

City of Lawrence
Traffic Safety Commission Agenda
April 5, 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.

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, March 1, 2010.

ITEM NO. 2: Consider recommendations from the Bicycle Advisory Committee in reference to marking the shared-use path crossings of driveways on W. 6th Street.

In response to the recommendations, the following is provided:

1. Recommendation: The crosswalk style markings installed in September 2009 are worn and in some places nonexistent. A more durable and longer lasting treatment should be installed.
Response: It may get expensive installing a more durable material; since the crossings are concrete, we will have to grind it to create a depressed, rough surface and glue permanent marking material down. There is no guarantee that this will work since vehicles are turning at these points which causes significant stress; that is why the paint hasn't lasted.

2. Recommendation: A stop bar should be installed in advance of the crosswalk markings for motorists exiting the parking lot.
Response: A stop bar could be installed; however, that would be on private property and should be done by the property owner.
3. Recommendation: Stop signs should be moved if necessary, so that they are placed in advance of the crosswalk markings.
Response: Stop signs can be moved if necessary; however, these stop signs are installed and maintained by the property owner, not the city.
4. Recommendation: A sign should be placed below the stop sign to warn motorists to watch for cyclists. Response: A sign may be able to be installed below the stop signs; however, that would be at the discretion of the property owner who owns and maintains the stop signs.
5. Recommendation: Markings should be placed on the shared use path cautioning cyclists of the potential conflict. Response: There is not a standard approved marking in the MUTCD for this situation; however, markings can be placed on the shared-use path once the Bicycle Advisory Committee determines what marking is appropriate.

ITEM NO. 3: Consider request to establish a STOP sign on Crestline Drive at 24th Terrace.

Facts:

1. Crestline Drive and 24th Terrace are both classified as 'local' streets in a residential area.
2. The intersection is a 'T' intersection which seldom requires traffic control unless there is a history of crashes; the *Manual on Uniform Traffic Control Devices* states that STOP signs could be justified when "Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period.
3. In fact, during the planning process, developers are encouraged to develop residential areas with 'T' intersections to reduce the potential for crashes, reduce the need for traffic control and to reduce energy consumption and air pollution.

4. Police Department records show there have been zero (0) reported crashes at the intersection of 24th Terrace & Crestline Drive during the past three (3) years.
5. State law establishes that, "When two vehicles enter an intersection from different roadways at approximately the same time the driver on the left shall yield the right-of-way to the vehicle on the right" (see attached page 21 from the *Kansas Driving Handbook*.)

ITEM NO. 4: Consider request to establish a STOP sign on Melrose Lane at 25th Street.

Facts:

1. Melrose Lane and 25th Street are both classified as 'local' streets in a residential area.
2. The intersection is a 'T' intersection which seldom requires traffic control unless there is a history of crashes; the *Manual on Uniform Traffic Control Devices* states that STOP signs could be justified when "Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period.
3. In fact, during the planning process, developers are encouraged to develop residential areas with 'T' intersections to reduce the potential for crashes, reduce to need for traffic control and to reduce energy consumption and air pollution.
4. Police Department records show there has been one (1) reported crash at the intersection of 25th Street & Melrose Lane during the past three (3) years.
5. State law establishes that, "When two vehicles enter an intersection from different roadways at approximately the same time the driver on the left shall yield the right-of-way to the vehicle on the right" (see attached page 21 from the *Kansas Driving Handbook*.)

ITEM NO. 5: Consider an ordinance establishing a STOP sign on Troon Lane at Carmel Drive.

Facts:

1. Both Carmel Drive and Troon Lane are classified as 'local' streets.
2. There is currently a STOP sign on Troon Lane at Carmel Drive, however, there is not an ordinance establishing the STOP sign.
3. Records do not indicate how long the STOP sign has been in place; this came to city staff's attention while conducting an inventory of all signs in place on public streets.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items.

ITEM NO. 8: Miscellaneous.

City Commission action on previous recommendations:

None.

