 Harvard Road, Vice-Chair of the Bicycle Advisory Committee:
We are only talking about places where the shared-use paths exist; even where
STOP signs exist, many motorists pull-out past the STOP sign and stop blocking
the shared-use path.

Commissioner Woods questioned how pavement markings would work if existing STOP
signs don't.

Commissioner Smith asked if there were shrubs or anything else that might block the
view of bicyclists; Rudolph advised that there were not.

Commissioner Woods: I would be in favor of tabling this until we know everywhere
they want this done.

Commissioner Miller: I would suggest we try it in one area to see if it is effective before
we cover the whole town.

Commissioner Heckler: I could support that suggestion.

Commissioner asked what the length was of the path along 6th Street; Desetti advised it
extended from Folks Road to K-10.

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER
MILLER, TO RECOMMEND A TRIAL INSTALLATION OF PAVEMENT MARKINGS
AT THE CROSSINGS ALONG 6TH STREET BETWEEN FOLKS ROAD AND K-10
AND THAT THE BICYCLE ADVISORY COMMITTEE REPORT BACK AFTER 6
MONTHS; THE MOTION CARRIED 7-0.**

ITEM NO. 6:

**Consider request to establish a SCHOOL REDUCED SPEED ZONE on George
Williams Way adjacent to Langston Hughes Elementary School:**

Woosley presented the information provided in the staff report and noted that an e-mail
had been received about the issue and had been forwarded to all commission members.

Commissioner Woods asked if there weren't two crossing guards for the school now;
Woosley advised that there were; one at George Williams Way & Harvard Road and one
at Bob Billings Parkway & George Williams Way.

Public comment:

Paula Pepin, 1109 Stoneridge Drive: I realize we don't meet the requirements, however we do feel like it is warranted with our unique situation of having one entrance and exit into the building; traffic does backup in many directions; parents want as many layers of safety as we can have; we have 200-250 kids walking and biking every day, that's about half of our population; as a part of our wellness program, we really push walking and biking to school; we hope you would override the policy.

Carrie Mandingo, 1600 Bob White Drive: I live south of Bob Billings Parkway; I have two boys walking and I do worry sometimes that one of them will end-up trying to get across that street where cars are going pretty fast; we also have a marathon club as part of our wellness program and we use the whole area, we have a mile course Monday and Thursday mornings at 8:00am right across from the school in DeVictor Park when everyone is going to work; I do have a concern about cars traveling fast in that area; I think a speed zone would really help.

Lisa Thompson, Principal, Langston Hughes Elementary School: I just want to show my support for my wonderful parents that are here this evening to hopefully talk you into doing something to protect our kids and keep them safe as they are walking to-and-from school; if you would put-up signs that would get people to slow-down during a particular time, that would be very helpful; unfortunately they drive really fast.

Jill Persinger, 1108 Douglas Drive: Corpus Christi starts before our school starts so we have a lot of traffic going up-and-down George Williams Way as well as on Bob Billings Parkway, plus all the traffic headed to 6th Street; the speed on that road is amazing some days; the other thing is we have between 60 and 100 kids show-up Monday and Thursday mornings for marathon club so we are out there from about 7:50 until about 8:35 and there is a large amount of traffic and congestion that sits on George Williams Way; anything you can do to get additional safety measures would be appreciated.

Courtney Brungardt, 4513 Trail Road: One of our goals is to maintain wellness; it is important to consider southbound traffic as well as northbound; I think 35mph is too fast; there is not a turn lane so traffic backs-up and you get a lot of congestion.

Commissioner Woods asked where we would put a sign if it met our criteria; Woosley advised that it would be 150-200 ft. in advance of a crosswalk, but there is not a mid-block crosswalk in this area.

Commissioner Harden asked what the 85th percentile speed was; Woosley advised that a speed study has not been conducted.

Commissioner Ziegelmeyer asked if there was any other location in the city where we simply slow traffic down at a school location; Woosley advised that there weren't unless there was a crosswalk.

Commissioner Harden asked if we could get a speed study conducted during school crossing times; Woosley advised that would not be a problem.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A SCHOOL REDUCED SPEED ZONE ON GEORGE WILLIAMS WAY ADJACENT TO LANGSTON HUGHES ELEMENTARY SCHOOL; THE MOTION FAILED 2-5.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER MILLER, TO TABLE AND REQUEST A SPEED STUDY NEAR THE ROUNDABOUT, LONGLEAF DRIVE AND THE SCHOOL ENTRANCE; THE MOTION CARRIED 5-2.

ITEM NO. 7:

Public Comment:

None.

ITEM NO 8:

Commission Items:

Commissioner Woods asked if there was a program for re-painting crosswalks; Woosley advised that all school crosswalks are re-marked or patched each summer before school starts; most other crosswalks are at traffic signals and are marked with a permanent material when the streets are re-surfaced.

Commissioner Woods asked if the sides of pedestrian islands are required to be elevated; Woosley advised that was necessary to provide the protection for the pedestrians.

ITEM NO. 9:

Miscellaneous:

The meeting adjourned at 8:15 P.M. The next scheduled meeting is Monday, March 2, 2009.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

David Woosley

From: Mark Jakubauskas [mjakub@ku.edu]
Sent: Monday, February 02, 2009 10:12 AM
To: jjzieg@sunflower.com; oscarfactor@sunflower.com; Richard Heckler Email; rhagen@ku.edu; scott@trinityinhomecare.com
Cc: David Woosley
Subject: Traffic Safety Commission, Agenda Item #4, February 2, 2009

This message is in regards to ITEM NO. 4: Consider request to establish STOP signs or SPEED HUMPS on New Hampshire Street at 20th Street, 21st Street and 22nd Street:

I will be unable to attend tonight's Traffic Safety COmmission meeting but would like my remarks below to be considered by the commision members in making their recommendation.

My family lives at the corner of 22nd and New Hampshire Streets. We have lived there for 10 years now, since purchasing the home in February 1999. My wife and I are STRONGLY in FAVOR of any form of traffic control at this intersection.

New Hampshire, like Barker Avenue, is a frequent north-south alternative route for Massachusetts Street. As such, and like Barker Ave, it can become a "runway", given that there are no traffic control measures at the north-south intersections of 20th, 21st, or 22nd. The street attracts a considerable amount of traffic cutting through the neighborhood to avoid the stoplight and associated traffic at 23rd and Massachusetts.

Of greater concern to my family, and many other families near this intersection, is the east-west traffic on 22nd Street. There is only a "yield" sign controlling traffic in the east-west direction on 22nd, and from long-time personal observation, that yield sign is routinely ignored. Cars attempting to bypass 23rd and Massachusetts in either direction often move at a high rate of speed on 22nd Street through the intersection. Strangely, an identical intersection at 21st and New Hampshire DOES have stop signs controlling the east-west traffic; why the discrepancy, that 21st warrents a stop sign, but not 22nd ??

The motivation for seeking traffic control changes in this neighborhood, changes which have been ENDORSED BY A MAJORITY OF RESIDENTS ON THIS BLOCK, is the high number of small children residing in the neighborhood. In the 2200 block of New Hampshire, I count six children under the age of six; in my block, the 2100 block, I count eleven (11) children of elementary school age (most are preschool age). Seventeen children in all, in a close-knit, active neighborhood that encourages biking, walking, and outdoor play. Seventeen children, in a neighborhood where people routinely race their cars down New Hampshire Street, and blithly ignore the Yield signs at 22nd and New Hampshire.

My own request is that, at the VERY LEAST, that the Yield signs at 22nd and New Hampshire be changed to Stop signs. We have 17 small children in this neighborhood who need protection.

Regards,
Mark Jakubauskas and Sara Taliaferro
2145 New Hampshire St.

Dr. Mark Jakubauskas
Research Associate Professor
Kansas Biological Survey
116 Higuchi Hall, 2101 Constant Avenue
University of Kansas
Lawrence, KS 66047-3759

Phone: (785) 864-1508
Fax: (785) 864-1534
Email: mjakub@ku.edu

<http://www.kbs.ku.edu>



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

Consider request to install pavement markings on all shared-use paths crossing commercial or high activity driveways

Bicycle Advisory Committee Recommendation
to Traffic Safety Commission
2/2/09



Bicycle Advisory Committee

- **Seven Members**
 - One (1) from County
 - One (1) from Fire/Medical Department
 - One (1) from Police Department
 - One (1) from University of Kansas
 - Three (3) at-large positions
- The Committee works to improve bicycle safety and awareness; update and oversee the distribution of the City's Bikeway Map; seek information on current trends, programs, and facilities outside the local area; and coordinate activities with other organizations.



Citizen Inquiry and Request

Sep 16, 2008

“ the problem is with driveways from parking lots on the south side of 6th adjacent to Wakarusa. Cars routinely exit from the parking lots and block the path while they wait to turn onto 6th. Not to mention the cars that exit without stopping at the stop signs, sometimes at speed without looking for bikes or pedestrians. As a cyclist, I've had several near misses on this stretch, fortunately I was being ultra careful; the cars were not.”

Re: signs from parking lots on 6th?

Eric Struckhoff [ecs@ku.edu]

Extra line breaks in this message were removed.

To: Carol Shankel

Cc: Craig Weinaug; stwombly@ku.edu; Bart Rudolph; Todd Girdler

On Sep 16, 2008, at 3:36 PM, Carol Shankel wrote:

> Hi Eric,
> Last time I heard from you via email it was re: the hazardous traffic
> humps on Folks Road (which, by the way, the city did nothing about).
>
> Here's another issue in the same part of town.
> Question: Is the sidewalk that runs on the south side of 6th Street
> east and west of Wakarusa considered a bike path? It appears that way
> as it extends east from the Trafficway bike path.
>
> If so, the problem is with driveways from parking lots on the south
> side of 6th adjacent to Wakarusa. Cars routinely exit from the
> parking lots and block the path while they wait to turn onto 6th. Not
> to mention the cars that exit without stopping at the stop signs,
> sometimes at speed without looking for bikes or pedestrians. As a
> cyclist, I've had several near misses on this stretch, fortunately I
> was being ultra careful; the cars were not.
>
> Is it possible to put up bike path signs with the stop signs on these
> exits? Perhaps the businesses in these malls would cooperate. That
> might at least alert drivers to the possibility of bicycles--and
> pedestrians.
> Thanks,
> Carol

“Is it possible to put up bike path signs with the stop signs on these exits?”

“That might at least alert drivers to the possibility of bicycles--and pedestrians.”

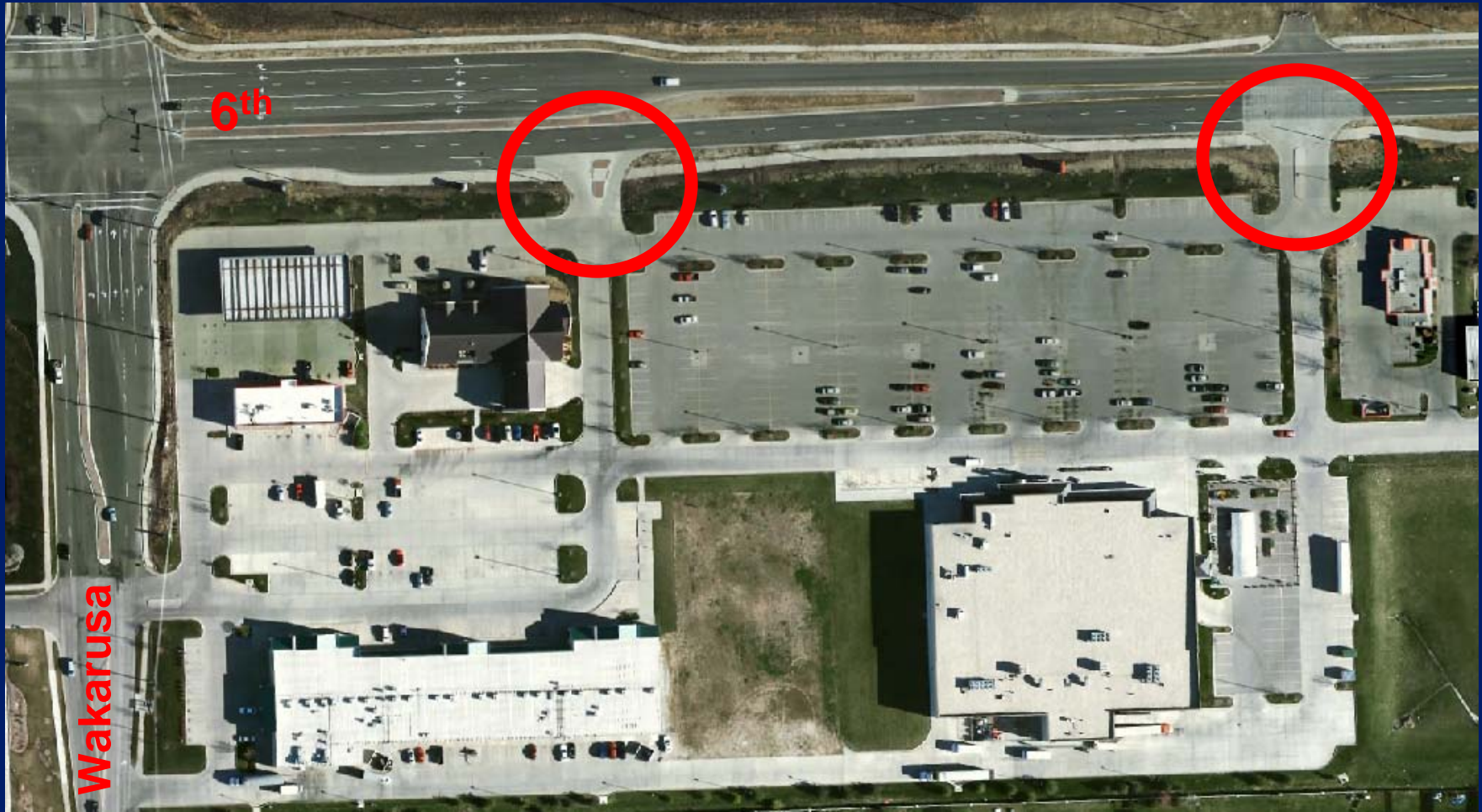


Shared-Use Paths

- 8' – 10' wide separated path
- Accommodate a variety of users
- Designed to offer opportunities not provided by the road system
- There are 19 locations where a shared-use path crosses a high activity or commercial driveway
- 9 locations have stop signs installed



6th and Wakarusa

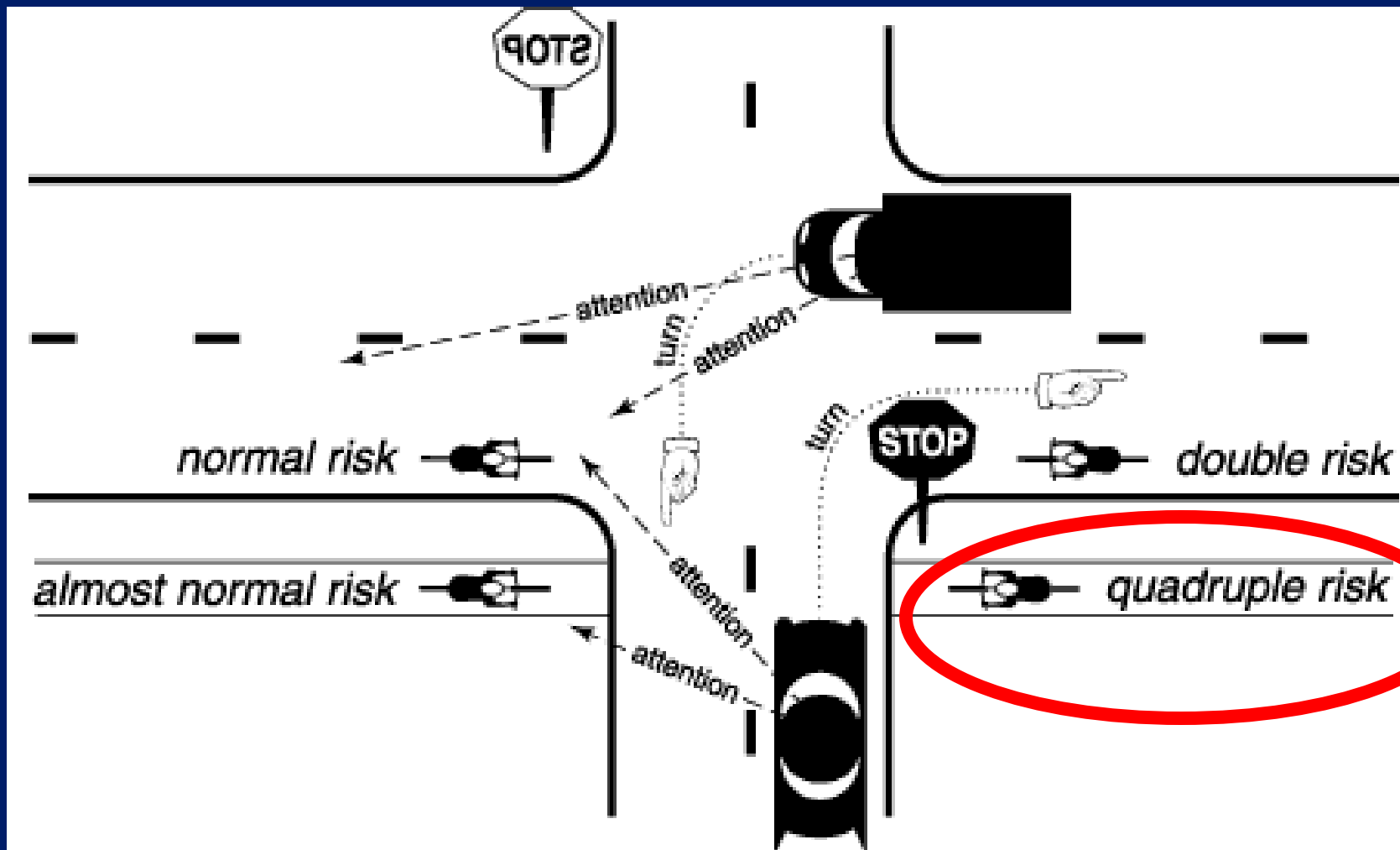




Source: Hiles, Jeffrey A., *Listening to Bike Lanes*, 1996



Right - Turning Motorists



Source: Hiles, Jeffrey A., *Listening to Bike Lanes*, 1996



FHWA Countermeasures for Bicycle Crash Types

Crash Type #5 – Motorist Drove Out (Midblock)

- Provide Path Intersection Treatments
- Provide Path Warning Treatments
- Make Sign Improvements
- Improve Pavement Markings



Resources

- **American Association of State Highway and Transportation Officials (AASHTO)**
 - Guide for the Development of Bicycle Facilities 1999
- **Manual on Uniform Traffic Control Devices (MUTCD)**
 - Part 9 - Traffic Controls for Bicycle Facilities 2003



Intersection Pavement Markings

Pavement Markings on roadways are typically addressed, but driveways are not mentioned



Source: FHWA, *BIKESAFE: Bicycle Countermeasure Selection System*



Florida Example



**Drive Way
Look Both Ways**



**Yield for Bike/Ped
in Crosswalk**



Vesser Street Example



Source: Allen, John S., *Lessons of the Vessar St. Side paths*



Vesser Street Example



Source: Allen, John S., *Lessons of the Vessar St. Side paths*



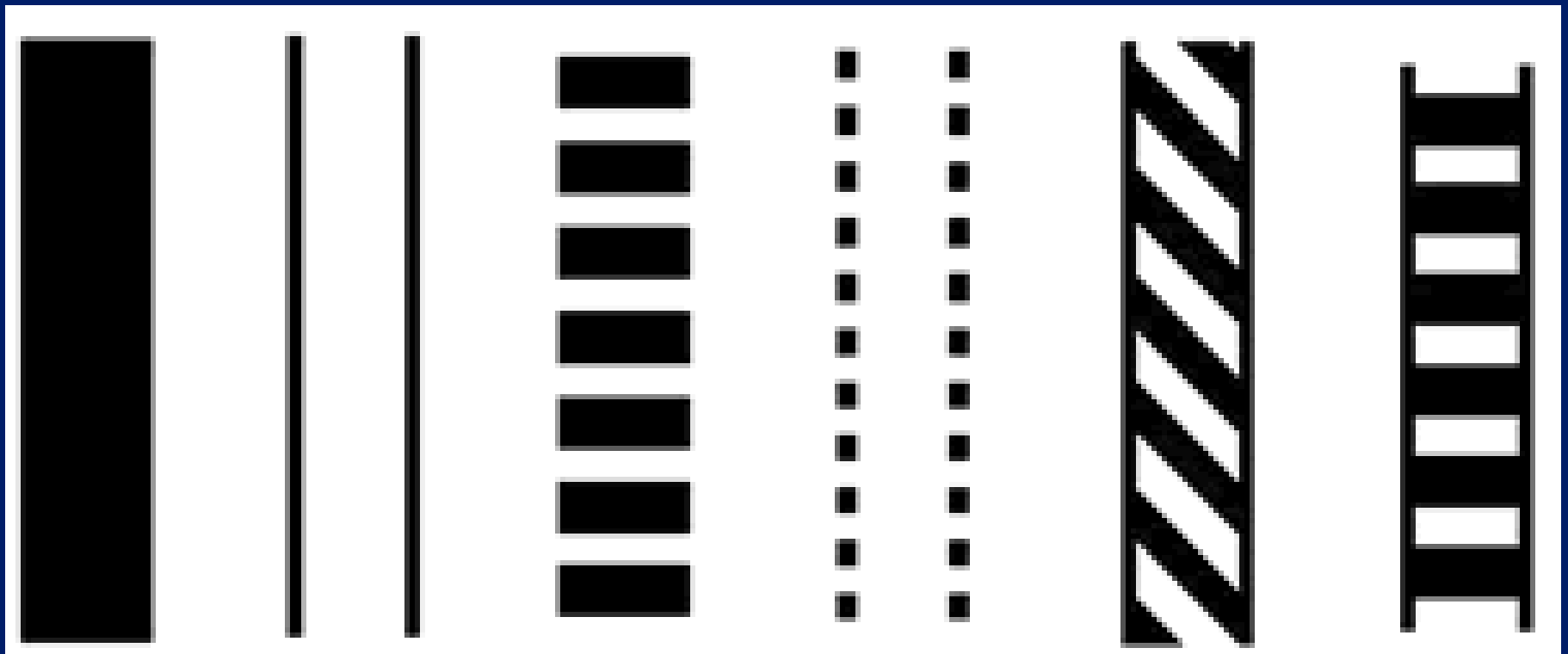
Vesser Street Example



Source: Allen, John S., *Lessons of the Vessar St. Side paths*



Pavement Markings



Source: Hiles, Jeffrey A., *Listening to Bike Lanes*, 1996



BAC Recommendation

- The BAC suggests that pavement markings, similar to those found in crosswalks, would be more effective than adding signage to alert drivers about the shared-use path and is warranted due to the unexpected activity of bicyclists traveling in both directions on a shared-use path.



Questions?



ITEM NO. 6**David Woosley**

From: adina morse [morseadi@yahoo.com]
Sent: Monday, February 02, 2009 1:31 PM
To: David Woosley
Subject: School Reduced Speed Zone on George Williams Way

Dear Commission:

I am unable to attend tonight's meeting and have a comment about agenda item number 6.

I currently have a child in kindergarten at Langston Hughes. Anyone who has ever been to Langston Hughes when classes are dismissed knows that children come running out of school and onto the sidewalk adjacent to Geo Wms Way a long way from the safety of roundabout, crossing guard and the 15 mph zone. All it would take is one child dashing across the street in front of a vehicle traveling the posted 35 mph, or greater as they often do. I fail to see a legitimate reason for resisting posting reduced speed signs for a school zone. These signs would do no harm and would potentially prevent a tragedy.

Thank you.

Adina F. Morse
907 Westfield Court
Lawrence

2/2/2009