

City of Lawrence
Traffic Safety Commission Agenda
August 3, 2009-7:00 PM
City Commission Room, City Hall

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

Anyone who wishes to be notified when an 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, July 6, 2009.

ITEM NO. 2: Consider request to establish NO SEMI TRUCKS in the Old West Lawrence neighborhood.

Facts:

1. The City Code prohibits trucks licenses over 26,000 lbs. from using any street in the city except TRUCK ROUTES and TRUCK DELIVERY ROUTES.
2. 6th Street is designated a TRUCK ROUTE, 9th Street is designated a TRUCK DELIVERY ROUTE and Tennessee Street is designated a TRUCK DELIVERY ROUTE.

ITEM No. 3: Consider request to establish YIELD signs on Pleasant Street at 4th Street.

Facts:

1. Both Pleasant Street and 4th Street are "local" residential streets.
2. This is the only uncontrolled 4-way intersection in the immediate area; the intersection to the north with Lyon Street is controlled with STOP signs on 4th Street, the intersection to the south with Lincoln Street is controlled with STOP signs on 4th Street; and the intersection to the east and west are 3-way intersections.
3. There have not been any reported crashes at this intersection during the past 10 years.
4. It would be appropriate to establish YIELD signs on Pleasant Street at 4th Street since there is a slight jog in Pleasant Street across the intersection.

ITEM NO. 4: Consider request from the City Commission to evaluate the need for TRAFFIC CALMING on 5th Street between California Street & Iowa Street.

Facts:

1. 5th Street is classified as a "local" residential street paved approximately 20 feet wide with drainage ditches on each side.
2. The city's Traffic Calming Policy provides that traffic calming devices may be permitted on "local" streets if the 85th percentile speed exceeds the legal speed limit by 5 mph or more; the legal speed limit by state law is 30 mph, although the curves are posted with signs recommending a limit of 10 mph; a speed study of this roadway found 85th percentile speeds ranging from 22.9 mph to 27.5 mph.
3. The city's Traffic Calming Policy also provides that traffic calming devices may be permitted on "local" streets if the 24-hour 2-way traffic volume exceeds 1000; a traffic count of this roadway found the 24-hour 2-way volume to be approximately 136.

4. The city's Traffic Calming Policy also provides that traffic calming devices may be permitted on "local" streets if the cut-through traffic comprises more than 50% of the traffic during the peak hour; a license plate check found 15 vehicles entering the area during the evening peak hour, with 3 of those vehicles driving all the way through the neighborhood.
5. Although not directly related to traffic calming or traffic calming devices, it should be noted that portions of this roadway have grades up to 13%.
6. Based on this data, it does not appear that this roadway meets any criteria for traffic calming.

ITEM NO. 5: Consider request from the City Commission to review the city's SCHOOL CROSSING CONTROL POLICY and provide recommendations for changes, if appropriate.

Facts:

1. The current SCHOOL CROSSING CONTROL POLICY was originally approved by the Traffic Safety Commission and adopted by the City Commission in 1996 with minor changes in 2005 and 2008.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items.

ITEM NO. 8: Miscellaneous.

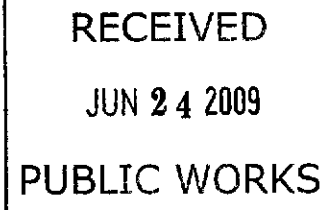
City Commission action on previous recommendations:

Concurred with the recommendation to prohibit parking along portions of 9th Street and provide bike lanes between Indiana Street & Tennessee Street;

Did not concur with the recommendation to deny the request for a School Reduced Speed Zone on George Williams Way adjacent to Langston Hughes Elementary School; and

Concurred with the recommendation to approve Traffic Calming on New Hampshire Street between 19th Street & 23rd Street.

615 West 8th Street
Lawrence, KS 66044
June 20, 2009



Dear Mr. Woosley,

In the past year, a situation has been occurring which not only concerns neighborhood street and alley safety in OWL but also the continued destruction of my garden and the old stone curbing at the alley entrance between my house at 615 West 8th and Wildgen's house at 801 Louisiana. Highway semi-size beer trucks are making deliveries to our cherished neighborhood Jensen's Liquor Emporium on 9th Street. Formerly beer trucks were not as large as these big boys. It is almost impossible to get these monster trucks to make that turn from 8th Street into the alley without taking part of either my corner with garden or Wildgen's corner with lawn. If it's been raining, there are huge ruts and destruction of my garden plants and rock arrangement.

One might well ask why these trucks are using 8th Street as a delivery option. I was under the impression that trucks of this size were not allowed in OWL. Both Mike Wildgen and I have witnessed these trucks on their deliveries. We went down the alley to address the driver of one particular truck. It would solve many problems if Jeff Jensen could have deliveries made before the store opens for business and the semi could pull up on 9th just outside the front of his store and transport the beer the few feet farther to the back door of Jensen's. There are many options that would work better than the present dangerous turn on 8th Street. The driver of the O'Malley delivery truck suggested that he could turn north off 9th Street and actually pull in behind Owen's and Jensen's for delivery. In order to allow a wide enough space for this to happen, two parking spaces on the Water's Edge side of Indiana would have to be designated a no parking area. Delivery trucks are also known to stop in the middle of the street for deliveries. Beer needs to be loaded into the back of Jensen's because of the setup of the store. There is only a small difference from the present alley unloading of the beer and what could be a 9th Street unloading and then dolly delivery to Jensen's back door. Smaller trucks could also be used for this delivery.

Given this background information, I'm requesting that semi-size trucks not be allowed in OWL to make deliveries. There are several options which would work and would keep the semi trucks on the main streets. I would be happy to facilitate any of this and offer my time and assistance.

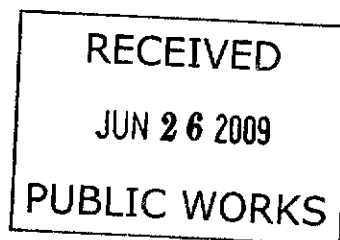
Respectfully submitted,

A handwritten signature in cursive script that reads "Carol Pilant".

Carol Pilant

Woosley

*Old West Lawrence
Neighborhood Association
Lawrence, Kansas*




*Chairman
Lawrence Traffic Commission
c/o David Woosley
Box 708
Lawrence, Ks 66044*

Re: Carol Pilant Letter

Dear Sir:

The Old West Lawrence Association supports the request of Carol Pilant to eliminate the use of local streets by the semi-trucks that are often seen on the neighborhood streets. Besides the beer trucks that are cited in the letter the Groenke (sp) gasoline trucks often use 8th Street. We doubt that they are lost. Rather they are looking for an easy way to enter the various business sites along 9th Street unmindful of the danger they pose to the residents.

As noted in the Pilant letter OWL residents are happy to sit down with business owners, traffic engineers, police department representatives and semi-truck drivers to seek solutions. However, the continued use of the neighborhood alleys and local streets are a continuing hazard for children, cyclists, and residents of the area. While these solutions are being sought we ask that the Lawrence Police Department enforce the existing ordinances regarding these trucks on local streets.


*Thank you,

David Carttar
OWL Board*

*Cc: Ron Olin, Chief of Police
Mayor Chestnut*


Truck Route Map Lawrence, Kansas

Truck Route

Truck Routes are hereby established in the shown locations. It shall be unlawful for any person, firm, or corporation to operate a truck, trailer, or semi-trailer with a registered gross vehicle weight in excess of 20,000 lbs., on any street within the corporate limits of the City, other than the designated truck routes.

 **Truck Route**

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 **Truck Delivery Route**

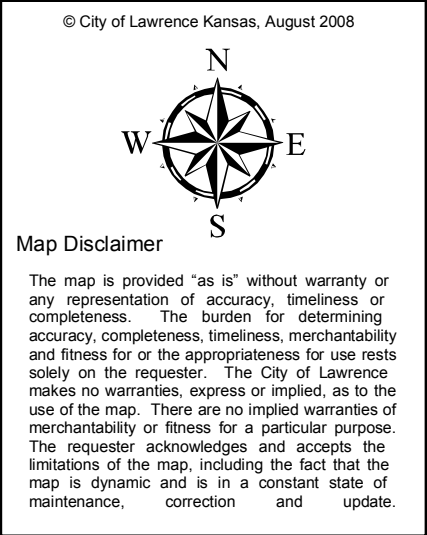
Truck Delivery Routes are hereby established in the shown locations. Trucks making deliveries or providing services in which the delivery or service originates within the corporate limits of the city or the destination for the truck making the delivery or service is within the corporate limits of the city shall travel the most direct route between origin and destination using truck routes whenever possible. Trucks may leave truck routes using truck delivery routes following the most direct route to a stop and back to a truck route. Trucks making multiple deliveries shall use truck routes whenever possible to reach their initial destination.

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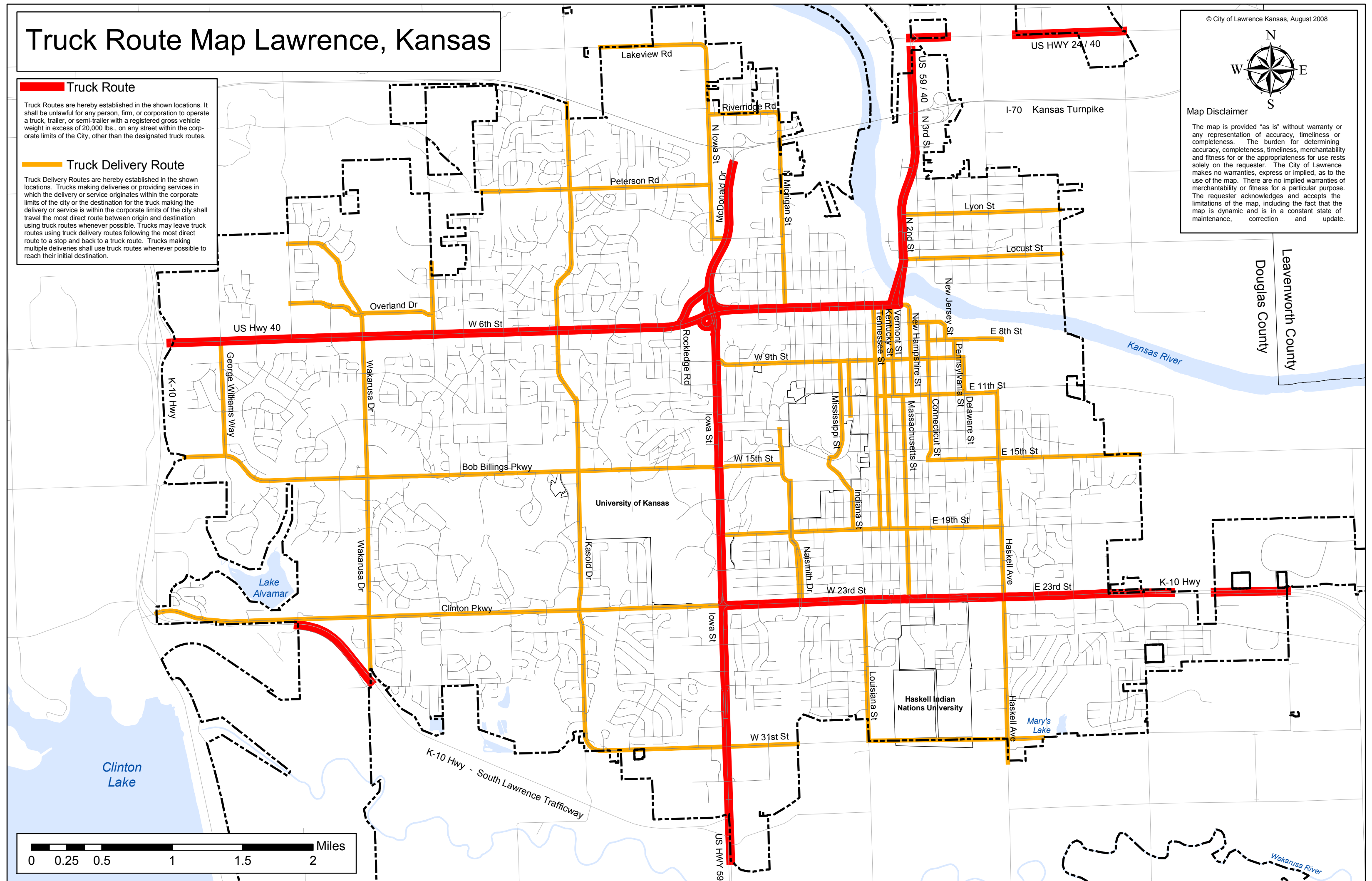


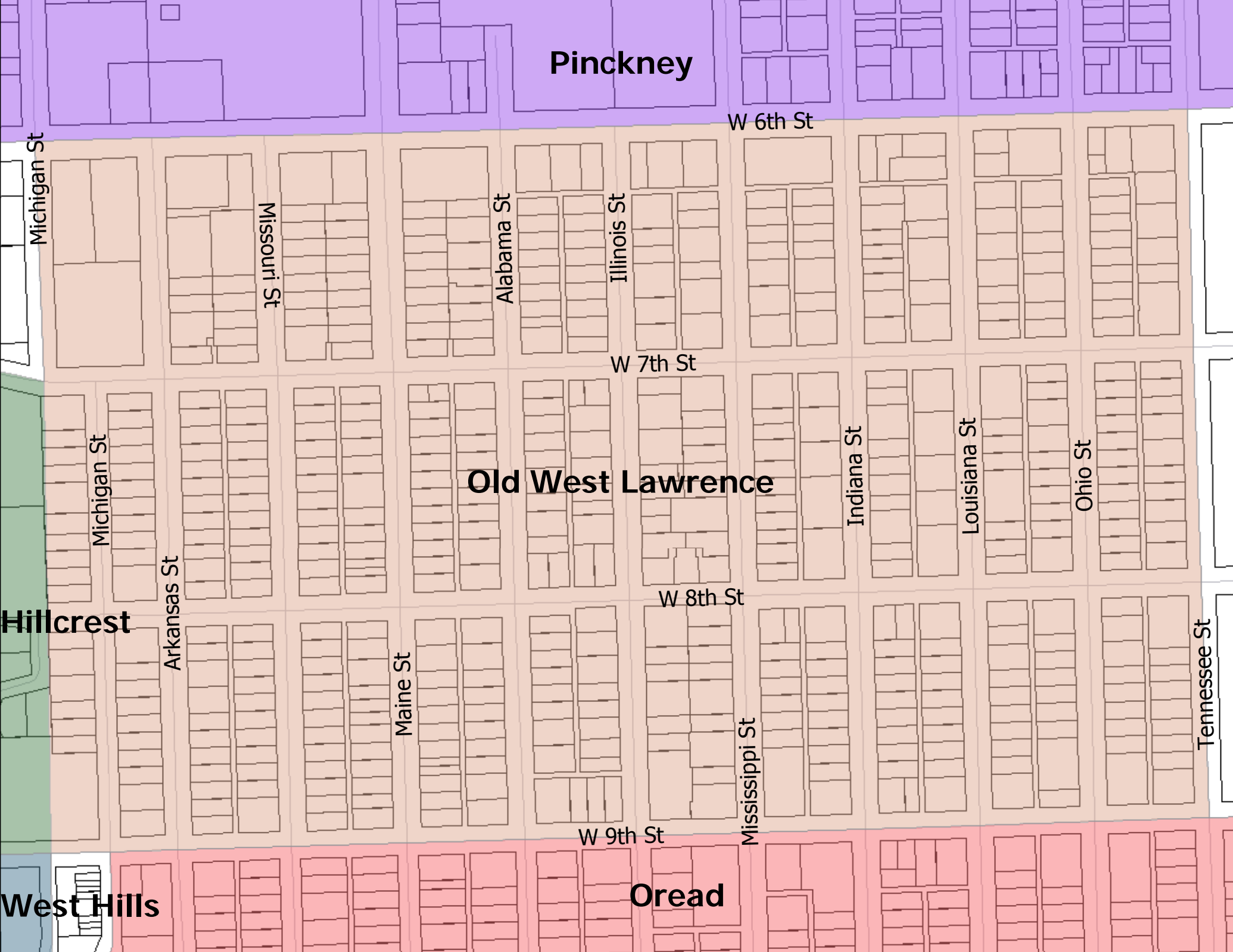
Map Disclaimer

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

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Pinckney

W 6th St

Michigan St

Missouri St

Alabama St

Illinois St

W 7th St

Old West Lawrence

Michigan St

Arkansas St

Maine St

Indiana St

Louisiana St

Ohio St

W 8th St

Mississippi St

Tennessee St

W 9th St

Oread

Hillcrest

West Hills

David Woosley

From: Amy Chavez
Sent: Wednesday, July 22, 2009 3:39 PM
To: David Woosley
Subject: Question

Good Afternoon David,

I have a question regarding either a stop sign or yield sign. I live on Pleasant Street in North Lawrence and we've had several near accidents at the intersection of 4th and Pleasant. What is the protocol on installing either a yield sign or stop sign at that intersection? If you let me know I would really appreciate it.

Thanks so much!



Amy Chávez

achavez@ci.lawrence.ks.us

Lawrence Parks & Recreation

Community Building

115 West 11th Street

(785)832-7923 (785)832-7929Fax



N 4th St

Lyon St

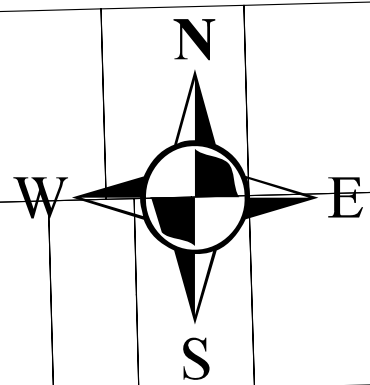
Pleasant St

Lincoln St

N 4th St

N 5th St

N 3rd St





N 4th St

Pleasant St

From: Diane Stoddard

Sent: Wednesday, June 24, 2009 8:31 AM

To: Charles Soules

Cc: Cynthia Boecker; Jonathan Douglass; Scott McCullough; David L. Corliss; Shoeb Uddin

Subject: TSC re 5th Street

Chuck, as we were directed by the CC last night, can you have David Woosley initiate a Traffic Safety Commission review of 5th Street, particularly in the area of the hill discussed to identify options and any recommendations concerning possible additional traffic control?

Thanks, Diane

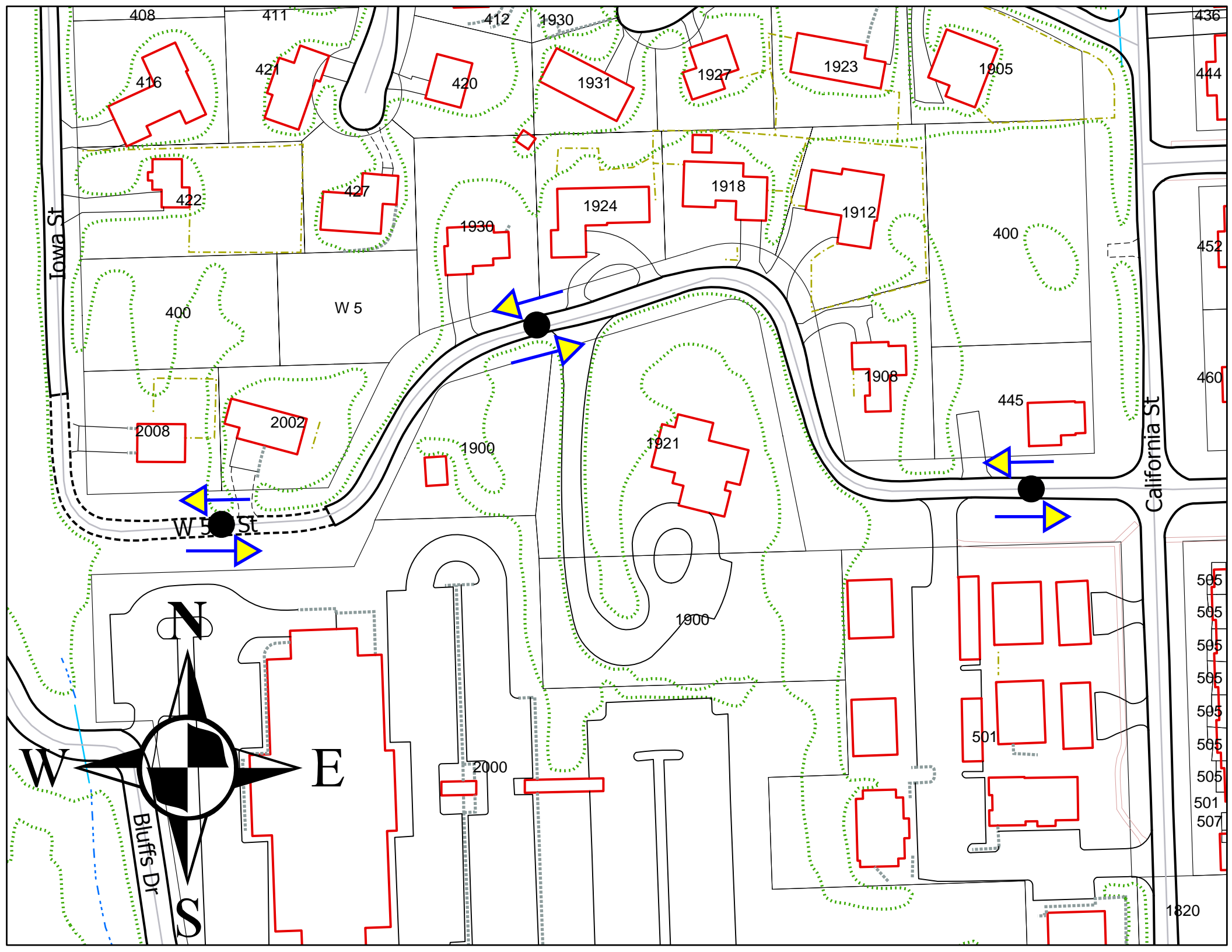


Diane Stoddard, Assistant City Manager - dstoddard@ci.lawrence.ks.us

City Manager's Office | [City of Lawrence, KS](#)

P.O Box 708, Lawrence, KS 66044

office (785) 832-3413 | fax (785) 832-3405



Licenses Check

Date: 7/7/09 Tuesday
 Weather : Clear
 Temp.: 82
 Counted by: Kip & Deb

	W. 4th St & Iowa St	W. 5th St & California St		W. 5th St & California St	W. 4th St & Iowa St
TIME	SB	EB		WB	NB
4:00 - 4:05 PM		493, 770, BHL			BHL,359
4:05 - 4:10 PM	834, AYA	NEW TAG, 834, AYA		493, AYA	
4:10 - 4:15 PM					
4:15 - 4:20 PM				NEW TAG	
4:20 - 4:25 PM					
4:25 - 4:30 PM					
4:30 - 4:35 PM		377, AYA		377, 766	
4:35 - 4:40 PM				083	083
4:40 - 4:45 PM	ABN, BHL			083, 903	
4:45 - 4:50 PM		903		BNO	
4:50 - 4:55 PM				ADH, 437	
4:55 - 5:00 PM		NEW TAG, 437			

* Tag # 083 has a plumbing van



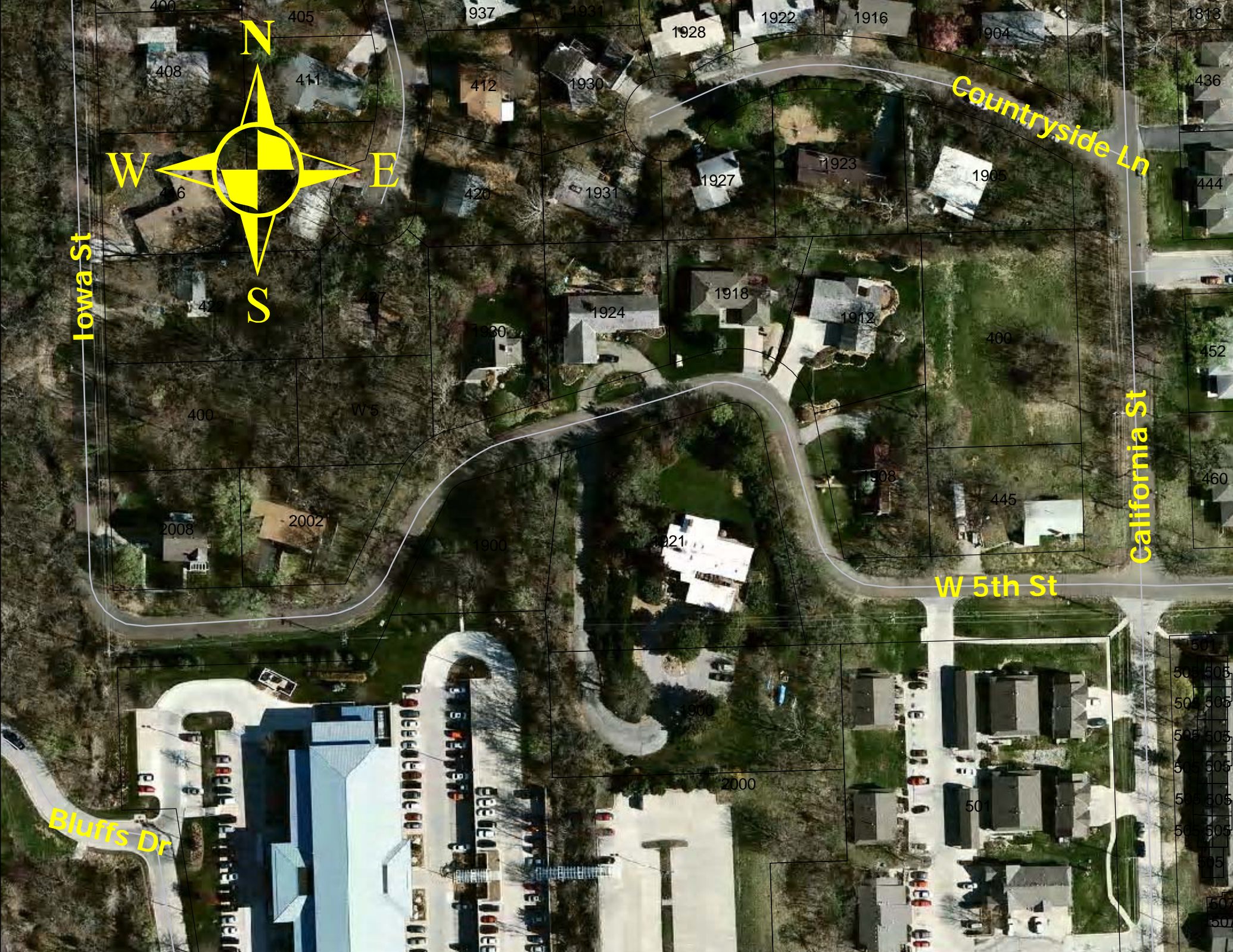
Iowa St

Countryside Ln

California St

W 5th St

Bluffs Dr





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.



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.

City of Lawrence
Traffic Safety Commission
August 3, 2009 Minutes

MEMBERS PRESENT: Jim Woods, Chair; Ken Miller, Vice-Chair; Dan Harden; Robin Smith; and John Ziegelmeyer, Jr.

MEMBER ABSENT: Scott Criqui; Robert Hagen; Richard Heckler; Jason Novotny

STAFF PRESENT: David Woosley, Public Works Department; Officer Counter, Police Department; Officer Orrick, Police Department

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, July 6.

David Woosley noted that the July minutes have not been completed.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER MILLER, TO DEFER THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, July 6, 2009 FOR ONE MONTH; THE MOTION CARRIED 5-0.

ITEM NO. 2:

Consider request to establish NO SEMI TRUCKS in the Old West Lawrence neighborhood.

David Woosley presented the information provided in the staff report.

Commissioner Ziegelmeyer asked what would be the effect of NO SEMI TRUCKS when a truck could actually go through a neighborhood if they have to make a delivery in that neighborhood; Officer Counter advised that trucks can use any street when making intra-city deliveries.

Public comment:

Carol Pilant, 615 W. 8th Street: In the last year I have noticed a big increase in semi-sized trucks; trucks specifically delivering beer to Jensen's; the trucks come to the ally next to my house and head south down the alley between Louisiana and Indiana and between 8th and 9th to deliver on 9th Street to Jensen's; I have plants and rocks on the corner and the trucks drive over the curb and have smashed them during the past year; I don't understand why trucks that size are coming through the neighborhood; I would suggest there be more signs in the neighborhood prohibiting trucks from entering; I think it is inappropriate for trucks that size to drive through the neighborhood, especially when their deliveries are on 9th Street.

Commissioner Miller: I would suggest that you get everyone together, including the beer distributors, perhaps a representative from the police department, and see if something can be worked-out between all parties involved.

Commissioner Woods asked how the existing NO TRUCKS signs are enforced; Officer Counter advised there is not an ordinance prohibiting trucks from using streets that are signed NO TRUCKS.

David Carttar, 741 Tennessee Street, Vice-President Old West Lawrence Neighborhood Association: The only point that I would like to make is what the point is of an ordinance that specifies a weight limit and specific routes that trucks are allowed to drive if there is no ability to enforce the code; I appreciate the suggestion to get the neighborhood together.

Betty Alderson, 1920 Maine Street: I thought this was addressed a number of years ago because this problem exists in other neighborhoods.

Commissioner Woods: A sign is not going to cure the problem; the suggestion to get everyone together and try to work something out is the best solution.

Commissioner Harden: Another concern I would have is the axel loading on the street and whether they are designed for that load; neighborhood streets are not normally designed for that type vehicle.

Commissioner Miller: I think you'll make more progress and quicker progress by getting everyone concerned together; I think doing an ordinance will tick people off and not serve you well.

Commissioner Harden: A negotiated solution is always quicker and probably better.

MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO SEMI TRUCKS IN THE OLD WEST LAWRENCE NEIGHBORHOOD; THE MOTION CARRIED 5-0.

ITEM NO. 3:

Consider request to establish YIELD signs on Pleasant Street at 4th Street.

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Ziegelmeyer: That is kind of a strange jog; I don't have an issue with putting a YIELD sign in.

Commissioner Miller: I guess I disagree; no crashes, no one here to support it.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND ESTABLISHING YIELD SIGNS ON PLEASANT STREET AT 4TH STREET; THE MOTION FAILED 2-3 (Woods: I don't see a need; Harden: Superfluous signing; Miller: No crash data to warrant request).

ITEM NO. 4:

Consider request from the City Commission to evaluate the need for TRAFFIC CALMING on 5th Street between California Street & Iowa Street.

David Woosley presented the information provided in the staff report and distributed a memo from the city engineer (attached).

Public comment:

Lance Antle, 1908 W. 5th Street: Backing out of my driveway is pretty dangerous because of the blind curve; there have been two accidents in front of my driveway in the ten years I have lived there; we are looking for ways to decrease the amount of traffic that's passing through the area; safety is an issue; another issue is increasing the traction of the roadway; whenever there is snow or ice, a number of vehicles end-up off the roadway in the ditch.

Chris Caldwell, 926 Alma Court: I'm here because my fiancé lives next door to a proposed new house and it is our feeling that the proposed driveway is a death-trap driveway; one-hundred percent of the neighborhood is opposed to the driveway; to the extent that speed bumps were discussed, there is opposition to that; we're here to see what we can do to enhance safety on the street; the problem is transient traffic through there.

Jackie Schafer, 1930 W. 5th Street: The only thing I would say about the data is that it was collected while KU was not in session and a lot of the traffic is from the apartment complex; however, the point is that the proposed driveway is unsafe; we don't need any speed bumps.

Commissioner Harden: Traditional traffic calming strategies are probably inappropriate; I drove the street and was calmed by the grade, the curves and the narrowness of the roadway.

Commissioner Woods: We don't have any control over someone wanting to put in a driveway.

Commissioner Ziegelmeyer: I've driven it a number of times and the thought of putting traffic calming devices there makes no sense at all; the road itself is it's own traffic calming device.

Commissioner Smith: I don't think it's appropriate for us to make a recommendation one way or the other on the driveway; we need to restrict our action to the item on the agenda.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND THAT TRAFFIC CALMING DEVICES NOT BE INSTALLED ON 5TH STREET BETWEEN CALIFORNIA STREET & IOWA STREET; THE MOTION CARRIED 5-0.

ITEM NO. 5:

Consider request from the City Commission to review the city's SCHOOL CROSSING CONTROL POLICY.

David Woosley proposed a possible way to review the entire policy.

Commissioner Ziegelmeyer: Personally I'm not sure the policy needs to be revised; we've worked this policy over four times.

Commissioner Woods: What good's the policy if the city commission doesn't follow what's there.

Commissioner Ziegelmeyer: They always have the right to make exceptions to any policy.

Commissioner Harden: We have a different group of commissioners now.

Commissioner Ziegelmeyer: Are we going to revise the policy every time they make an exception to the policy? Then we will be constantly revising it.

Commissioner Woods: We made revisions twice in 2008.

Commissioner Ziegelmeyer: We made those revisions because of sight distance and width of roadway, not because of action by the city commission.

Commissioner Harden: Maybe the city commission needs to tell us what they want us to consider.

Commissioner Ziegelmeyer: I don't know that I want to react to a decision they made just to change our policy.

Commissioner Woods: I would suggest that until they tell us what they want fixed, it's not broken.

Commissioner Ziegelmeyer: I agree with Jim; we shouldn't change the policy based on one decision.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND NO CHANGES TO THE CITY'S SCHOOL CROSSING CONTROL POLICY; THE MOTION CARRIED 5-0.

ITEM NO. 6:

Public Comment:

None.

ITEM NO. 7:

Commission Items:

Commissioner Miller asked about the status of marking the shared-use paths across driveways on W. 6th Street; Woosley advised that staff hoped to have a material that would stick to concrete in place within the next 30 days.

ITEM NO. 8:

Miscellaneous:

None.

The meeting adjourned at 8:10 P.M. The next scheduled meeting is Monday, October 5, 2009.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

From: Shoeb Uddin
Sent: Monday, August 03, 2009 3:58 PM
To: David Woosley
Cc: 'oscarfactor@sunflower.com'; 'rheckler2002@yahoo.com'; 'rhagen@ku.edu';
'scott@trinityinhomecare.com'
Subject: TSC meeting agenda item no 4 - August 03, 2009

Commissioners,

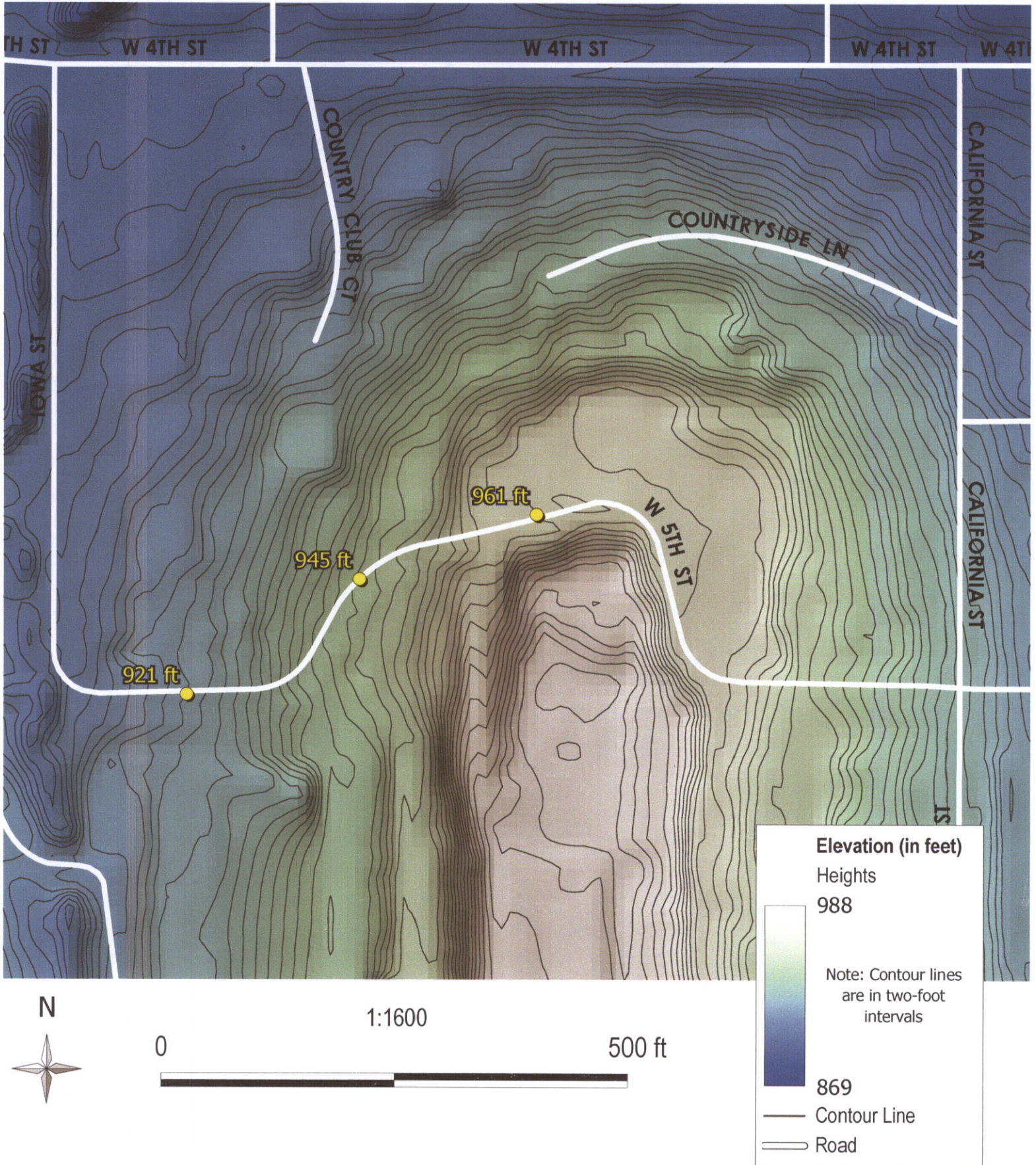
With respect to agenda item no. 4, please note the following.

As mentioned in the staff report, the speed limit on local streets is 30 mph by state law unless established otherwise. At this location, due to sharp horizontal curve and steep vertical grades, the recommended speed limit as posted is 10 mph. The speed data collected by city staff shows that 85th percentile speed is much higher than the recommended speed limit of 10 mph.

Thank you.

Shoeb M Uddin, MS, P.E., City Engineer | suddin@ci.lawrence.ks.us
Public Works Department | [City of Lawrence, KS](#)
PO Box 708, Lawrence, KS 66044
office: (785) 832-3130 | fax: (785) 832-3398

West 5th Street Elevation Map



Traffic Safety Commission

3 August 2009

Please Print Your Name, Address, Telephone and E-mail Below

Name	Address	Telephone	E-mail
Please Print CAROL PLANT	615 W 8	842-5492	
Please Print DAVID CARTAR	741 TENNESSEE ST	838-3453	
Please Print Betty Alderson	1920 Maine		
Please Print Lana Anth	1908 W. 5th St	785 550-5539	
Please Print CHRIS CALDWELL	926 ALMA Ct.	785 842 1557	
Please Print Jackie Schaefer	1930 W Stn	838 4121	
Please Print			
Please Print			