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City of Lawrence
Lawrence – Douglas County Bicycle Advisory Committee
February 16, 2010 minutes

MEMBERS PRESENT: Jay Bialek, Neil Taylor, Becky McClure, Gary Calton, Tyler Longpine
MEMBERS ABSENT: Eric Struckhoff-Chair
STAFF PRESENT: Bart Rudolph, Todd Girdler, Shoeb Uddin
PUBLIC PRESENT: Michael Almon, Carol Shankel, Susan Twombly, Madeline Finch

1. Call Meeting to Order and Assurance of Quorum

The meeting was called to order at 6:00 pm and introductions were made. Mr. Longpine introduced himself as the newest appointee from Douglas County. Mr. Rudolph stated that since there are currently six appointed members, a quorum is assured.

2. Approval of the January 19, 2010 Meeting Minutes

A motion to approve the meeting minutes from January 19, 2010 was made by Ms. McClure and seconded by Mr. Bialek. The motion passed unanimously.

3. Action Item: 6th Street Shared Use Path Signing:

Mr. Rudolph reminded the Committee that the BAC originally discussed this item in 2008. It was the Committee's decision that pavement markings, similar to those found in crosswalks, would be more effective than additional signage at alerting drivers about the shared-use path and is warranted due to the unexpected activity of bicyclists traveling in both directions on a shared-use path. The BAC's recommendation was taken to the Traffic Safety Commission (TSC) in February 2009. They agreed and recommended a trial installation of pavement markings at the crossings along 6th Street between Folks and K-10 and that the BAC report back after 6 months. That recommendation was approved by the City Commission on March 10th and the pavement markings were installed in September 2009.

Mr. Rudolph stated that it was time to evaluate the effectiveness of the markings, meet with the resident who originally proposed the additional signage, and provide additional recommendations to the TSC if appropriate. He introduced Carol Shankel, who originally made the request in September 2008 and again in October 2009, to the committee and invited her to share her concerns.

Ms. Shankel distributed pictures of the crossings showing how the pavement markings have not lasted and disappeared in some places. She felt that the markings alone and their current conditions were not sufficient and more should be done. She shows one picture of a "sharrow" and encouraged the City to install more sharrow markings to indicate to motorists that cyclists are sharing the road. She recommended that they be larger than the ones installed on Naismith Drive. Another picture showed a stop bar prior to the crosswalk markings in another area of town and suggested that stop bars be placed in advance of the crosswalk markings recently installed. Another picture was of a sign along the K-10 path indicating that motorists should watch for cyclists and mentioned that since there is already a

precedent for this type of signage in Lawrence it would be acceptable to place these signs below the stop signs at the access points where the shared use path crosses. The final picture confirmed that one of the stop signs was located after the crosswalk markings, making it unclear that the motorist should stop before the crosswalk. She recommended that the BAC considers all of her suggestions and encouraged the City to avoid creating similar situations in future developments.

The BAC discussed Ms. Shankel's suggestions along with some other alternatives. One alternative was to place stop signs along the shared use path to help reduce any potential conflicts, but the BAC felt this would discourage cyclists from using the path where they are legally required to ride. The BAC was also concerned with adding too many additional signs for both the motorists and cyclists and didn't want them to become more distracted than they already were. The Committee suggested adding some type of markings on the shared use path at each crossing cautioning the cyclist of the potential conflict and suggested that staff research best practices and other cities that may have installed similar markings. The Committee also felt that the crosswalk markings would still be the most effective treatment, but a stronger, more durable solution would be needed to prevent the paint from disappearing. Mr. Rudolph also noted that the current work underway to develop a Complete Streets policy would address this issue in future developments.

In the end, the Committee made the following recommendations and will present them at the TSC meeting in April.

1. The crosswalk style markings installed in September 2009 are worn and in some places nonexistent. A more durable and longer lasting treatment should be installed.
2. A stop bar should be installed in advance of the crosswalk markings for motorists exiting the parking lots.
3. Stop signs should be moved if necessary, so that they are placed in advance of the crosswalk markings.
4. A sign should be placed below the stop sign to warn motorists to watch for cyclists.
5. Markings should be placed on the shared use path cautioning cyclists of the potential conflict. (Research of best practices should indicate exact language for markings)

A motion to approve and forward the recommendations as stated above to the Traffic Safety Commission was made by Mr. Longpine, seconded by Mr. Taylor and passed unanimously.

4. Action Item: 2010 Elections:

Mr. Rudolph mentioned that the bylaws state that elections for Chair and Vice Chair should be held at the first regularly scheduled meeting of each year, but since members were still being appointed to represent the expanded membership, elections were postponed. Now that Douglas County has appointed its additional member, Mr. Rudolph suggested holding elections at this meeting.

Mr. Calton volunteered to run for Vice Chair and the Committee agreed to nominate Mr. Struckhoff for an additional term as Chair.

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A motion to elect Gary Calton as Vice Chair and Eric Struckhoff as Chair was made by Mr. Taylor, seconded by Mr. Bialek and passed unanimously.

5. Discussion/Action Item: 2010 Work Plan:

Mr. Rudolph distributed a list of possible work plan ideas for 2010 at the January meeting and asked that the Committee take time to review the list and add items that they would like to accomplish in 2010. The Committee agreed with the list and noted their appreciation for staff developing the plan.

The committee agreed to place the following items on its 2010 work plan.

- Develop a county-wide Bikeway System Map
- Participate in Bicycle Safety Month in May
- Conduct a downtown bicycle parking study
- Update the Lawrence-Douglas County Bicycle Plan
- Work to establish a Complete Streets policy
- Conduct the 2nd annual bicycle and pedestrian count in September

A motion to approve the 2010 work plan items as stated above was made by Mr. Bialek, seconded by Ms. McClure and passed unanimously.

6. Discussion Item: Bicycle Safety Month:

Mr. Rudolph reported that the City received an e-mail from Dylan Medlock stating that the family of Rachel Leek has asked the volunteer organizers and the City not to install a Ghost Bike as a memorial for their daughter. Mr. Medlock originally contacted the City in October 2009 requesting a memorial for his friend Rachel Leek who was killed in a biking accident in the 1000 block of Tennessee. In November 2009, the BAC discussed the possibility of expanding this idea to a larger citywide installation of Ghost Bikes during Bicycle Safety Month. Given the recent developments and request from the Leek family, Mr. Rudolph asked if the Committee still wanted to proceed with the Bicycle Safety Month event and what other activities or events should be promoted in May.

The Committee felt that they should honor the wishes of the Leek family and table the discussion for a larger community-wide Ghost Bike installation for at least a year. Not knowing how the families of the victims would feel about such an installation caused some concern for the Committee and it was decided that it would be left out of the Bicycle Safety Month planning activities for this year. The Committee is still interested in creating a single memorial to honor all of the cyclists who lost their lives on the road or a more general statue that celebrates cycling in Lawrence that helps spread the message to Share the Road.

Mr. Rudolph also inquired about the bicycle rodeo and helmet fair and asked if the Fire Department was involved in that again this year. Mr. Taylor replied that KU Athletics had taken over the event last year due to budget constraints and he would see what the plans are for 2010. Ms. McClure also suggested seeing if Lawrence Memorial Hospital had any similar events planned.

Mr. Rudolph asked if the Committee would be interested in working with Free State High School again this year to produce Public Service Announcements aimed at bicycle safety. He also mentioned that the City's community television channel would soon be able to play video and such announcements could be shown there. The

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Committee suggested contacting KU about producing a video. Mr. Bialek volunteered to contact KU on the Committee's behalf.

The Committee also suggested contacting the Lawrence Bicycle Club for any events they may have planned. It was also suggested that members of the BAC attend events like area art shows, farmer's market, sports expos, bicycle races, and marathons to pass out the Bicycle Rideability Maps if they are finalized and printed.

7. Discussion/Action Item: Bicycle Rideability Map:

This item was deferred. Mr. Rudolph stated that the BAC would be asked to approve the final version of the map and related safety information at the next BAC meeting.

8. Discussion Item: Kasold Reconstruction - Clinton Pkwy to 31st Street:

Mr. Uddin shared information regarding the 5 - 6 mile Kasold reconstruction project between 31st Street and Clinton Parkway. He noted that there is currently a gap between the shared use paths along the curve between Kasold and 31st Street which will be fixed with this project. He noted that he would send the plans to Mr. Rudolph for distribution to the Committee if anyone wanted more information.

9. Other Business

Mr. Rudolph asked if the meeting times and location were still acceptable with the Committee. Last year the Committee voted to move the meeting time to 6pm and hold the meetings at Fire Station #5, but Fire Station #5 will not allow a standing monthly reservation and the room has been booked by another group during recent BAC meeting times. Also, the members who requested a later meeting time are no longer on the Committee. After some discussion, the Committee decided to table the item until the next meeting and requested that Mr. Rudolph add it as an official agenda item.

Mr. Almon mentioned that he had sent a letter to the City Commission requesting that a sub-committee be formed to discuss the bicycle/pedestrian bridge over Iowa Street that would connect 7th Street with Centennial Park. He asked what the next steps would be or if there was anything the BAC could do to further support this idea. Mr. Rudolph mentioned that the BAC could send a letter of support if desired. Since this is an advisory board to the City Commission, the Committee could only recommend items to the City Commission to consider. The Committee asked that this item be placed on the next BAC agenda as an official agenda item.

Mr. Almon called attention to an e-mail he sent Mr. Rudolph, Mr. Uddin, and Mr. Struckhoff regarding the establishment of a Comprehensive Bicycle Facilities Maintenance Program. Mr. Almon noted that after the recent snow storms several bike lanes around town were not cleared of snow and ice and remain a sheet of sand today. He also noted the potentially fatal hazards potholes could create. He recommended that the City adopt a Comprehensive Bicycle Facilities Maintenance Program that has yearly line-item in the City budget, parallel to various maintenance programs for auto pavement repair, auto parking lots, street sweeping, and snow plowing. Mr. Uddin stated that he would talk with the maintenance division to fully understand their policy regarding bicycle facilities and will get back in touch with Mr. Almon.

10. Adjournment of Meeting

The meeting adjourned at 7:50 pm.

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Bauer Farm Dr

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W

E

S

Bauer Ln

4741

4721

4701

4671

4661

Champion Ln

W 6th St

4831

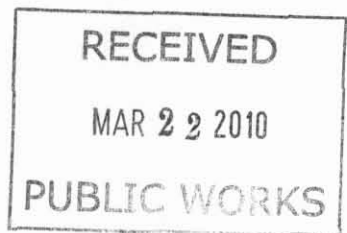
4821

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4673

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4667



Traffic Safety Commission
Attn: David Woosley
P.O. Box 708
Lawrence, KS 66044

Dear David and Commission,

I'm sorry I did not make it to the meetings the other times I have proposed items for consideration. Here I go again. I have 2 items to submit for the agenda next month.

We need a stop sign at the corner of 25th Terrace and Crestline coming south. The subdivision of 40+ households west on 24th Terrace empties out at this intersection and Crestline turns/merges with Melrose here. It is unclear who has the right of way. A stop sign should do the trick.

The second item is a stop sign on Melrose as it intersects 25th Street coming south. There is no indication which car has the right of way at that point.

Thanks for your consideration in these matters. Please let me know that we are on the agenda by contacting me at the number or address below.

A handwritten signature in black ink that reads "Bob Garrett".

Bob Garrett
President Hills West Home Owner's Association
2511 W. 24th Terrace
Lawrence, KS 66047
(785.838.4697)

BACKING UP

Before backing your vehicle it is a good practice to walk completely around the vehicle to be sure no person or obstacle is behind you.

Before backing you should look to the front, sides and rear, and continue to look to the rear while backing. Do not depend on your mirror. Backing slowly into the proper traffic lane with a minimum of movement. Follow the same rules when backing into traffic lanes after being parked at an angle. Except for backing into a parking space, it is never advisable to back up on a public street or road. If you back out of a driveway, always back into the nearest lane and proceed from there. NEVER back across other traffic lanes.

RIGHT-OF-WAY

Right-of-way rules are an aid to safe and smooth traffic flow. They emphasize courtesy and common sense.

1. The driver of a vehicle approaching an intersection shall yield the right-of-way to a vehicle which has already entered the intersection from a different highway.
2. When two vehicles enter an intersection from different roadways at approximately the same time the driver on the left shall yield the right-of-way to the vehicle on the right.
3. If you are entering a through street or highway at which there are stop signs, you must stop completely and proceed when you can do so without interfering with other traffic.
4. Emergency vehicles, such as police cars, fire engines and ambulances, have the right-of-way when they are displaying a red light in front or when they signal with a siren or bell. At such times, other vehicles should immediately drive to the right and stop until the emergency vehicles have passed. NEVER follow such vehicles. When approaching a stationary emergency vehicle from the rear that is using flashing warning lights on a street or highway with two or more lanes in each direction, a driver shall proceed with due caution and move to a lane that is not adjacent to the stopped emergency vehicle. If driving on a street or highway where it is not possible to change lanes, the driver shall reduce speed and proceed with due caution.
5. The driver of a vehicle turning left shall yield the right-of-way to vehicles approaching from the opposite direction which are within or so near as to constitute a hazard. If both cars enter the intersection at the same time, the car going straight through has the right-of-way.
6. Vehicles on a public street or highway have the right-of-way over vehicles entering from a private drive or side road.
7. The driver of a vehicle within a business or residential district emerging from an alley, driveway or building, shall stop their vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alleyway or driveway, and shall yield the right-of-way.
8. Cars controlled by a yield sign need stop only when necessary to avoid interference with other traffic that has the right-of-way, including pedestrians.

PARKING

Parking is NOT allowed at the following places:

1. Within an intersection.
2. Within a pedestrian crosswalk at an intersection.
3. Within 15 feet of a fire hydrant.
4. In front of a driveway.
5. On a bridge or other elevated structure upon a highway or within a tunnel.
6. In "No Parking" zones designated by official signs.
7. Double or, "two-deep" along the curb or side of street.
8. On narrow streets or roads where parking would interfere with regular traffic.

1930 & 2021 *

KU

2030

Clinton Pkwy

Clinton Pkwy

W 23rd St

Iowa St

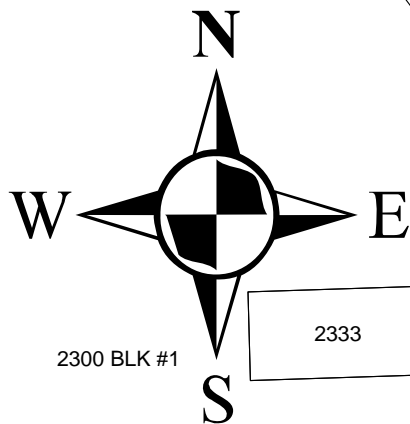
Clinton Pkwy (frontage)

Crestline Dr

Melrose Ln

W 25th St

W 24th St

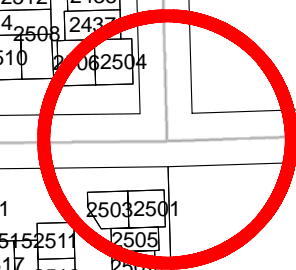


2300 BLK #1

COMMON AREA

W 24th Ter

Holcom Park



2415

2125

2309

2301

2300

2330

2327 & 2337

2340

2348 2347 #1-8

2346 1904 #1-13

2400

1915

1821-1903

2412

2428-2437 *

2434

2420

1912

2500-A,B

2540 (& 2520)

2333

2319

2329 & 2339

2415

2425

2429

2435

2410-30 *

2434-A-F

2424

2449 *

2433-49 *

2201

2401

2201-A
2201-B
2201 (COMMON)

2525

2201-D

2201-T

2500-A,B

2540 (& 2520)

2708

2704

2700

2300

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2316

2703

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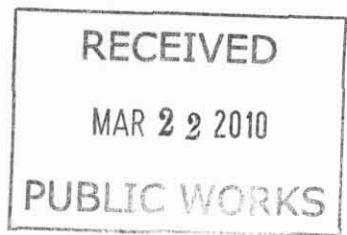
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Traffic Safety Commission
Attn: David Woosley
P.O. Box 708
Lawrence, KS 66044

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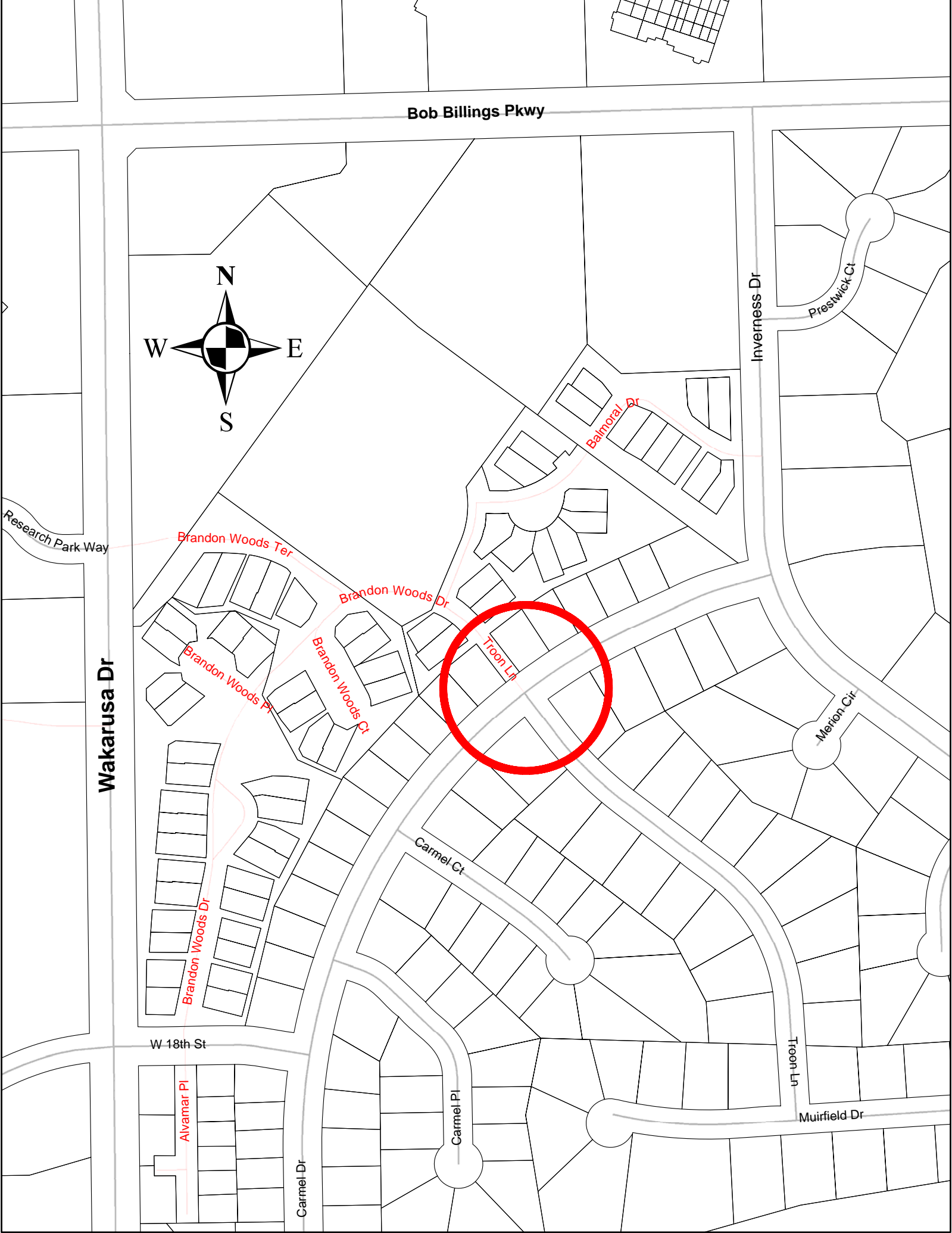
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Bob Garrett
President Hills West Home Owner's Association
2511 W. 24th Terrace
Lawrence, KS 66047
(785.838.4697)



City of Lawrence
Traffic Safety Commission
April 5, 2010 Minutes

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

STAFF PRESENT: David Woosley, Public Works Department; Todd Girdler, Planning 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, March 1, 2010.

MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER HECKLER, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MARCH 1, 2010; THE MOTION WAS APPROVED 7-0.

ITEM NO. 2:

Consider recommendations from the Bicycle Advisory Committee in reference to marking the shared-use path crossings of driveways on W. 6th Street.

David Woosley presented the information provided in the staff report.

Public comment:

Eric Struckhoff, Chair of the Bicycle Advisory Committee: We have had this issue before us a couple of times and have had a difficult time coming-up with a good solution; with the curb-cuts and commercial establishments, this is a no-win situation; this is a lightly-used sidewalk for pedestrians and cyclists so people are not looking for occupants of the sidewalk; we kicked-around all kinds of ideas,

but the most realistic approach seems to be to mark the shared-use path in some fashion to warn cyclists; my secondary recommendation would be to put a stop sign on the right-of-way south of the trail.

Commissioner Miller: To me, marking the path is “doing something.”

Commissioner Woods asked: Since there is no approved marking, what would you propose doing? Woosley advised that staff would work with the Bicycle Advisory Committee to come-up with a solution that is acceptable.

Commissioner Heckler: I think this idea of doing something on the trail is a smart idea.

Commissioner Harden: I’ve even thought about replacing the sidewalk crossing with colored concrete.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND THAT STAFF WORK WITH THE BICYCLE ADVISORY COMMITTEE TO INVESTIGATE APPROPRIATE MARKINGS FOR THE SHARED-USE PATH; THE MOTION WAS APPROVED 7-0.

ITEM NO. 3:

Consider request to establish a STOP sign on Crestline Drive at 24th Terrace.

David Woosley presented the information provided in the staff report.

Public comment:

Bob Garrett, 2511 W. 24th Terrace: I can see that there have not been any accidents there in the time I’ve lived there, but I’ve seen a lot of close-calls; I was not aware of the criteria for a STOP sign; everyone I’ve talked to have thought a STOP sign would be great, but I can see what the criteria is and I can see why that would not have a STOP sign at this point.

Commissioner Novotny asked about the criteria for YIELD signs noting that there were YIELD signs along Monterey Way. Woosley advised that Monterey Way is classified as a “collector” street and the city code establishes YIELD signs on “local” streets intersecting a “collector” street.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A STOP SIGN ON CRESTLINE DRIVE AT 24TH STREET; THE MOTION WAS APPROVED 6-1 (Heckler: I would have entertained a motion for a YIELD sign.)

ITEM NO. 4:

Consider request to establish a STOP sign on Melrose Lane at 25th Street.

David Woosley presented the information provided in the staff report.

Public comment:

Bob Garrett, 2511 W. 24th Terrace: People on Melrose don't think of 25th Street as a "through" street and pull-out in front of traffic, but I can see that it doesn't meet the criteria, but there are a lot of close-calls there, so perhaps in the future it will be dangerous enough to warrant putting-in a YIELD sign or a STOP sign.

Commissioner Heckler: I feel a little more strongly about this intersection and I think we should put a YIELD sign in.

Commissioner Woods asked if it met the criteria for a YIELD sign; Woosley advised that since that had not been requested, staff had not evaluated it.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER NOVOTNY, TO TABLE THE REQUEST UNTIL AN EVALUATION FOR A YIELD SIGN CAN BE DONE; THE MOTION WAS APPROVED 6-0.

ITEM NO. 5:

Consider an ordinance establishing a STOP sign on Troon Lane at Carmel Drive.

David Woosley presented the information provided in the staff report.

Public comment:

None.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND APPROVING AN ORDINANCE ESTABLISHING A STOP SIGN ON TROON LANE AT CARMEL DRIVE; THE MOTION WAS APPROVED 7-0.

ITEM NO. 6:

Public Comment:

None.

ITEM NO. 7:

Commission Items:

None.

ITEM NO. 8:

Miscellaneous:

None.

The meeting adjourned at 7:40 P.M. The next scheduled meeting is Monday, May 3, 2010.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer