

City of Lawrence
Traffic Safety Commission Agenda
April 6, 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, March 2, 2009.

ITEM NO. 2: Consider request to establish a 35MPH SPEED LIMIT on 4th Street between McDonald Drive and Maine Street.

Report:

1. 4th Street between McDonald Drive and Maine Street is classified as a 'collector' street, paved 30 feet wide with sidewalks along both sides of the street and serves as an access to Lawrence Memorial Hospital.
2. The posted speed limit on this portion of 4th Street is 30mph.
3. Traffic data collected on March 23-24 found 85th Percentile Speeds ranging from 34.2mph to 43.4mph with an average of 39.2mph. Traffic volumes ranged from approximately 3500-5000 vehicles per day.
4. Based on the 85th Percentile Speed, the posted speed limit should be 40mph; however, since this is generally a residential area, it is recommended that the speed limit not be posted over 35mph.

5. Other 'collector' streets posted 35mph include Crossgate Drive between Clinton Parkway & 27th Street; Harper Street between 19th Street & 23rd Street; Michigan Street between 2nd Street & Riverridge Road; Monterey Way between 15th Street & Peterson Road; Riverridge Road between Michigan Street & Iowa Street; and 27th Street between Crossgate Drive & Wakarusa Drive.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 3: 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 throughout the city.
2. Police Department crash report data shows no reported crashes at this intersection during the past ten (10) years.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 4: 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. 5: Consider request to establish a MULTI-WAY STOP at the intersection of 21st Terrace & Maple Lane.

Report:

1. The *Manual on Uniform Traffic Control Devices (MUTCD)* provides criteria for the establishment of a MULTI-WAY STOP; the two most common criteria are reported crashes and traffic volume.
2. The *MUTCD* requires a minimum of five (5) reported crashes in a 12-month period to consider a MULTI-WAY STOP; Police Department data shows there have been no reported crashes at this intersection during the last three (3) years, 2006-2008.
3. The *MUTCD* requires a minimum of 300 vehicles per hour for eight (8) hours of an average day on the main street and 200 vehicles per hour for the same eight (8) hours on the minor street to consider a MULTI-WAY STOP; data collected on March 9-10, 2009 found an average of 71 vehicles per hour on the main street and 38 vehicles per hour on the minor street for the eight (8) highest hours of the day.
4. In addition, the data collection found the 85th percentile speed on 21st Street Terrace to be 33.2mph eastbound and 26.6mph westbound; the speed limit by state law is 30mph.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 6: Consider request to establish NO PARKING along one side of 10th Place, 10th Terrace & Randall Road.

Report:

1. 10th Place, 10th Terrace and Randall Road are all 'local' streets in a residential area paved 26 feet wide.
2. Parking is currently permitted along both sides of each street.
3. City practice has been to establish or removed parking restrictions on 'local' streets only if requested-by and supported-by area property owners and/or residents.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 7: Consider request to establish RESERVED PARKING FOR PERSONS WITH DISABILITIES along the north side of 22nd Terrace adjacent to 802 W. 22nd Terrace.

Report:

1. 22nd Terrace is a 'local' street in a residential neighborhood paved 25 feet wide.
2. Parking is currently prohibited along the north side of this street.
3. City practice has been to establish or removed parking restrictions on 'local' streets only if requested-by and supported-by area property owners and/or residents.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 8: Public Comment.

ITEM NO. 9: Commission Items.

ITEM NO. 10: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to place CROSSWALK MARKINGS on the Shared-Use Path along the south side of 6th Street at all commercial driveways between Folks Road and K-10.

City of Lawrence
Traffic Safety Commission
March 2, 2009 Minutes

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

MEMBERS ABSENT: Richard Heckler, Chair; and John Ziegelmeyer Jr

STAFF PRESENT: David Woosley, Public Works Department

Vice-Chair Jim Woods 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, February 2, 2009.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER SMITH, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, FEBRUARY 2, 2009; THE MOTION CARRIED 7-0.

ITEM NO. 2:

Consider request for TRAFFIC CALMING on Ousdahl Road between 25th Street & 26th Street.

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. 3:

Consider request to establish NO PARKING along the south side of Greever Terrace between Carolina Street & Louisiana Street.

David Woosley presented the information provided in the staff report.

Craig Jacob distributed a hand-out consisting of a petition, a sketch and numerous pictures.

Public comment:

Craig Jacob, 843 W. 22nd Street: I'm serving as a spokesman for our neighborhood association; we talked about this at our last meeting and I was willing to take this on and see what we could get done; we are requesting that the area in "red" on my sketch become "no parking"; we don't feel like a fire-truck or ambulance would be able to get through the area with cars parked on both sides and that is our major concern; some residents even have trouble getting out of their driveways; however, we are not asking for the cut-out area next to the school.

Tom Buller, 813 Greever Terrace: There is "no parking" in front of my house, but I have to drive down that road everyday to get out and it becomes pretty treacherous when you get two lines of cars there and people getting in-and-out of cars; it is a safety concern; sometimes people find the signs confusing.

Jeanne Klein, 824 Greever Terrace: I want to second what has been said; when you get two Explorers parked on either side it gets even skinner to get through and the school kids are not the best parallel-parkers; my main concern is whether or not you could get emergency vehicles through; we would really appreciate your consideration.

Commissioner Woods asked why there was "No Parking Mon-Fri 7am-5pm" on the north side; Woosley advised that it had probably been requested by the adjacent residents.

Commissioner Hagen: It seems reasonable to me.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND THAT NO PARKING BE ESTABLISHED ALONG THE SOUTH SIDE OF GREEVER TERRACE BETWEEN VIRGINIA STREET & LOUISIANA STREET EXCEPT IN THE RECESSED AREA; THE MOTION CARRIED 7-0.

ITEM NO. 4:

~~Consider request to mark PEDESTRIAN CROSSWALKS across Connecticut Street at 9th Street and at 11th Street.~~

This item was removed from the agenda.

ITEM NO. 5:

Public Comment:

Craig Jacob, 843 W. 22nd Street: Last fall in a three-week period I saw five people eastbound try to turn left off 6th Street onto Vermont Street which is the southbound one-way bridge across the river; I think the traffic light should have a straight-arrow so you know you can't make a left-turn and I think arrows on the street would help.

ITEM NO. 6:

Commission Items:

None.

ITEM NO. 7:

Miscellaneous:

None.

The meeting adjourned at 7:35 P.M. The next scheduled meeting is Monday, April 6, 2009.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

Traffic and Safety Committee
City of Lawrence, Kansas

To Whom it May Concern:

We, the undersigned, would like to ask the City to **remove** the parking on the **south** side of the street in the **600 block of Greever Terrace**. We feel there is a safety issue as the west end of the block is reduced to a single lane of traffic and would not allow emergency vehicles access to several homes on that block.

Thank you for your consideration.

Craig Jacob
Signed

Craig Jacob
printed

843 W 22nd ST
address

Roy E Gridley

ROY E GRIDLEY 610 Greever Terr

Dan Colema

Dan Colema 622 Greever Terr.

