

City of Lawrence
Traffic Safety Commission Agenda
May 4, 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; and Robin Smith.

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, April 6, 2009.

ITEM NO. 2: Consider request to establish STOP signs or SPEED HUMPS on New Hampshire Street at 20th Street, 21st Street and 22nd Street.

Report:

1. This item was tabled from the February 2, 2009 Traffic Safety Commission meeting pending additional traffic information.
2. 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.
3. The speed limit on New Hampshire Street is 30mph by state law; speed studies conducted March 23-24, 2009 found 85th percentile speeds ranging from 32.59 mph to 37.83 mph with an overall average of 35.7 mph; and 24-hour traffic volumes ranging from 236 to 478.

4. There are currently YIELD signs on 20th Street and 22nd Street at New Hampshire Street and STOP signs on 21st Street at New Hampshire 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 not meet any of the established criteria for STOP signs; however, based on the 85th percentile speed of traffic, the area does meet the minimum requirements of the city's *Traffic Calming Policy* for considering traffic calming.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 3: Consider request to establish a SCHOOL REDUCED SPEED ZONE on George Williams Way adjacent to Langston Hughes Elementary School.

Report:

1. This item was tabled from the February 2, 2009 Traffic Safety Commission meeting pending additional traffic information.
2. 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
3. The crosswalks on George Williams Way near Langston Hughes Elementary School are at Bob Billings Parkway and at Harvard Road; both locations are protected by an adult crossing guard.
4. There are no crosswalks across George Williams Way between Bob Billings Parkway and Harvard Road.
5. Therefore, this location does not meet the city's minimum criteria for installation of a REDUCED SPEED ZONE.
6. The posted speed limit along George Williams Way is 35 mph.

7. A speed study conducted March 26, 2009 found the following 85th percentile speeds:

Location	AM	PM
North – near Harvard Road	30.4	33.1
Midway – near school driveway	36.4	39.4
South – near Longleaf Drive	43.7	43.3

ACTION: Provide recommendation to the City Commission.

ITEM NO. 4: Public Comment.

ITEM NO. 5: Commission Items.

ITEM NO. 6: Miscellaneous.

Roberts Rules of Order.

City Commission action on previous recommendations:

Concurred with the recommendation to establish NO PARKING along the south side of Greever Terrace between Louisiana Street and Virginia Street; and

Concurred with the recommendation to install a mid-block pedestrian-activated signal on Peterson Road near Arrowhead Drive.

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 Ziegelmeyer, 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. Ziegelmeyer, 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, Ziegelmeyer).

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:

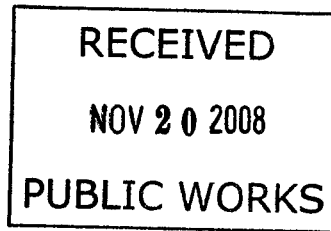
Shoeb Uddin, City Engineer, updated the Commission on the status of Lawrence with respect to the federal government's Economic Stimulus Funding. The city has received funding for three projects: Reconstruction of the intersection of 2nd Street & Locust Street, \$2,000,000; Reconstruction of the brick 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



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

~~Rebecca Cary 2235 NH~~ ~~644any E Sunflower~~ ~~Robin Byer~~

robin.byer@gmail.com

Robin Byer 2046 N.H.

Marcia Schubert 2009 N.H.

ERIC STRUCKHOFF 2020 N.H.

MEREDITH LANG 2232 N.H.

Julia Banz 2100 Vermont

JEREMY SPENDER 2108 N.H.

Iris Hyde 2216 New.H

EMMA LAY 2129 New Hampshire

Ann Niccum 2245 NH

Linda Powell 2132 New Hampshire Linda Powell

Spencer Gortz. Giffen 1104 Connecticut

MARK KELLY 2108 N.H.

Jessie 2135 N.H.

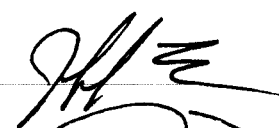
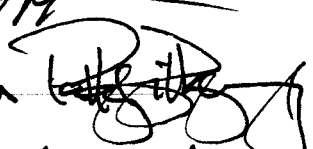
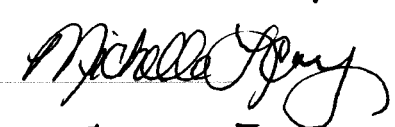

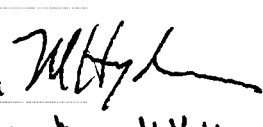
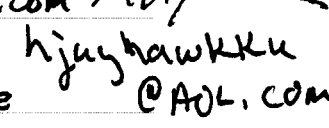

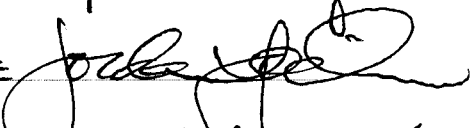


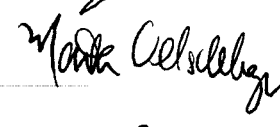
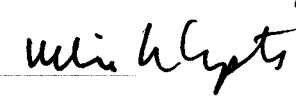
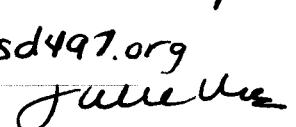
JOE LAFRAMBOISE 2145 RHODE ISLAND

Name

Address

Email

Signature

Jeff Eden 2104 N.H. edenj@dig.talev.com 
 Kathy ^{KILKENNY} Silkeny 2112 N.H. pk@sunflower.com 
 Leslie Elkins 2112 N.H. lesli@sunflower.com Leslie Elkins
 MARCE E Gish 2107 N.H. Ina@sunflower.com Marce Gish
 Michael Levy 2129 NH mlevy@ku.edu 
 Chris Miller 2120 N.H. chrisecdonl@hotmail.com 
 Matt Hyland 2216 NH mattkansas2000@yahoo.com 
 Ingrid Hartman 2141 New Hampshire hjayhawk@AOL.com 
 Brenda Clary 2235 NH belary@sunflower.com
 Cynthia Laframboise 2145 RI 
 JORDAN YECHEM 2116 NEW HAMPSHIRE 
 Marieke Goates 1947 Rhode Island mbburto@gmail.com 
 Mark Jakobushtas 2145 New Hampshire mjakub@ku.edu 
 Martha Oelschlaeger 2032 New Hampshire 
 Ellie LeCompte 2202 New Hampshire 
 Julie Urban 2016 New Hampshire jurban@usd497.org 

Name

Address

Email

Signature

Sara Talarico	2145 N.H.	sara@happybeds.com	Sara Talarico
Julia Wittinger	2046	NEW Hamp.	Julia Wittinger
Christine Schneider	1945 New Hampshire	cschneider@samflower.com	Christine Schneider
SORCHA Hyland	2108 New Hampshire	hyland.sorcha@gmail.com	SORCHA Hyland
Anna Kern	2120 New Hampshire	kernaa@gmail.com	Anna Kern



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.

1833	1836	1839	1832	1836	121	127-	1832	313	\$26	333	337	1840
1837	1842	1843	1846	1846	109	115	1846	308	318	325	334	1845
1845	1846	1843	1846	1846	107	123	1846	308	318	325	332	1845

The map shows a grid of streets with the following lot addresses and years:

- W 19th St (Top):**
 - 1901: 1900, 1901
 - 1909: 1902, 1909
 - 1911: 1910, 1909
 - 1915: 1914, 1915
 - 1921: 1919, 1919
 - 1925: 1924, 1921
 - 1929: 1928, 1925
 - 1933: 1930, 1931
 - 1937: 1932, 1931
 - 1941: 1940, 1945
 - 1945: 1946, 1947
- E 19th St (Middle):**
 - 1900: 1900, 1901
 - 1904: 1904, 1905
 - 1906: 1906, 1903
 - 1910: 1910, 1911
 - 1912: 1912, 1915
 - 1916: 1916, 1919
 - 1920: 1920, 1925
 - 1924: 1924, 1925
 - 1929: 1929, 1931
 - 1942: 1942, 1939
 - 1945: 1945, 1947
- W 20th St (Bottom Left):**
 - 1900: 1900, 1901
 - 1906: 1906, 1903
 - 1912: 1912, 1911
 - 1913: 1913, 1913
 - 1920: 1920, 1919
 - 1922: 1922, 1923
 - 1924: 1924, 1925
 - 1930: 1930, 1929
 - 1936: 1936, 1935
 - 1940: 1940, 1941
 - 302: 302, 1947
- E 20th St (Bottom Right):**
 - 1900: 1900, 1901
 - 1906: 1906, 1903
 - 1912: 1912, 1911
 - 1913: 1913, 1913
 - 1920: 1920, 1919
 - 1922: 1922, 1923
 - 1924: 1924, 1925
 - 1930: 1930, 1929
 - 1936: 1936, 1935
 - 1940: 1940, 1941
 - 302: 302, 1947

The map also includes a compass rose indicating North, South, East, and West. A red 'STOP' sign is located at the intersection of W 19th St and E 19th St. The streets are labeled as follows: W 19th St, E 19th St, W 20th St, and E 20th St. The map is oriented with North at the top.

1950	2000	2001
2000	2000	2009
2018	2002	2013
2024	2028	2015
2026	2028	
2020	2019	
2022	2023	
2025	2025	
2028	2027	
2030	2030	2029
2038	2038	2045
2044	2044	2049

W 20th St	2000	2001
	2004	2009
	2008	2013
	2014	2015
	2018	2015
	2022	
	2028	2019
	2032	2025
	2038	2041
	2046	2045

2000	2001
2004	2009
2008	2015
2014	2015
2018	2021
2022	
2026	2029
2030	2033
2040	2043
2042	2045

2000	2001
1942	2005
	2009
2012	2015
2016	2017
2020	2021
2024	2025
2028	2027
2032	2033
2038	2037
2042	2043
2046	2045

2000	2001
2004	2003
2012	2009
2016	2013
2020	2017
2024	2021
2028	2025
2032	2029
2034	2033
2038	2039
2042	2041
2046	2045

2000	2006	2007
	2010	
	2016	2017
	2022	2023
	2025	
	2028	2027
	2035	
	2039	
	2041	
	2047	

2000	2000	2001
2018	2018	2009
2022	2022	2013
2024	2024	
2028	2028	2015
2030	2030	2029
2038	2038	2045
2044	2044	2049

303	2100	2101	2101
2105	2102	2105	
2109	2104	2109	
2113	2112		
2119	2116	2117	
2125	2120	2121	
2131	2124		
2135	2130	2133	
2139	2136	2141	
2141	2138		
2145	2142	2145	
2145	2146		

Kentucky St

2100	2101	2101
2108		
2112	2115	
2116		
2120		
2124	2127	
2130	2131	
2136		
2138	2135	
2146	2145	
	2145	

Vermont St

2100	2101	2101
2108		
2112	2115	
2116		
2120		
2124	2127	
2130	2131	
2136		
2138	2135	
2146	2145	
	2145	

Massachusetts St

2100	2101	2101
2108	2109	2109
2116	2113	
2120	2115	
2124	2121	
2126	2129	
2134	2135	
2142	2141	
2146	2145	
	2145	

New Hampshire St

2100	2101	2101
2104	2105	
2108	2109	
2112	2115	
2116	2119	
2120	2123	
2124	2127	
2128	2131	
2132	2133	
2136	2137	
2146	2141	
	2145	

Rhode Island St

201	2101	2101
2106	2103	
2115		
2117		
2121		
2125		
2130		
2136	2127	
2146	2145	
	2145	

2102	2101
2104	2107
2106	2111
2108	2115
2110	2125
2112	2131
2114	2139
2140	2141
	2145

2200	2205
2210	2211
2224	2221

[illegible][illegible]

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.

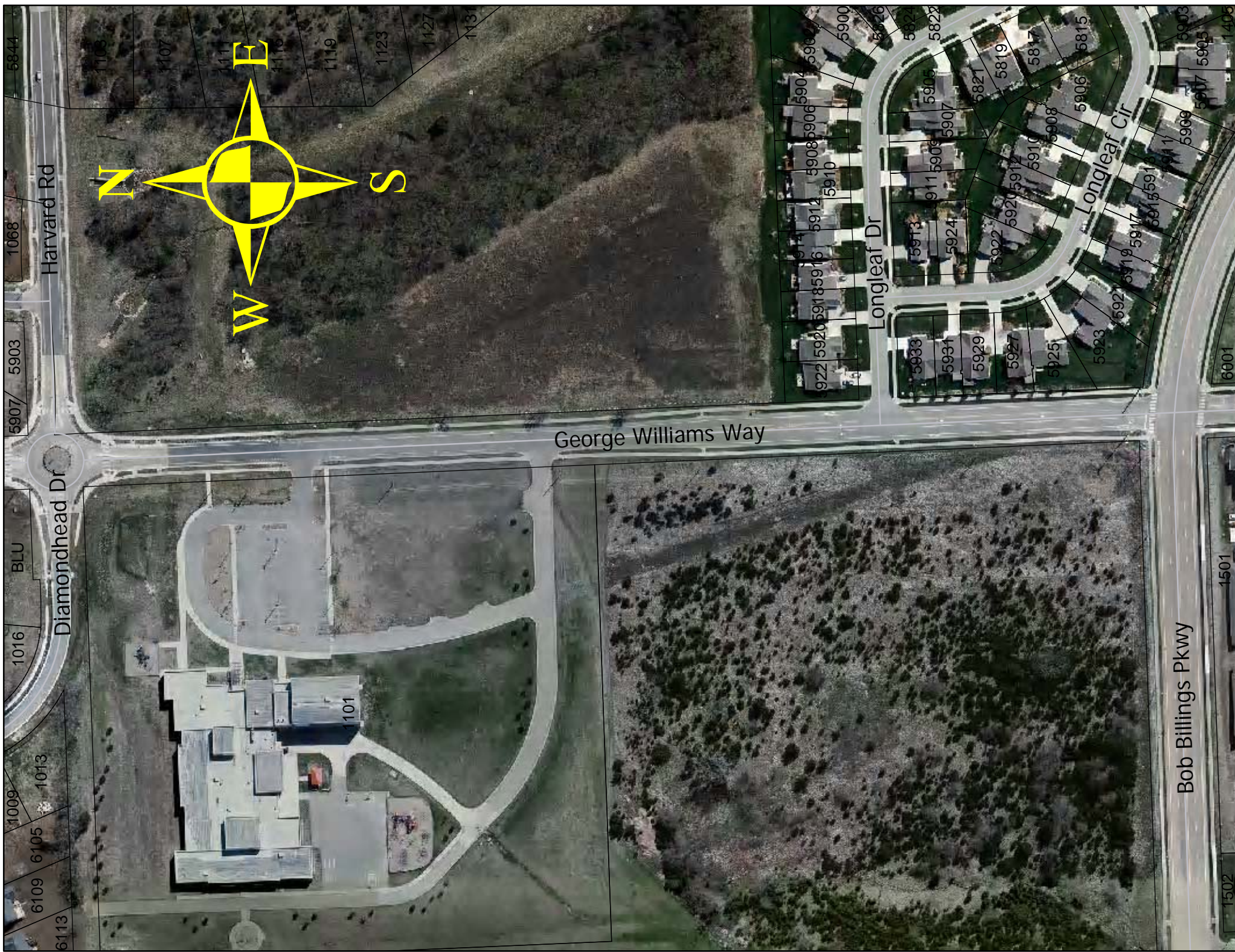
STOP SIGN AND TRAFFIC SIGNAL

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.



Roberts Rules of Order

Is it true that the president can vote only to break a tie?

Answer:

No, it is not true that the president can vote only to break a tie. If the president is a member of the assembly, he or she has exactly the same rights and privileges as all other members have, including the right to make motions, speak in debate and to vote on all questions. However, the impartiality required of the presiding officer of an assembly (especially a large one) precludes exercising the right to make motions or debate while presiding, and also requires refraining from voting except (i) when the vote is by ballot, or (ii) whenever his or her vote will affect the result.

When will the chair's vote affect the result? On a vote which is not by ballot, if a majority vote is required and there is a tie, he or she may vote in the affirmative to cause the motion to prevail. If there is one more in the affirmative than in the negative, he or she can create a tie by voting in the negative to cause the motion to fail. Similarly, if a two-thirds vote is required, he or she may vote either to cause, or to block, attainment of the necessary two thirds.

City of Lawrence
Traffic Safety Commission
May 4, 2009 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: Robert Hagen; Ken Miller; and Jason Novotny

STAFF PRESENT: David Woosley, 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, April 6, 2009.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, APRIL 6, 2009; THE MOTION CARRIED 5-0-1 (Harden).

ITEM NO. 2:

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

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Harden asked if all criteria had to be met; Woosley advised that only one of the criteria had to be met to consider traffic calming.

Commissioner Woods felt that two of the three crashes should not qualify; Woosley advised that the crashes did not meet the criteria, however, the existing speeds did.

Commissioner Ziegelmeyer noted that if a traffic calming project is approved, once it is funded, city staff meets with the neighborhood to determine what type and location of traffic calming devices to use.

Commissioner Smith noted that he had an issue with traffic calming devices installed that prevent drivers from driving the legal speed limit.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND DENYING THE REQUEST FOR STOP SIGNS ON NEW HAMPSHIRE STREET AT 20TH STREET, 21ST STREET AND 22ND STREET; THE MOTION CARRIED 6-0.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND APPROVING THE REQUEST FOR TRAFFIC CALMING ON NEW HAMPSHIRE STREET BETWEEN 19TH STREET AND 23RD STREET; THE MOTION CARRIED 4-2 (Smith: I don't believe traffic calming devices should be used to impede lawful drivers from driving the established speed limit; Woods: I don't see the need to put in speed humps on New Hampshire Street).

ITEM NO. 3:

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

David Woosley presented the information provided in the staff report.

Public comment:

Carrie Mandingo, 1600 Bobwhite Drive: Thank you for reviewing this and checking the speeds for us; I understand that we don't meet the requirements; we are still trying to figure-out how to best get our kids to school walking.

Commissioner Criqui: It doesn't meet the criteria so it seems pretty clear-cut.

MOTION BY COMMISSIONER CRIQUI, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A SCHOOL REDUCED SPEED ZONE ON GEORGE WILLIAMS WAY ADJACENT TO LANGSTON HUGHES ELEMENTARY; THE MOTION CARRIED 5-1 (Heckler: I think the city needs to look harder at this to determine if there is a way to accomplish what the parents are looking for).

ITEM NO. 4:

Public Comment:

None.

ITEM NO. 5:

Commission Items:

Commissioner Smith requested a future agenda item to discuss the city's policy on traffic calming devices.

ITEM NO. 6:

Miscellaneous:

The Commission discussed Roberts Rules of Order and determined that no changes needed to be made in the practices of the Commission.

The Commission acknowledged City Commission action on previous recommendations.

The meeting adjourned at 7:30 P.M. The next scheduled meeting is Monday, June 1, 2009.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer