

City of Lawrence  
Traffic Safety Commission Agenda  
March 1, 2010-7:00 PM  
City Commission Room, City Hall

MEMBERS: Jim Woods, Chair; Ken Miller, Vice-Chair; Scott Criqui, Dan Harden; Richard Heckler; Jason Novotny; Edwin Rockrock and Robin Smith.

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**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, January 4, 2010.

ITEM NO. 2: Consider rescinding the 35 MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive & Michigan Street.

Facts:

1. At the April 6, 2009 Traffic Safety Commission meeting, the Commission considered a request to establish a 35 MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive & Maine Street.
2. 4<sup>th</sup> Street between McDonald Drive & Maine Street is classified as a 'collector' street, paved 30 feet wide with sidewalks along both sides of the street and serves as a main access to Lawrence Memorial Hospital.
3. The posted speed limit at the time was 30 mph.
4. Traffic data collected on March 23-24, 2009 found 85<sup>th</sup> percentile speeds ranging from 34.2 mph to 43.4 mph with an average speed of 34.7 mph. Traffic volumes ranged from approximately 3500-5000 vehicles per day.

5. Based on this data and standard nation-wide practices for establishing speed limits, a 35 mph speed limit would be appropriate.
6. Other 'collector' streets in Lawrence posted at 35 mph include Crossgate Drive between Clinton Parkway & 27<sup>th</sup> Street, Harper Street between 19<sup>th</sup> Street & 23<sup>rd</sup> Street, Michigan Street between 2<sup>nd</sup> Street & Riverridge Road, Monterey Way between Bob Billings Parkway & Peterson Road, Riverridge Road between Michigan Street & Iowa Street and 27<sup>th</sup> Street between Crossgate Drive & Wakarusa Drive.
7. This Commission voted 7-1 to recommend establishing a 35 MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive & Maine Street. Commissioner Miller requested a subsequent speed study approximately six months after the change.
8. At the May 12, 2009 City Commission meeting, the Commission approved a 35 MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive & Michigan Street.
9. At the January 4, 2010 Traffic Safety Commission meeting, the Commission heard a request to rescind the 35 MPH SPEED LIMIT on 4<sup>th</sup> Street.
10. Traffic data collected December 4-5, 2009 found 85<sup>th</sup> percentile speeds ranging from 38.9 mph to 45.5 mph, with an average of 34.8 mph (compared to 34.7 mph before the change).
11. This Commission voted 8-0 to table the request and to contact the original requestor and to place the request on a future agenda.

ITEM NO. 3: Consider reversing the STOP signs at the intersection of 11<sup>th</sup> Street & Indiana Street.

Facts:

1. The current city code establishes STOP signs on 11<sup>th</sup> Street at Indiana Street.
2. During construction of the Oread Hotel, street closures and detours necessitated the temporary establishment of an ALL-WAY STOP at the intersection which is still in place.
3. The *Manual on Uniform Traffic Control Devices* states that "Stop signs should be installed in a manner that minimizes the number of vehicles having to stop."

4. Traffic volume data was obtained at the intersection on January 20-21, 2010, after all streets in the area were re-opened and detours removed.
5. The data shows a 24-hour volume of 4895 (73%) vehicles on 11<sup>th</sup> Street and 1805 (27%) vehicles on Indiana Street.
6. This volume and split of traffic does not meet the minimum required volume for consideration of an ALL-WAY STOP.
7. Therefore, it is recommended that the STOP signs on 11<sup>th</sup> Street be removed and the STOP signs on Indiana Street be retained.
8. In addition, this will make snow-plowing easier in that the street grade on 11<sup>th</sup> Street is higher than on Indiana Street which makes stopping snow-plows more difficult.

ITEM NO. 4: Public Comment.

ITEM NO. 5: Commission Items.

ITEM NO. 6: Miscellaneous.

City Commission action on previous recommendations:

None.

City of Lawrence  
Traffic Safety Commission  
January 4, 2009 Minutes

MEMBERS PRESENT: Jim Woods, Chair; Ken Miller, Vice-Chair; Scott Criqui; Robert Hagen; Dan Harden; Richard Heckler; Edwin Rothrock; and Robin Smith.

MEMBER ABSENT: Jason Novotny

STAFF PRESENT: David Woosley, Public Works Department

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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, November 2, 2009.**

**MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER SMITH, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, NOVEMBER 2, 2009; THE MOTION CARRIED 8-0.**

**ITEM NO. 2:**

**Consider request to construct SPEED HUMPS on Edgewood Lane.**

David Woosley presented the information provided in the staff report.

Commission Heckler asked what the currently speed limit was; Woosley advised that it was 30 mph by state law.

Public comment:

None.

Commissioner Woods noted that it did not meet city criteria and there was no one present to speak to the item.

Commissioner Hagen: It makes sense to deny the request.

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST TO CONSTRUCT SPEED HUMPS ON EDGEWOOD LANE; THE MOTION CARRIED 8-0.**

### **ITEM NO. 3:**

**Consider request to rescind the 35 MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive & Michigan Street.**

David Woosley presented the information provided in the staff report.

Public comment:

Lance Fahy, 417 Missouri Street: My concern is that this raised speed limit poses an increased risk to the residents that live on that street and on the side streets bordering it; also to the pedestrians and cyclists in that area; people tend to abuse the speed limit on that street; with the higher speed limit in place, they abuse it that much more; being a residential area, it would like to see it switched-back to 30 and enforced.

Steve Braswell, 427 Michigan Street, Pinckney Neighborhood Association: I'm here to speak on behalf of seven or eight neighbors along the street that object to the 35mph speed limit; the main concern is that it is a fairly dense residential area; there are lots of families and lots of kids; 4<sup>th</sup> Street is a good street, it has sidewalks on both sides and lighting; if it was in a different area, I think 35 would be a reasonable speed limit, but given where it is, I don't think 35 is a good idea; it means traffic would have to be going that much faster before police action would be taken if people were speeding; it is the same speed limit as a major US highway two block away, 6<sup>th</sup> Street is US 40 and 59; I've been involved with neighborhood associations for many years and I have never hear anyone ask for speed limits to be raised in residential areas; I don't think this was a very good decision.

Commissioner Miller: I'm looking at the traffic data and it is almost identical before and after the speed limit was changed; it doesn't matter what speed is posted, people are going to drive at a speed they are comfortable with.

Commissioner Harden: Signage is always a false hope; speed limit signing is ceremonial, if you put up a sign everyone feels good about it, but nothing changes, and the data shows that; the city does not have the resources to provide the law enforcement community-wide to enforcement speed limits; people drive what they perceive to be a safe speed; if you want to slow them down, you have to put a physical barrier in front of them; if you want to have slower traffic, that is how you are going to get it; the speed limit that is posted there is almost irrelevant.

Commission Hagen: I would suggest that you go back to the neighborhood association and given the data that there has been absolutely no change in the speeds on that road, is there a concern about what traffic is doing now along that road, apart from the symbolic element of the signs, is there a perception that the road is unsafe; if there is, perhaps we need to be looking at something along the lines of traffic calming.

Commissioner Harden: I think traffic calming would be the solution; changing the speed limit is not a solution; if you want to slow-down traffic, traffic calming is how you do it; law enforcement is so limited, it almost has a negligible effect.

Commissioner Hagen: I can see the alarm with the change in signing, but we have the data that shows there has been no change in the traffic behavior.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HECKLER, TO TABLE THE REQUEST TO RESCIND THE 35 MPH SPEED LIMIT ON 4<sup>TH</sup> STREET BETWEEN MCDONALD DRIVE & MICHIGAN STREET, AND TO CONTACT THE PERSON THAT MADE THE ORIGINAL REQUEST AND PLACE THIS ITEM ON A FUTURE AGENDA; THE MOTION CARRIED 8-0.**

#### **ITEM NO. 4:**

**Consider request to review CRASH DATA on Louisiana Street between 19<sup>th</sup> Street & Broken Arrow School.**

David Woosley presented the information provided in the staff report.

Commissioner Smith noted that the island at Dakota Street was sent to the Bicycle Advisory Committee and approved by them before it was approved by Traffic Safety.

Public comment:

Michael Pomes, 528 Kansas Street, Park Hill Neighborhood Association: The crash data proves that as currently constructed the traffic calming devices are good catchers for impaired drivers and they actually are performing a public

service by catching people before they would potentially kill some other motorist or pedestrian or bicyclist for that matter; they are a hazard to bicyclists when you have uneducated drivers who insist on sharing the road with the bicyclist right between the traffic island; I don't know if you could change the signing to encourage drivers to yield to the bicyclists or embark on some public education.

Bonnie Johnson, 2601 Belle Crest Drive, Indian Hills Neighborhood Association: The consensus of our neighborhood is that the pedestrian islands strike a balance by letting the traffic flow on Louisiana, but slowing it down and making the neighborhood more livable; yes, we do like the pedestrian islands and we realize it is a problem for bicyclists, but it is a balance when you can't have everything.

Carol Bowen, 403 Dakota Street: Four neighborhood associations were involved over a two year period that resulted in the recommendations including the pedestrian islands; the pedestrian traffic volume has doubled since the study; however, I think the signing needs to be clearer that motorists should yield to the bicyclists.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER MILLER, THAT THE COMMISSION HAS REVIEWED THE CRASH DATA AND WILL TAKE NO FURTHER ACTION; THE MOTION CARRIED 8-0.**

**ITEM NO. 5:**

**Re-consider request to establish a STOP sign on Crestline Drive at 24<sup>th</sup> Terrace and consider request to establish a STOP sign on Melrose Lane at 25<sup>th</sup> Street.**

David Woosley presented the information provided in the staff report.

Public comment:

None.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A STOP SIGN ON CRESTLINE DRIVE AT 24<sup>TH</sup> TERRACE AND REQUEST TO ESTABLISH A STOP SIGN ON MELROSE LANE AT 25<sup>TH</sup> STREET; THE MOTION CARRIED 8-0.**

**ITEM NO. 6:**

**Public Comment:**

None.

**ITEM NO. 7:**

**Commission Items:**

Commissioner Hagen announced his resignation from the Traffic Safety Commission due to a conflict with his employment during the spring semester at the University of Kansas. Commissioner Woods presented Commissioner Hagen with a certificate recognizing his tenure on the Traffic Safety Commission.

**ITEM NO. 8:**

**Miscellaneous:**

None.

The meeting adjourned at 7:50 P.M. The next scheduled meeting is Monday, February 1, 2010.

Respectfully submitted,

*David E. Woosley*

Transportation/Traffic Engineer



**Re: January Traffic Safety Commission Agenda**

You forwarded this message on 1/4/2010 8:48 AM.

Betty Alderson [adkab@ku.edu]

**Sent:** Sunday, January 03, 2010 10:42 PM

**To:** David Woosley

David,

I have gone over the agenda for the meeting tomorrow night and I probably will not get out in this weather to attend. However, I was interested in the Louisiana St. question and read Mr. Weinaug's letter. I can understand his concern about the bicyclists but I am far more interested in the safety of the pedestrians and the safe islands have certainly helped those of all ages to safely cross the street. I don't what the solution may be. As I recall this was very well studied at the time partly due to a lot of concern in the neighborhoods about the speed that cars were driving on Louisiana Street and this current solution certainly took care of that problem. There are still 5 city schools involved in that overall area and many of those children are elementary school aged. As I read the police reports it seems that the drivers involved in most of the accidents should have been cited for their conditions as they drove, that the traffic calming devices were not the problem. While I approve of the greater awareness of the safety of the bicyclists we need to continue to be concerned about the speed driven and the safety of the pedestrians.

Were the neighborhoods initially involved notified that this question has arisen? If not they should have an opportunity to be involved when they have studied the current conditions and have time to present their opinions.

Thanks.

Betty Alderson

----- Original Message -----

**From:** David Woosley

**To:** David Woosley

**Sent:** Thursday, December 24, 2009 9:49 AM

**Subject:** January Traffic Safety Commission Agenda

The January 2010 Traffic Safety Commission Agenda has been posted online and can be found @ [http://www.lawrenceks.org/advisory\\_boards/tsc/agendas](http://www.lawrenceks.org/advisory_boards/tsc/agendas).

**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 Monteray was increased to 35 miles an hour some time ago. Both have much traffic. Monteray has a park with numerous children and adults trying to cross Monteray (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

## David Woosley

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**From:** Steve Braswell [steve@acornwebworks.com]  
**Sent:** Monday, November 16, 2009 8:17 PM  
**To:** David Woosley  
**Cc:** David L. Corliss  
**Subject:** Speed Limit on 5th Street

David,

The Pinckney Neighborhood Association requests that the raising of the speed limit on 5th Street between Michigan Street and McDonald Drive be put on the Traffic Safety Commission Agenda to be reversed.

I have had several comments and emails concerning this action. I know no one who thinks raising the speed limit to 35 mph is a good idea and people also are concerned about the lack of awareness that this action was going to be taken.

Please let me know when this gets on the agenda.

Thank You,

Steve Braswell  
President, Pinckney Neighborhood Association  
785-841-6902  
steve@acornwebworks.com







Louisiana St

College Dr

Indiana St

W 11th St

Mississippi St

W 11th St

Mississippi St





City of Lawrence  
Traffic Safety Commission  
March 1, 2009 Minutes

MEMBERS PRESENT: Jim Woods, Chair; Ken Miller, Vice-Chair; Scott Criqui; Dan Harden; Richard Heckler; Jason Novotny, Edwin Rothrock; and Robin Smith.

STAFF PRESENT: David Woosley, Public Works Department

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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, January 4, 2010.**

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER HECKLER, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, JANUARY 4, 2010; THE MOTION WAS APPROVED 7-0-1 (Novotny).**

**ITEM NO. 2:**

**Consider rescinding the 35 MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive & Michigan Street.**

David Woosley presented the information provided in the staff report.

Public comment:

Steve Braswell, 427 Michigan Street, Pinckney Neighborhood Association: We requested that the speed limit be rolled-back from 35 to the previous 30 mph; I found it very educational listening to the discussions on how you look at the concept of what a speed limit should be; there was not a positive reason to change the speed limit, when the road was designed it was thought that 30 mph was the appropriate speed limit at that time; since that time there has been

quite a bit of residential development in the area; this is a very heavily residential area; the study shows that the average speed of traffic hasn't changed much since the speed limit was changed, so I don't think it would change the speed much rolling it back; we're not saying that speeding is a big problem on this stretch of road, I don't think at this time that traffic calming measures are required; our point is this is a heavily residential area and the neighbors around there would like to encourage people to drive a little slower; changing this speed limit has done nothing to improve the traffic flow in Lawrence, but it has placed pedestrians in a little more of an unsafe situation; in the summertime, there are lots of people out walking and crossing the street and there are no pedestrian crosswalks in this stretch of road.

Commissioner Woods asked why the City Commission cut back the previous recommendation from Maine to Michigan; Woosley advised that between Maine and Michigan there was considerable on-street parking along one side of the street while parking is prohibited along both sides between McDonald Drive and Michigan Street.

Commissioner Miller: It looks like this is an exercise in pulling-out speed limit signs, putting-in new ones and then pulling them out again; I have not changed my mind.

Commissioner Woods: I'm in agreement with you, signs are signs; the traffic hasn't changed. I don't think it is going to solve anything changing the signs and changing the ordinance.

Commissioner Smith: I'm comfortable with the way it is leaving it at 35.

Commissioner Novotny: If we had a true safety issue with numerous pedestrian accidents or numerous vehicle accidents it might be worthwhile making the change, but the study shows that driving habits don't change with the changing of a speed limit sign; also, that is a good thoroughfare to get to the ER at LMH.

Commissioner Heckler: I didn't support the increase in speed so I am going to stick with my original vote and support the 30 mph speed limit because of the residential area and pedestrians.

**MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER CRIQUI, TO RECOMMEND DENYING THE REQUEST TO RESCIND THE 35 MPH SPEED LIMIT ON 4<sup>TH</sup> STREET BETWEEN McDONALD DRIVE & MICHIGAN STREET; THE MOTION WAS APPROVED 7-1 (Heckler).**

**ITEM NO. 3:**

**Consider reversing the STOP signs at the intersection of 11<sup>th</sup> Street & Indiana Street.**

David Woosley presented the information provided in the staff report and noted that a letter had been received from the Oread Neighborhood Association (attached).

Public comment:

Carol von Tersch, 706 W. 12<sup>th</sup> Street, Oread Neighborhood Association: The traffic studies were done in January after Indiana had been closed for two years and people had stayed away from coming up Indiana from 9<sup>th</sup> Street to the University; since it re-opened in mid-semester, it is going to be a while before you see the shift back to the previous traffic patterns; I think there will be more traffic on Indiana than on 11<sup>th</sup>; I would respectfully request that you not put the stop signs on Indiana, but leave the stop signs on 11<sup>th</sup> Street.

Commissioner Harden: I would suggest that we table this item until the May meeting and we can do traffic counts in late April to see how traffic patterns may have changed.

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER HECKLER, TO TABLE THE REQUEST UNTIL MAY AND OBTAIN NEW TRAFFIC DATA IN APRIL; THE MOTION WAS APPROVED 8-0.**

**ITEM NO. 4:**

**Public Comment:**

None.

**ITEM NO. 5:**

**Commission Items:**

None.



**ITEM NO. 6:**

**Miscellaneous:**

None.

The meeting adjourned at 7:30 P.M. The next scheduled meeting is Monday, April 5, 2010.

Respectfully submitted,

*David E. Woosley*

Transportation/Traffic Engineer

Oread Neighborhood Association • Lawrence, Ks. 66044



February 27, 2010

Traffic Safety Commission  
c/o David E. Woosley  
Transportation / Traffic Engineer  
Public Works Department  
City of Lawrence  
Lawrence, KS 66044

To The Traffic Safety Commission;

Regarding March 1<sup>st</sup> Traffic Safety Commission meeting Agenda Item No. 3. After a discussion of the Oread Neighborhood Association (ONA) meeting February 25, 2010, it was the consensus of the membership and the board of ONA that the existing all-way stop at the intersections of Indiana & 11<sup>th</sup> Streets be removed and stop signs be retained on 11<sup>th</sup> Street only. The issue of snow-plowing was discussed, but it was felt that returning the intersection to stop signs on 11<sup>th</sup> Street only (as was the condition prior to hotel construction) would again facilitate a better flow of traffic on Indiana Street.

ONA is sending Carol von Tersch to represent us at your meeting.

I will send you a hard copy of this letter.

Thank you for considering our thoughts on this matter.

Sincerely,

Lois Schneider  
Secretary Oread Neighborhood Association