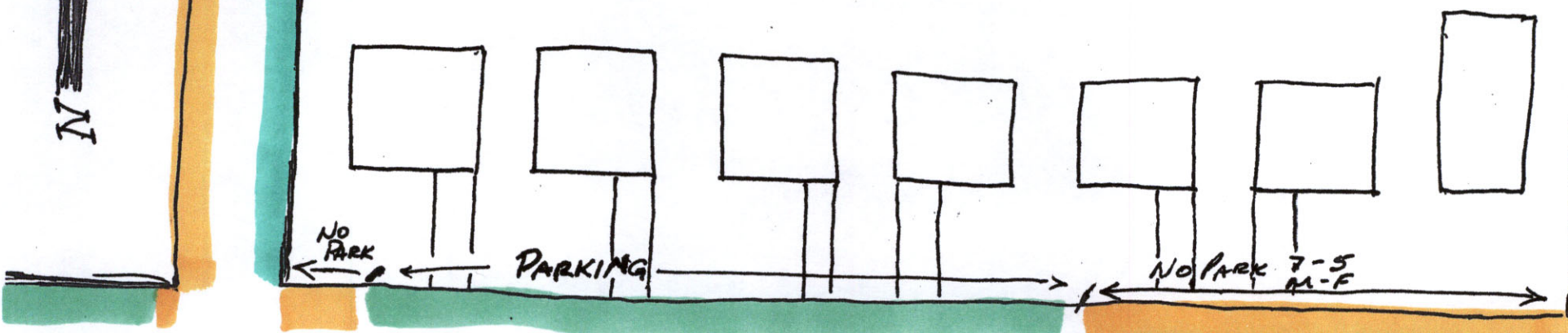
Aaron Weaver

AARON WEAVER 634 GREEVER TERR

VIRGINIA



LOUISIANA



GREEVER TERRACE

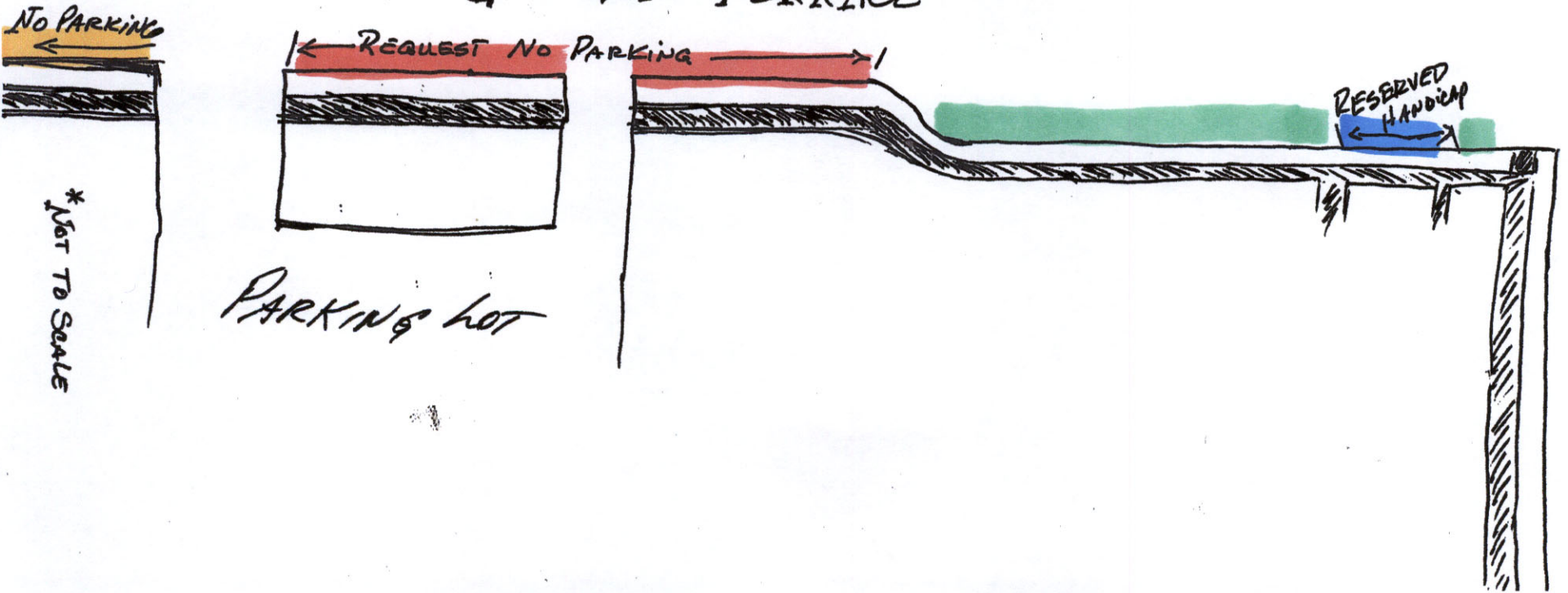
NO PARKING

REQUEST NO PARKING

RESERVED HANDICAP

PARKING LOT

*NOT TO SCALE



PARKING ON GREEVER TERRACE

1



② GREEVER TERR - LOOKING EAST - WEEKDAYS - 800 BLOCK



③ 600 BLOCK GREEVER TERR. - LOOKING EAST - WEEKEND



① GREEVER TERR - LOOKING EAST - 800 BLOCK - WEEKEND



④ 600 BLOCK GREEVER TERR. - LOOKING EAST - WEEKDAYS

600 Block GREEVER TERRACE

II



② CAR PARKED AWAY FROM CURB - NOTE CAR IN CENTER TOP



③ SAME CAR in pic. #2 - WAITED FOR VAN in Picture Below.



① EASTBOUND TRAFFIC - Weekday - 600 Block



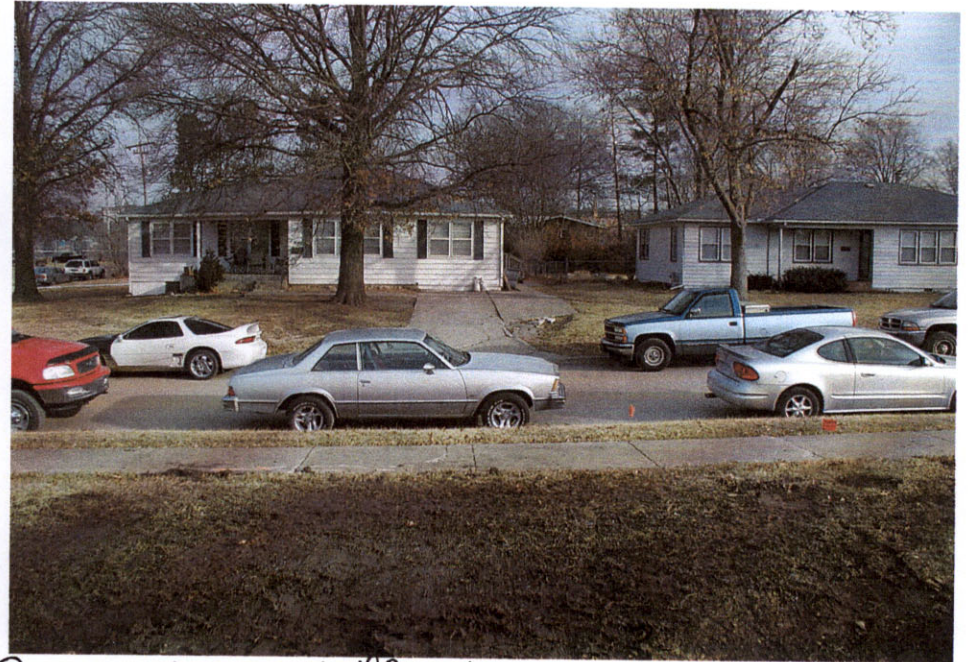
④ VAN PASSED THROUGH FIRST Before Jelp (ABOVE).

6000 Block GREEVER TERRACE

III



③ POTENTIAL PROBLEM BACKING OUT OF DRIVE



④ SAME DRIVE - Different Day



① ONE WAY TRAFFIC 6000 BLOCK



② ONE WAY TRAFFIC

TRAFFIC SIGNS ALONG GREENER TERRACE

IV



From: Robert F. Bechtel [mailto:bojobe22@yahoo.com]
Sent: Sunday, October 12, 2008 3:04 PM
To: Charles Soules
Subject: Discrepancies

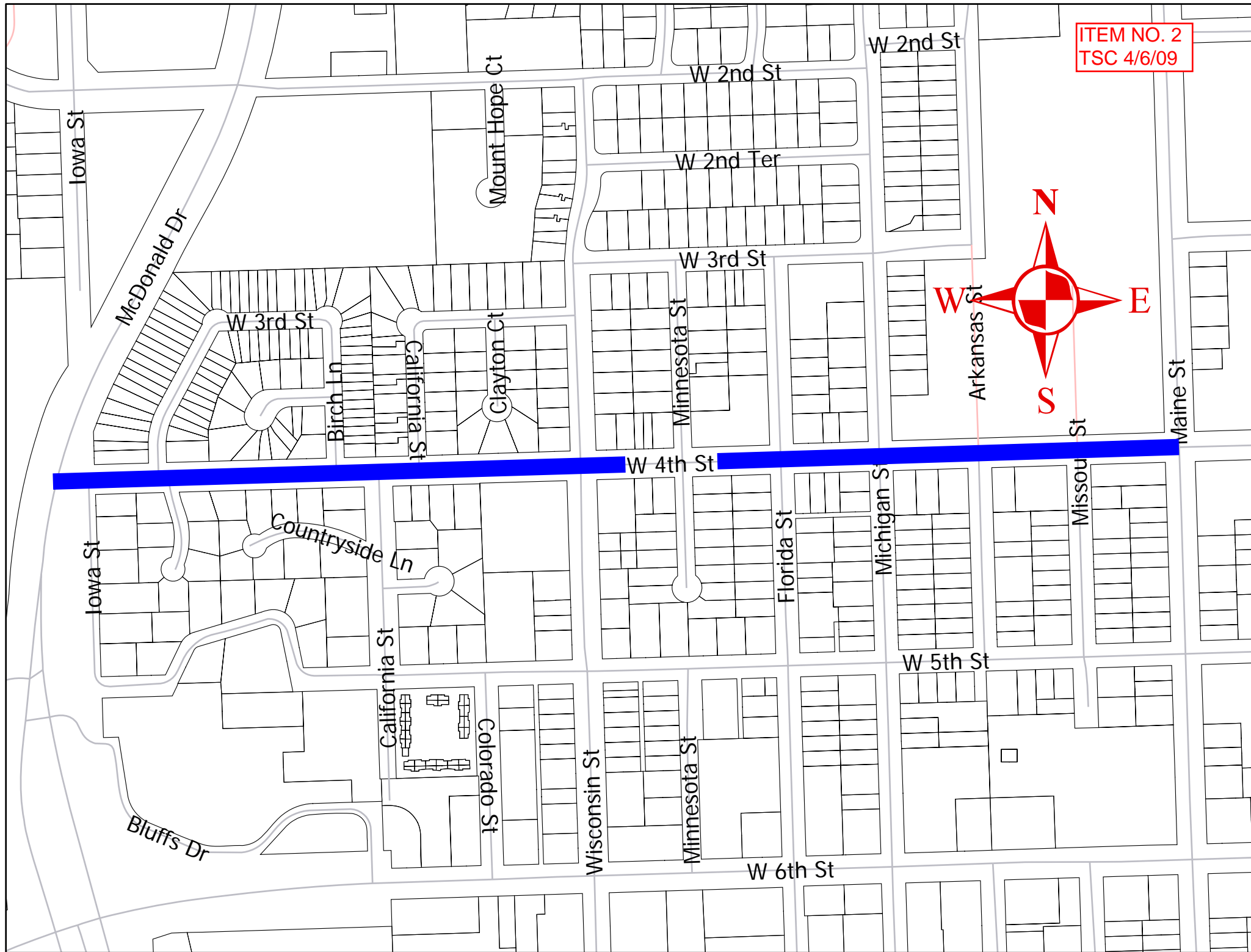
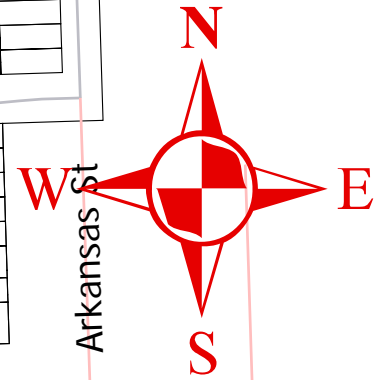
Mr Soules,

I hope I am contacting the correct official. This about street and speed limits. East 4th from McDonald to the Hospital remains 30 miles an hour, while Monterey was increased to 35 miles an hour some time ago. Both have much traffic. Monterey has a park with numerous children and adults trying to cross Monterey (such as for sledding). It seems to me that east 4th should be increased to 35 miles an hour with less risk involved.

Thanks,

Bob Bechtel

ITEM NO. 2
TSC 4/6/09



NORTH LAWRENCE IMPROVEMENT ASSOCIATION

ITEM NO. 3
TSC 4/6/09

LAWRENCE, KANSAS

RECEIVED
OCT 23 2008
PUBLIC WORKS

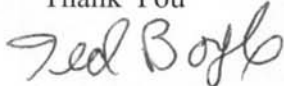
October 20, 2008

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)

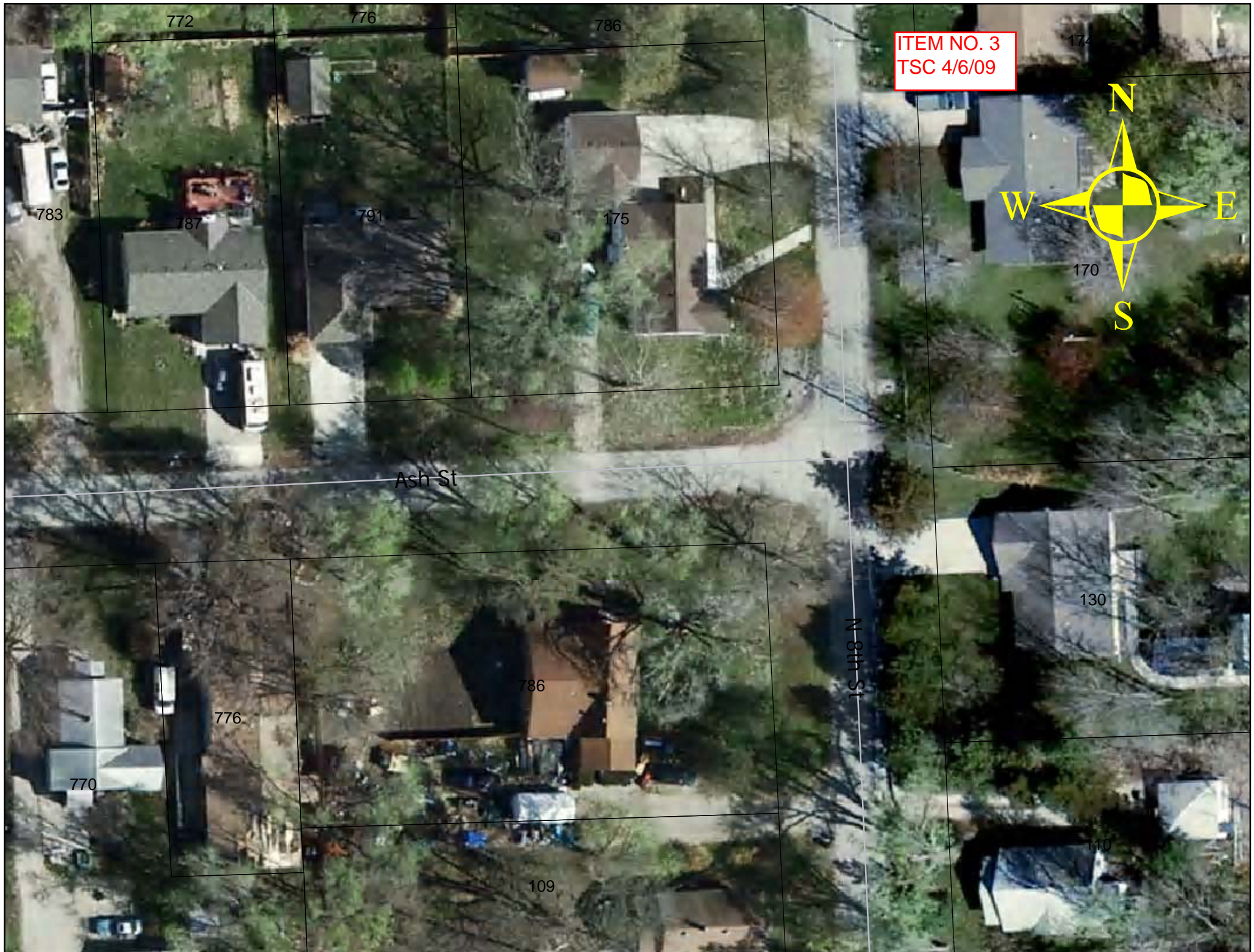
Option:

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.





ITEM NO. 3
TSC 4/6/09



Ash St

N 8th St

NORTH LAWRENCE IMPROVEMENT ASSOCIATION

ITEM NO. 4
TSC 4/6/09

LAWRENCE, KANSAS

RECEIVED
OCT 23 2008
PUBLIC WORKS

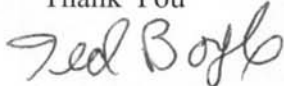
October 20, 2008

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

From: Ashlee Roll-Gregory [mailto:ashlee_roll_gregory@hotmail.com]
Sent: Wednesday, March 04, 2009 1:21 PM
To: Traffic Safety Commission
Subject: Traffic Concern

I am a relatively new parent of a child at Sunshine Acres Montessori school. We have only been attending for about a two months. However, in those eight weeks of transport we take our lives in our hands twice daily at the intersection of 21st and Maple Ln. directly in front of the school. It is an awkward intersection, granted. Maple and 21st intersect with the driveway of Sunshine Acres creating a four way stop. The only problem is there are no stop signs. While one could argue that the traffic on 21st has the right of way merely due their speed, there is a very real danger posed to all the cars that encounter this intersection. The most problematic issue for me is that if there is an accident, more than likely, there will be a child involved because the cars that are trying to cross 21st are only people either trying to enter or leave the Sunshine driveway.

Just yesterday I was pulling out of the driveway with my two year old and a black car came out of nowhere. She was going so fast that by the time I saw her I was in the middle of 21st. I had to make a decision on whether to speed up and try to make it across the street or slam on the brakes. I chose to try and make it across the street. Well, she apparently had a point to make, ran me off the road and gave me the one fingered salute. The bird doesn't bother nearly as much as a potential life flight to Children's Mercy.

I don't think that we necessarily need a Place de l'Etoile at the intersection, but I think that a four way stop sign is definitely in order.

Thank you for your time,
Ashlee Roll-Gregory

ITEM NO. 5 TSC 4/6/09

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 - 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 - 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.



City of Lawrence, Kansas
Traffic Engineering Division

ITEM NO. 5
TSC 4/6/09

ALL WAY

Stop Warrant Worksheet



Date: 9-10 March 2009

Location: 21st Terrace & Maple Lane

Time Period	21st Terrace						Maple Lane						Grand Total
		EB			WB	Total					SB	Total	
12-01		0			4	4					5	5	9
01-02		1			0	1					0	0	1
02-03		5			1	6					3	3	9
03-04		3			3	6					3	3	9
04-05		4			2	6					0	0	6
05-06		6			6	12					6	6	18
06-07		17			11	28					9	9	37
07-08		47			59	106					40	40	146
08-09		30			37	67					43	43	110
09-10		20			30	50					24	24	74
10-11		12			14	26					18	18	44
11-12		19			15	34					29	29	63
12-01		22			23	45					16	16	61
01-02		18			21	39					26	26	65
02-03		30			34	64					33	33	97
03-04		33			27	60					45	45	105
04-05		44			41	85					52	52	137
05-06		27			36	63					51	51	114
06-07		48			15	63					24	24	87
07-08		34			24	58					19	19	77
08-09		21			14	35					14	14	49
09-10		19			15	34					25	25	59
10-11		15			7	22					8	8	30
11-12		10			10	20					12	12	32
Totals	0	485	0	0	449	934	0	0	0	0	505	505	1439

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **71**

Average minor street volume for same 8 hours = **38**

3/24/2009



ITEM NO. 5
TSC 4/6/09

Maple Ln

E 21st Ter

N

S

E

W

From: Stan Trekell [mailto:strekell@gmail.com]
Sent: Monday, March 09, 2009 5:06 PM
To: Traffic Safety Commission
Subject: 1000 Block of Randall Road

March 10, 2009

Dear Sirs,

I am a property owner residing at 1017 Randall Road and wanted to take just a moment to express my concerns regarding the safety and street conditions in my neighborhood. Specifically, I am referring to West Tenth Place, the 1000-1100 blocks of Randall Road and West Tenth Terrace. The condition of the streets in this area are at best, deplorable. There are utility cuts that have settled, abrupt rises in the pavement, dilapidated curb and guttering, potholes that have simply had a shovel load of hot mix dumped in them and the list goes on. Not only because I am a property owner who happens to ride a motorcycle, but also because my car does not have four-wheel drive, it is of increasing concern to me in regards to the ever-increasing deterioration of the driving conditions within my immediate neighborhood that I have found it necessary to write and to inform you that we need new curb and guttering and a complete new asphalt overlay. Our neighborhood streets have gone unattended too long and now everything needs to be pulled out and replaced as soon as possible.

Additionally, you will note the photographs that I have attached which represent a possible scenario that could prove to be life threatening if it ever plays out in reality. I have had reasonable concern about emergency vehicles being able to navigate through our neighborhood ever since a neighbor shared an incident that occurred before I moved into the area. I was told that a city trash truck was reported to be on fire and that a LFD pumper truck was dispatched but it could not navigate the narrow passage ways of our neighborhood due to parking being allowed on both sides of the street. It is my understanding that they had to back out of the neighborhood and go back out onto Kasold Drive and then around to Harvard Road to perform their duties. Had this been a medical emergency, the outcome might have been very different. These photographs are ones that I took during an emergency EMT call to an adjacent neighbor's home (10th Place & Randall Rd) that had their elderly mother residing with them. When I saw the fire truck and ambulance pull up, I purposely backed my white Ford Econoline van into the frame of the pictures shown in order to simulate the danger that the current parking situation represents. You can see the resultant effect--an emergency vehicle simply cannot negotiate our already narrow streets with vehicles parked on both sides of the street. And while I am not a traffic engineer, I do have some very definite opinions on the corrective measures that should be taken and that could be easily incorporated with my requested street repairs. I do appreciate the fact that the city has budget constraints but I, along with the other neighbors who have lived here much longer than myself, have been waiting for too many years for our city service providers to do the right thing. Now is the time for corrective actions to be taken. We have waited long enough and have been more than patient for our streets to be safe and drivable.

Thank you for your time and consideration,

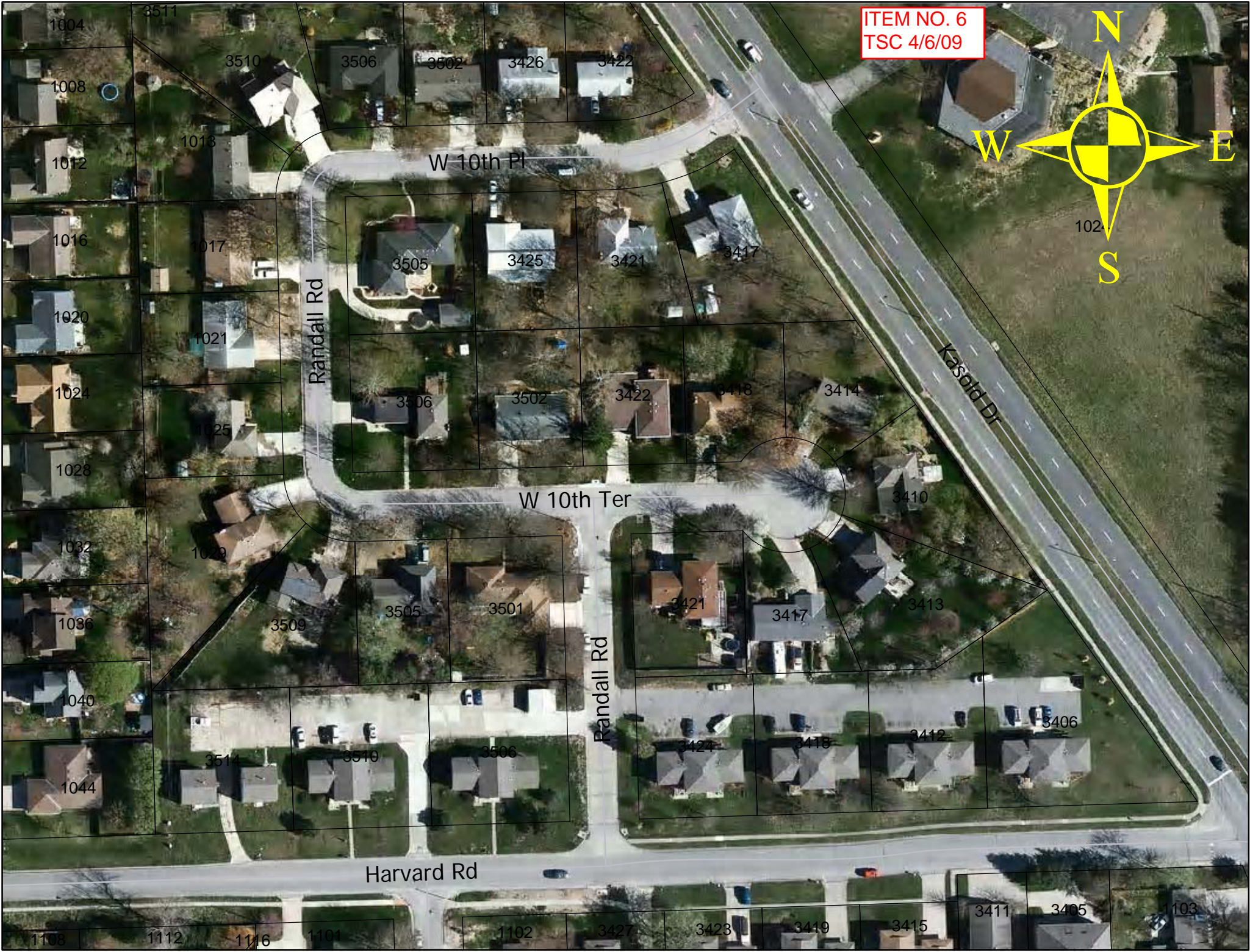
Stan Trekell
766-6969



ITEM NO. 6
TSC 4/6/09







ITEM NO. 6
TSC 4/6/09



1004 3511 3510 3506 3502 3426 3422 1008 1012 1013 1016 1017 1020 1021 1024 1025 1028 1032 1036 1040 1044 3509 3505 3501 3514 3510 3506 3425 3421 3417 3418 3414 3410 3421 3417 3413 3424 3418 3412 3406 1108 1112 1116 1101 1102 3427 3423 3419 3415 3411 3405 1103

Cornerstone Southern Baptist Church, 802 West 22nd Terrace, Lawrence Kansas would like to make the following request to the Traffic Safety Commission of Lawrence Kansas,

Cornerstone Southern Baptist Church has a parking lot on the south side of 802 West 22nd Terrace, this section of West 22nd Terrace is posted "No Parking" on both sides of the street.

On this south side of the church facility we have a handi-cap ramp leading up and into the church building.

We are requesting that the north curb next to the church building, 802 West 22nd Terrace, be marked off and allotted two new handi-cap parking spaces which would face west.

This additional curb parking would be helpful for older and handi-capped people to more easily and safely access the church facility by way of the ramp. During various inclement weather the street becomes slick making it hazardous for older and handicapped people to cross West 22nd from the south parking lot.

Respectively,

Gary T. O'Flannagan, pastor Cornerstone Southern Baptist Church
785-843-0442
gary2_1962@yahoo.com

831

City of Lawrence
Traffic Safety Commission
April 6, 2009 Minutes

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

MEMBERS ABSENT: Dan Harden

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.

Chair Richard Heckler presented a certificate of appreciation to John J. Ziegelmeier, Jr. and acknowledged his eight (8) years of service on the Traffic Safety Commission.

ITEM NO. 1:

Review and approve the minutes of the Traffic Safety Commission meeting, March 2, 2009.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER WOODS, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MARCH 2, 2009; THE MOTION CARRIED 6-0-2 (Heckler, Ziegelmeier).

ITEM NO. 2:

Consider request to establish a 35MPH SPEED LIMIT on 4th Street between McDonald Drive and Maine Street.

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Hagen asked if posting a 35mph speed limit is likely to have an effect on the speed of traffic. Woosley advised that it is unlikely that the speed of traffic would change significantly, but it would bring more of the motorists into compliance with the speed limit.

Commissioner Novotny: Based on the 85th percentile speed I would support bringing more people into compliance, but would not support a 40mph speed limit due to the residential neighborhood.

Commissioner Smith: The only area I have a concern about is between Maine Street and Michigan Street; 30 seems appropriate for that.

Commissioner Woods: Based on the improvements that have been made to the street the last few years, 35 would be appropriate.

Commissioner Criqui: I travel this street daily; I feel 35 is appropriate.

Commissioner Heckler: I can not support the request; 35 may cause an increase in the speed of traffic.

Commissioner Hagen: I don't have a strong opinion one way or another.

Commissioner Ziegelmeyer: I would be in favor of increasing it to bring more people in line.

Commissioner Miller: I would support the 35, but would request a subsequent speed study approximately six months after the change.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER CRIQUI, TO RECOMMEND ESTABLISHING A 35MPH SPEED LIMIT ON 4TH STREET BETWEEN MCDONALD DRIVE AND MAINE STREET; THE MOTION CARRIED 7-1.

ITEM NO. 3:

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:

Ted Boyle, North Lawrence Improvement Association, 310 Elm Street: I'm here at the request of residents of this area; one resident has had vehicles come to a skidding halt in her driveway and also veer-off into the ditch in front of her house; another residents hears screeching brakes trying to come to a stop because that intersection is not very well lit; we get patrons from the bar on Locust Street going down to the boat ramp late at night; some of those individuals don't know that is a "T" intersection; that is why we are asking for a "T" intersection sign.

Commissioner Miller: The driveway is off-center; what concerns me is if we put a sign there, how many other similar intersections in town will there be requests to install a sign.

Commissioner Ziegelmeyer: I feel the same way; I'm not opposed to installing it if we think it will accomplish what we want it to accomplish, but I don't know if it is going to do that.

Commissioner Hagen: I question whether it would do any good; I recall a similar request on Ousdahl where we installed the sign but it did not actually accomplish anything.

Boyle: These incidents happen late at night when it is dark and Item 4 is a contributing factor to what's happening at that "T" intersection; late at night there are cars that park on both sides of the street.

Commissioner Heckler: Since there are new residences at the intersection, I feel the residents deserve something to deter these irresponsible drivers. I would also suggest that the city light the intersection better.

Commissioner Criqui: I'm leaning towards not favoring it because I don't feel signs would do much good in this situation and we might open the door for more requests on "T" intersections.

Commissioner Woods: If we are trying to regulate the bar crowd, the sign isn't going to help a lot, but the cost isn't high, so I would go either way.

Commissioner Smith: I think Ted is right; we need to look at the two requests together.

Commissioner Ziegelmeyer: I think one of the things I'm worried about is if we remove parking we will increase the speed of traffic which makes the intersection a bigger issue.

Commissioner Smith: If the vehicles were not parked there, perhaps the intersection would be more visible.

Commissioner Heckler: I'm in favor of doing whatever we can to help the new neighbors, but I also think the intersection needs more lighting.

ITEM NO. 4:

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

David Woosley presented the information provided in the staff report.

Public comment:

Ted Boyle, North Lawrence Improvement Association, 310 Elm Street: This was requested by the adjacent property owner along with other neighbors in the area; all of the new development has increased the traffic and the speed and contribute to this situation we have.

Commissioner Hagen asked if the truck and trailer belonged to a resident; Boyle advised that they did.

Commissioner Heckler asked if all the residents had off-street parking; Boyle advised that they did.

Commissioner Hagen asked if the vehicle blocked the road or the visibility; Boyle advised that they did.

Commissioner Woods asked if the owner had sufficient off-street parking; Boyle advised that he did.

Commissioner Woods: I'm not in favor of picking on a specific individual; we should put NO PARKING along the whole block.

Commissioner Hagen: The issue for me is that we have a resident that is uncooperative.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER HAGEN, TO RECOMMEND INSTALLATION OF A "T" INTERSECTION SIGN ON ASH STREET IN ADVANCE OF 8TH STREET; THE MOTION CARRIED 5-3 (Criqui, Miller, Ziegelmeyer: a sign is not going to help the situation).

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE SOUTH SIDE OF ASH STREET FROM 8TH STREET WEST 100 FEET; THE MOTION TIED 4-4 (Criqui, Miller, Woods, Ziegelmeyer: singling out one resident; it's a neighborhood feud; it will speed-up the traffic).

ITEM NO. 5:

Consider request to establish a MULTI-WAY STOP at the intersection of 21st Terrace & Maple Lane.

David Woosley presented the information provided in the staff report.

Public comment:

None.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND THAT THE REQUEST TO ESTABLISH A MULTI-WAY STOP AT THE INTERSECTION OF 21ST TERRACE & MAPLE LANE BE DENIED; THE MOTION CARRIED 8-0.

ITEM NO. 6:

Consider request to establish NO PARKING along one side of 10th Place, 10th Terrace & Randall Road.

David Woosley presented the information provided in the staff report.

Public comment:

Stan Trekell, 1017 Randall Road: In conversations with my neighbors, I learned of an incident a few years ago when a trash truck was on fire and the fire truck could not make the turn off 10th Place onto Randall Road and had to back-up to Kasold, go south to Harvard Road, west to Randall Road and then north; I took the pictures you have to illustrate how a large wide truck cannot make the turn; I am here as a concerned citizen for my neighbors, my friends, my property and my safety, because we have seen even where an ambulance can't get through between parked cars; there have been occasions when neighbors in trying to maneuver trailers in the neighborhood have asked me to move vehicles for them because they couldn't even get in their own driveway because of parked cars; I do not have a personal interest because I have adequate off-street parking; traffic is increasing in this neighborhood due to increased student rentals; I would encourage the commission to make a proactive move in this case because we've already had the warning signs; we've already had incidences of emergency vehicles not being able to get through; people even park in front of the fire plugs; I think there should be consideration for NO PARKING along one side of the entire route through the neighborhood.

Jim Black, 3510 W. 10th Place: There is a problem at 10th Place & Randall Road; I've never seen the problem at 10th Terrace & Randall Road; I don't see an access problem off Harvard coming north on Randall either east/west on 10th Terrace or making the turn north onto Randall; usually it is not that congested; I do feel like some parking should be restricted on the inside of the corner at 10th Place & Randall; the only vehicles I've witnessed having a problem making the corner are big tractor-trailers that shouldn't be in the neighborhood in the first place; I don't think it is necessary to remove parking the entire length of 10th Place, Randall Road and 10th Terrace.

Commissioner Miller: To me we should be consistent on both corners; the geometrics appear to be the same even if the current parking situation isn't the same.

Commissioner Smith: I think we would be taking-up fewer spaces if we removed parking from the outside of the corners.

Commissioner Ziegelmeyer: I would suggest that we eliminate parking from Kasold all the way around to Randall Road where it exits off of West 10th Terrace.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND ESTABLISHING NO PARKING ALONG ONE SIDE OF 10TH PLACE BETWEEN KASOLD DRIVE & RANDALL ROAD, ALONG ONE SIDE OF RANDALL ROAD BETWEEN 10TH PLACE & 10TH TERRACE AND ALONG ONE SIDE OF 10TH TERRACE BETWEEN RANDALL ROAD & RANDALL ROAD; THE APPROPRIATE SIDE TO BE DETERMINED AFTER CONSULTATION WITH THE FIRE DEPARTMENT; THE MOTION CARRIED 8-0.

ITEM NO. 7:

Consider request to establish RESERVED PARKING FOR PERSONS WITH DISABILITIES along the north side of 22nd Terrace adjacent to 802 W. 22nd Terrace.

David Woosley presented the information provided in the staff report.

Public comment:

Gary O'Flannagan, Cornerstone Southern Baptist Church, 802 W. 22nd Terrace:
We have a high percentage of older people attending our church and we are asking for some disability parking to allow them easier access to the church; we are at the end of a dead-end street and have one neighbor across the street.

Commissioner Miller asked if the spaces would be adjacent to the walkway to the church; O'Flannagan stated that was correct; one or two spaces on each side.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER CRIQUI TO RECOMMEND ESTABLISHING RESERVED PARKING FOR PERSONS WITH DISABILITIES ALONG THE NORTH SIDE OF W. 22ND TERRACE PROVIDING TWO SPACES ON EACH SIDE OF THE WALKWAY TO THE CHURCH; THE MOTION CARRIED 7-0-1.

ITEM NO. 8:

Public Comment:

None.

ITEM NO. 9:

Commission Items:

None.

ITEM NO. 7:

Miscellaneous:

Shoeb Uddin, City Engineer, updated the Commission on the status of Lawrence with respect to the federal government's Economic Stimulus Funding. The city has received funding for three projects: Reconstruction of the intersection of 2nd Street & Locust Street, \$2,000,000; Reconstruction of the brick surface of New York Street between 9th Street & 12th Street, \$950,000; and, Reconstruction of the shared-use path along the south side of Clinton Parkway between Wakarusa Drive and the Clinton Dam Road, \$800,000.

The meeting adjourned at 8:40 P.M. The next scheduled meeting is Monday, May 4, 2009.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer