

## **AGENDA – TSC 8/3/09**

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

### **Facts:**

1. 5<sup>th</sup> 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 85<sup>th</sup> 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 85<sup>th</sup> 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.

## MINUTES – TSC 8/3/09

### **Consider request from the City Commission to evaluate the need for TRAFFIC CALMING on 5<sup>th</sup> 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. 5<sup>th</sup> 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. 5<sup>th</sup> 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 its 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 5<sup>TH</sup> STREET BETWEEN CALIFORNIA STREET & IOWA STREET; THE MOTION CARRIED 5-0.**

**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 5<sup>th</sup> Street, particularly in the area of the hill discussed to identify options and any recommendations concerning possible additional traffic control?

**Thanks, Diane**

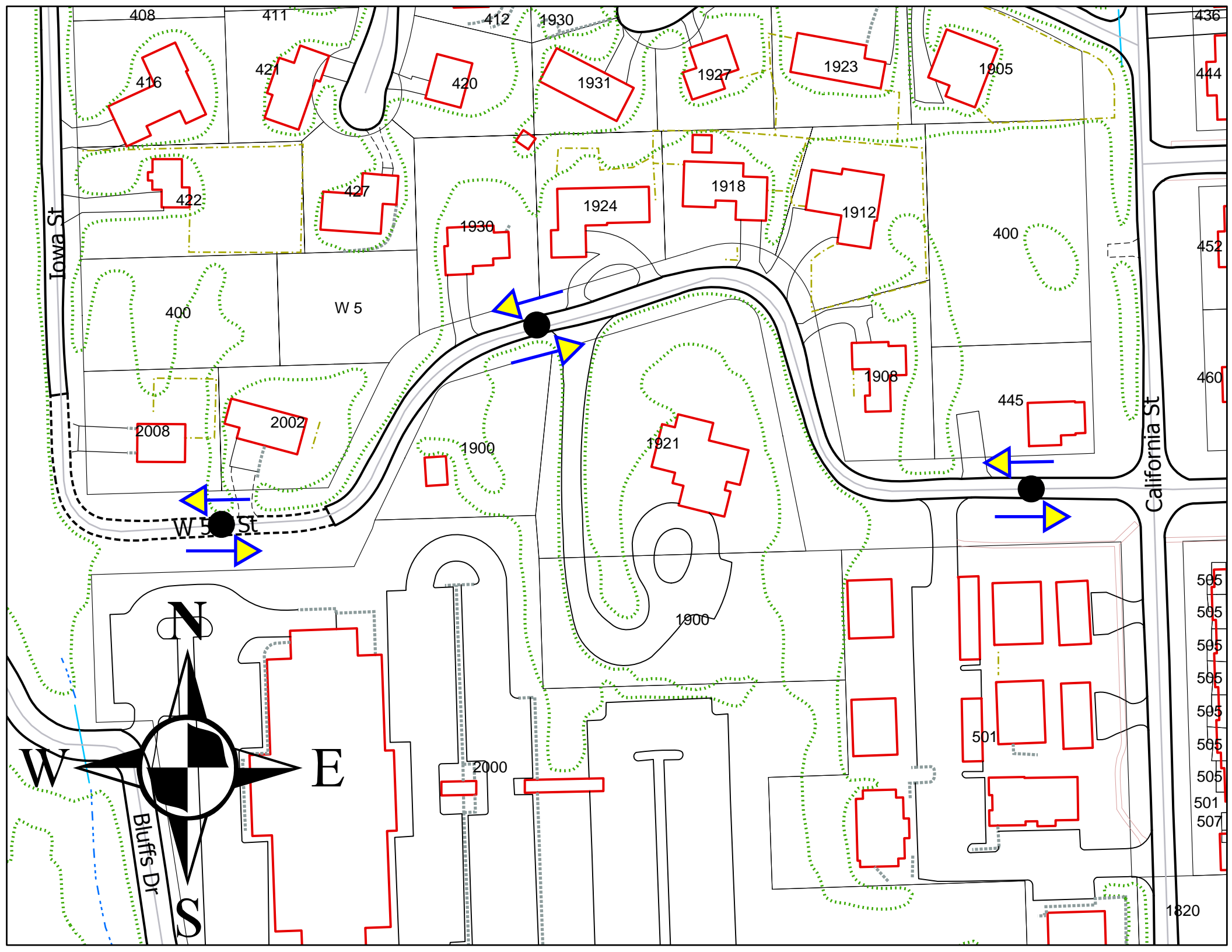


**Diane Stoddard**, *Assistant City Manager* - [dstoddard@ci.lawrence.ks.us](mailto:dstoddard@ci.lawrence.ks.us)

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





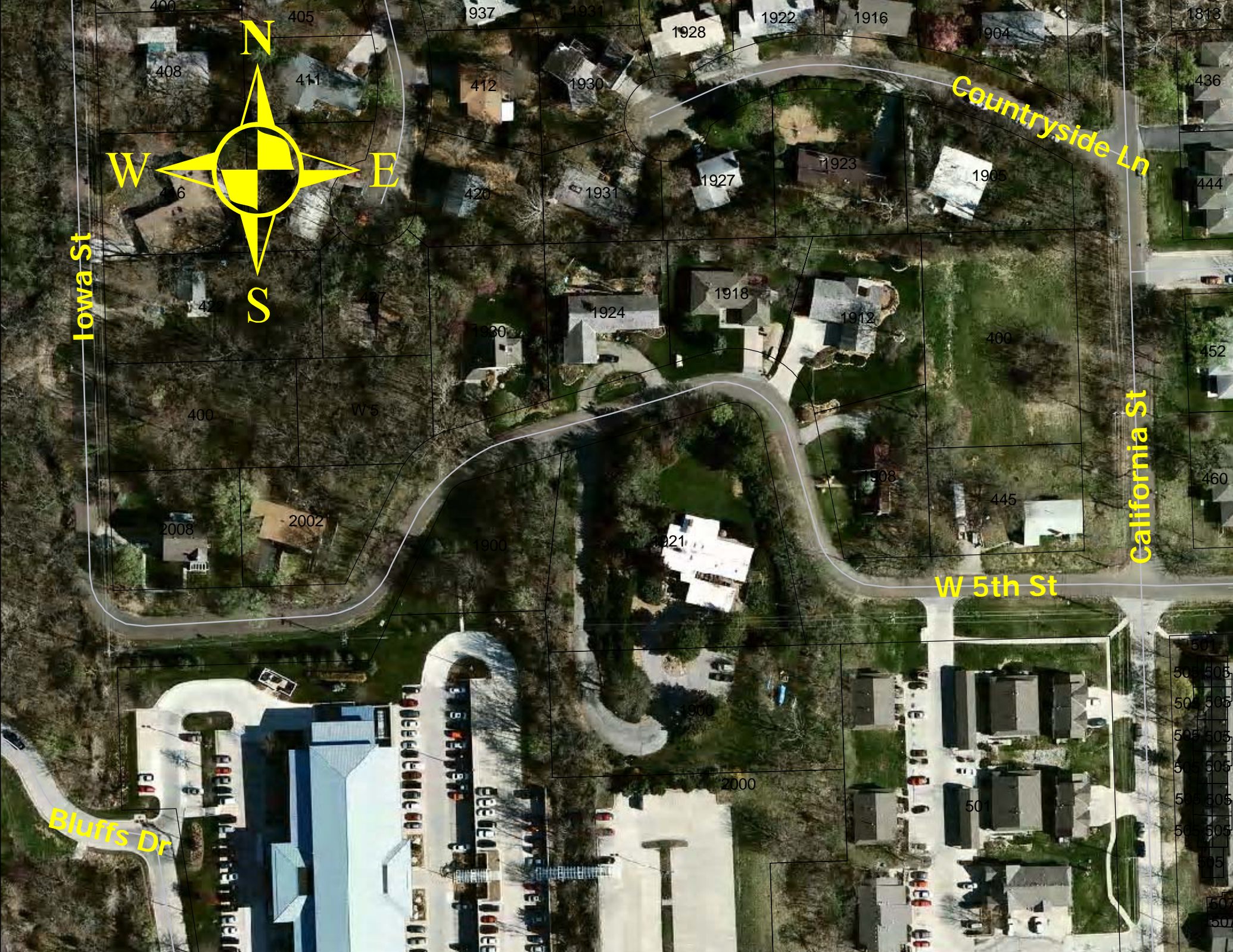
Iowa St

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 85<sup>th</sup> 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 85<sup>th</sup> 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.



**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 85<sup>th</sup> 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](mailto: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

