AGENDA – TSC 11/2/09

ITEM NO. 4: Consider request to establish STOP signs on 24th Street at Ponderosa Drive.

Facts:

1. 24th Street and Ponderosa Drive are both local streets in a commercial area.
2. There are currently STOP signs on Ponderosa Drive at 24th Street; however, prior to July 19, 2007, there had been YIELD signs; therefore, approval of this request would result in a MULTI-WAY STOP.
3. During the past three (3) years (October 1, 2006-September 30, 2009) there has been one (1) reported crash at the intersection; on January 29, 2009, a northbound vehicle disobeyed the STOP sign and struck an eastbound vehicle.
4. None of the warrants for a MULTI-WAY STOP as provided in the *Manual on Uniform Traffic Control Devices* is currently met.
5. Traffic data collected shows that the 85th percentile speed for eastbound traffic to be approximately 29.3 mph and for westbound traffic to be approximately 36.5 mph.

MINUTES – TSC 11/2/09

ITEM NO. 4:

Consider request to establish STOP signs on 24th Street at Ponderosa Drive.

David Woosley presented the information provided in the staff report and noted an e-mail that was received not in support of the request.

Public comment:

None.

Commissioner Heckler: I say we deny the request; I don't think it will solve any problem and I don't think a MULTI-WAY STOP is a good idea where there is a major flow of traffic.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH STOP SIGNS ON 24TH STREET AT PONDEROSA DRIVE; THE MOTION CARRIED 8-0.

David Woosley

From: Stephanie Ziegler [autoglass3@sunflower.com]
Sent: Tuesday, September 15, 2009 9:21 PM
To: David Woosley
Subject: 24th & Ponderosa

David – I was emailing you in concern with our stop sign/yield signs at the corner of 24th & Ponderosa.

Would it be possible to study that intersection? We notice a lot of near miss accidents at that intersection.

The traffic headed east/west travels at an excessive speed. Drivers are using 24th street as a way to avoid stop lights at 23rd and Haskell and 23rd & Harper.

As you may be aware 24th street near Haskell is residential and travels through our industrial park and ends residential again up at 24th & Harper.

We have felt for some time that a stop sign at 24th & Ponderosa would at least slow traffic down. Recently signs were added at that corner but they are directed at the North/South traffic on Ponderosa and have done nothing to slow traffic or help improve the safety of that intersection.

One last note cars are traveling fast enough on 24th to ramp or bounce through that intersection. Let me know if there in anything I can do to help. Please take my request into consideration.

Best Regards,

Gary Ziegler

Ziegler Glass
2400 Ponderosa Dr.
Lawrence, KS 66046

P: 785.832.8480
F: 785.832.0600

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.

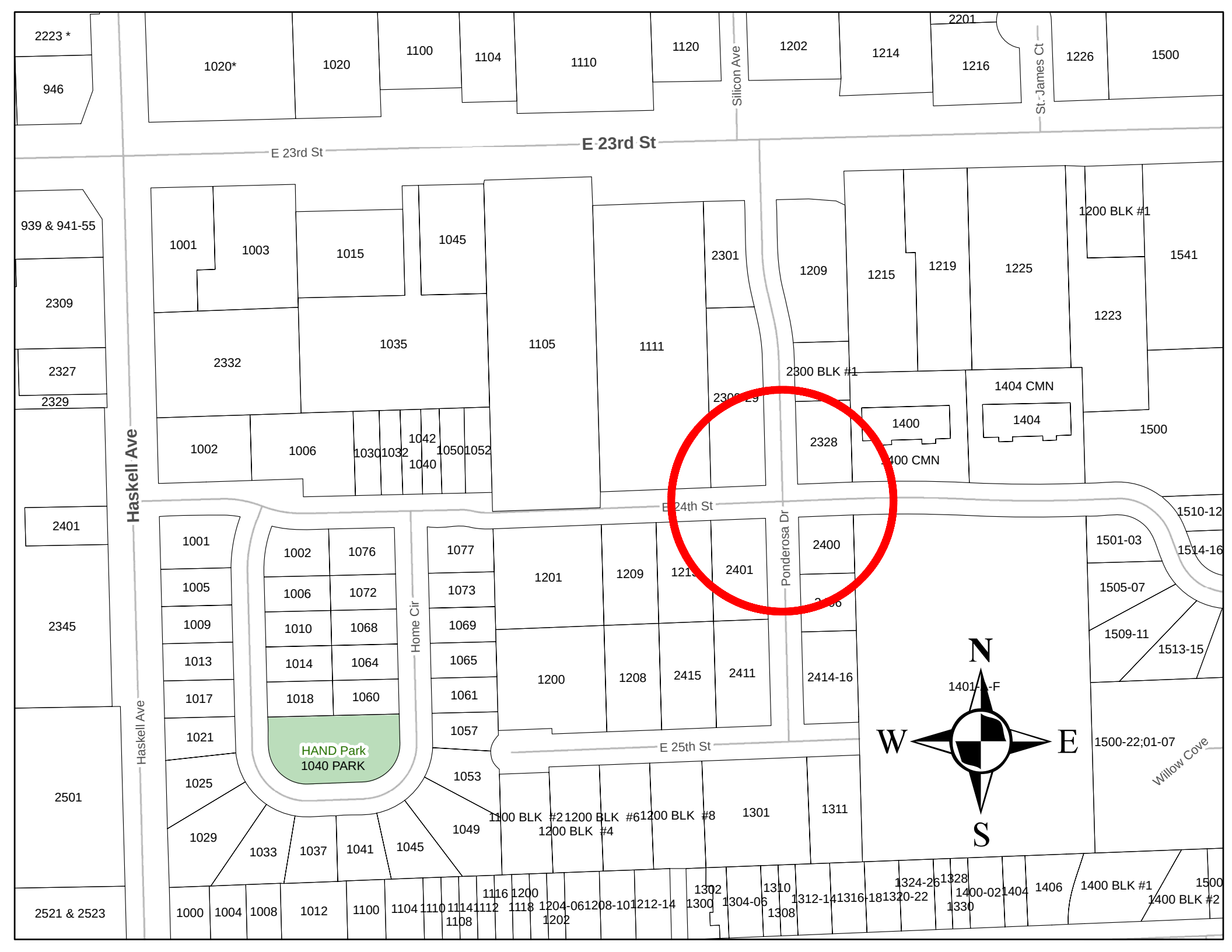
The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

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.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