

ITEM NO. 2: Consider request for TRAFFIC CALMING on Ousdahl Road between 25th Street & 26th Street.

Report:

1. Ousdahl Road is classified as a “local” street in this residential area with a speed limit of 30mph as established by state law.
2. The city’s Traffic Calming Policy permits traffic calming on local streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit or if 24-hour two-way volume is greater than 1000.
3. A traffic study conducted on February 4-5, 2009 found the 85th percentile speed of traffic to range from 33.4mph to 39.1mph with an average of 37.2mph and a 24-hour two-way volume of approximately 1350.
4. Therefore, this portion of Ousdahl Road meets the minimum requirements for consideration of traffic calming devices.

ACTION: Provide recommendation to the City Commission.

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David Woosley presented the information provided in the staff report.

Public comment:

Douglas Trout, 2556 Ousdahl Road: I think the studies show that the amount of traffic on Ousdahl between 25th and 26th exceeds what we would call local traffic; it is being used as a cut-through from 23rd and traffic avoiding the intersection of 23rd & Iowa; it also shows that the speeds exceed what are reasonable and prudent; I’d like to mention the terrain of the street, it starts-out at 25th, rises to a peak, then drops-down rather quickly to a right-hand turn, rises again to a left-hand turn and doesn’t straighten-out until it reaches a T-intersection at 26th; in addition, there are no sidewalks in the area; pedestrians use the east side of the street in both directions, quite often with children and strollers; it’s a hazard to have that much traffic going at that speed; I’d really like you to be in favor of traffic dampening; I know it’s an inconvenience, but in this case I think safety out-weighs the inconvenience.

Jodine Trout, 2556 Ousdahl Road: Last Thanksgiving on Saturday night we had a group of kids in a car come over the hill and miss the turn and crash into a tree; the driver was killed, two kids were life-flighted and another was life-flighted after being transported to LMH; it's just real dangerous and that night there wasn't any ice and it wasn't wet.

Steve Davids, 2564 Ousdahl Road: I want to echo what Doug said; there is a lot of traffic there, a lot of people cutting-through there just using it to avoid the intersection at 23rd & Iowa; I'd like to see that cut-down and I think speed bumps would be a good way to do that; sometimes you have a hard time backing-out of your driveway and you get honked-at.

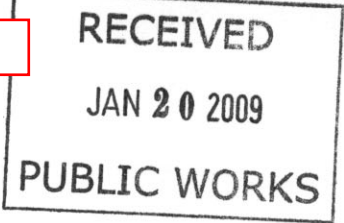
Irene Walker, 2572 Ousdahl Road: We have problems backing-out of our driveway; we also have problems with people coming down 26th Street and making a left-turn and drive into our yard a lot.

Commissioner Smith asked where the traffic counters were placed; Woosley advised one set was placed between 25th Street & 25th Court and the other was placed between 25th Court & 26th Street.

Commission Harden asked if this location meets the city's criteria; Woosley advised that it does; both for the speed of the traffic and the volume of traffic.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER HAGEN, TO RECOMMEND TRAFFIC CALMING ON OUSDAHL ROAD BETWEEN 25TH STREET & 26TH STREET; THE MOTION CARRIED 7-0.

ITEM NO. 2



January 14, 2009

Douglas Trout
2556 Ousdahl Road
Lawrence, Kansas 66046
(785) 312-9288

City of Lawrence
Traffic Engineering

I am requesting a traffic study of Ousdahl between 25th Street and 26th Street. Over the past few years traffic has increased through this residential area, and my own observations indicate drivers are using this South Hills area to avoid the traffic control lights at 23rd Street and Iowa. This traffic has increased even more in the past year, and I believe the increase is through traffic, not local residents.

Ousdahl in this section is "three" lane, two traffic lanes north south and a parking lane on the west side. Many people have trouble negotiating this hill and curve with cars parked on the west side. Drivers traveling south tend to swing out to the east as they go down the hill. Also, it seems, some drivers are challenged by the Grand Prix-like terrain and increase their speed in either direction. There is a mix of passenger and commercial vehicles.

I am speculating, but I do believe that the fatal accident of November 19, 2008 would have been avoided or had a less tragic outcome if there had been traffic calming devices on Ousdahl north and south of the 25th Street Court turn. This area has become more dangerous for local traffic and pedestrians as well. There are no sidewalks so pedestrians do walk in the street, some with baby strollers and small children.

I noticed an area on 8th Street between Lawrence Avenue and Kasold Drive very similar to what I described above. Traffic calming devices were placed on the hills east and west, which does slow traffic effectively.

Again, please, study this area with the goal in mind of traffic calming devices and possibly reducing the speed limit, which will regulate the increased flow of through traffic in our residential neighborhood.

Sincerely,

A handwritten signature in cursive script that reads "Douglas A. Trout". The signature is written in dark ink and is positioned below the word "Sincerely,".



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.

