

AGENDA – TSC 5/4/09

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.

MINUTES – TSC 5/4/09

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).

TSC 5/4/09 ITEM NO. 3 ATTACHMENTS

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.



Harvard Rd

Diamondhead Dr

George Williams Way

Longleaf Dr

Longleaf Cir

Bob Billings Pkwy

5844
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5903
1016
1009
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6113

1103

1107

1111

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