

## AGENDA – TSC 5/3/10

ITEM NO. 4: Consider establishing a MULTIWAY STOP at the intersection of 11<sup>th</sup> Street & Indiana Street.

Facts:

1. 11<sup>th</sup> Street is classified as a “collector” street and Indiana Street is classified as a “local” street.
2. The criteria for consideration of a MULTIWAY STOP are found in the *Manual on Uniform Traffic Control Devices* (attached).
3. Traffic counts taken on 14-15 April 2010 show that the minimum required volume of traffic needed to consider a MULTIWAY STOP is not met.
4. Police Department crash records show that there were 2 reported crashes in 2005, 6 reported crashes in 2006, 2 reported crashes in 2007 and 6 reported crashes in 2008, when STOP signs were in place stopping the major flow of traffic.
5. Therefore, it does not appear that a MULTIWAY STOP can be justified at this intersection.

## MINUTES – TSC 5/3/10

### ITEM NO. 4:

**Consider establishing a MULTIWAY STOP at the intersection of 11<sup>th</sup> Street & Indiana Street.**

David Woosley presented the information provided in the staff report.

Commissioner Heckler noted that the letter from the University of Kansas supported stopping Indiana Street traffic and allowing 11<sup>th</sup> Street to flow freely; this would facilitate bus traffic, particularly during inclement weather.

Public comment:

Doug Riat, University of Kansas, Director of Facilities Operation and Planning: The University would be in favor of a MULTIWAY STOP at the intersection of 11<sup>th</sup> Street & Indiana Street, but if you chose not to establish a MULTIWAY STOP, we believe that traffic flow would be improved by having through traffic on 11<sup>th</sup> Street compared to way it was before the temporary STOP signs. The hill really is particularly steep at this particular intersection and it's helpful for the bus traffic to not have to come to a stop at Indiana Street in either direction. In addition, the majority of the student pedestrian is moving east-west.

Commissioner Miller: The right thing seems to be to stop the traffic on Indiana Street.

**MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND REMOVING THE STOP SIGNS ON 11<sup>TH</sup> STREET AT INDIANA STREET AND ESTABLISHING STOP SIGNS ON INDIANA STREET AT 11<sup>TH</sup> STREET; THE MOTION WAS APPROVED 7-0.**



**ALL WAY Stop Warrant Worksheet**



Date: 14-15 April 2010

Location: 11th Street & Indiana Street

Time Period	11th Street							Indiana Street							Grand Total
	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	
12-01		28			33		61		23			11		34	95
01-02		22			29		51		21			8		29	80
02-03		15			10		25		11			8		19	44
03-04		6			9		15		5			0		5	20
04-05		3			5		8		7			4		11	19
05-06		6			8		14		1			5		6	20
06-07		12			17		29		13			17		30	59
07-08		51			97		148		34			56		90	238
08-09		100			153		253		72			63		135	388
09-10		122			133		255		71			39		110	365
10-11		135			139		274		114			51		165	439
11-12		161			107		268		115			58		173	441
12-01		173			145		318		126			62		188	506
01-02		151			146		297		118			47		165	462
02-03		189			158		347		117			49		166	513
03-04		196			173		369		115			49		164	533
04-05		225			168		393		134			57		191	584
05-06		193			179		372		126			62		188	560
06-07		158			151		309		109			55		164	473
07-08		120			122		242		106			47		153	395
08-09		99			111		210		88			32		120	330
09-10		110			112		222		105			38		143	365
10-11		63			78		141		47			39		86	227
11-12		63			43		106		37			33		70	176
Totals	0	2401	0	0	2326	0	4727	0	1715	0	0	890	0	2605	7332

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **334**

Average minor street volume for same 8 hours = **175**

## **Section 2B.05 STOP Sign Applications**

### **Guidance:**

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

### **Standard:**

**Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.**

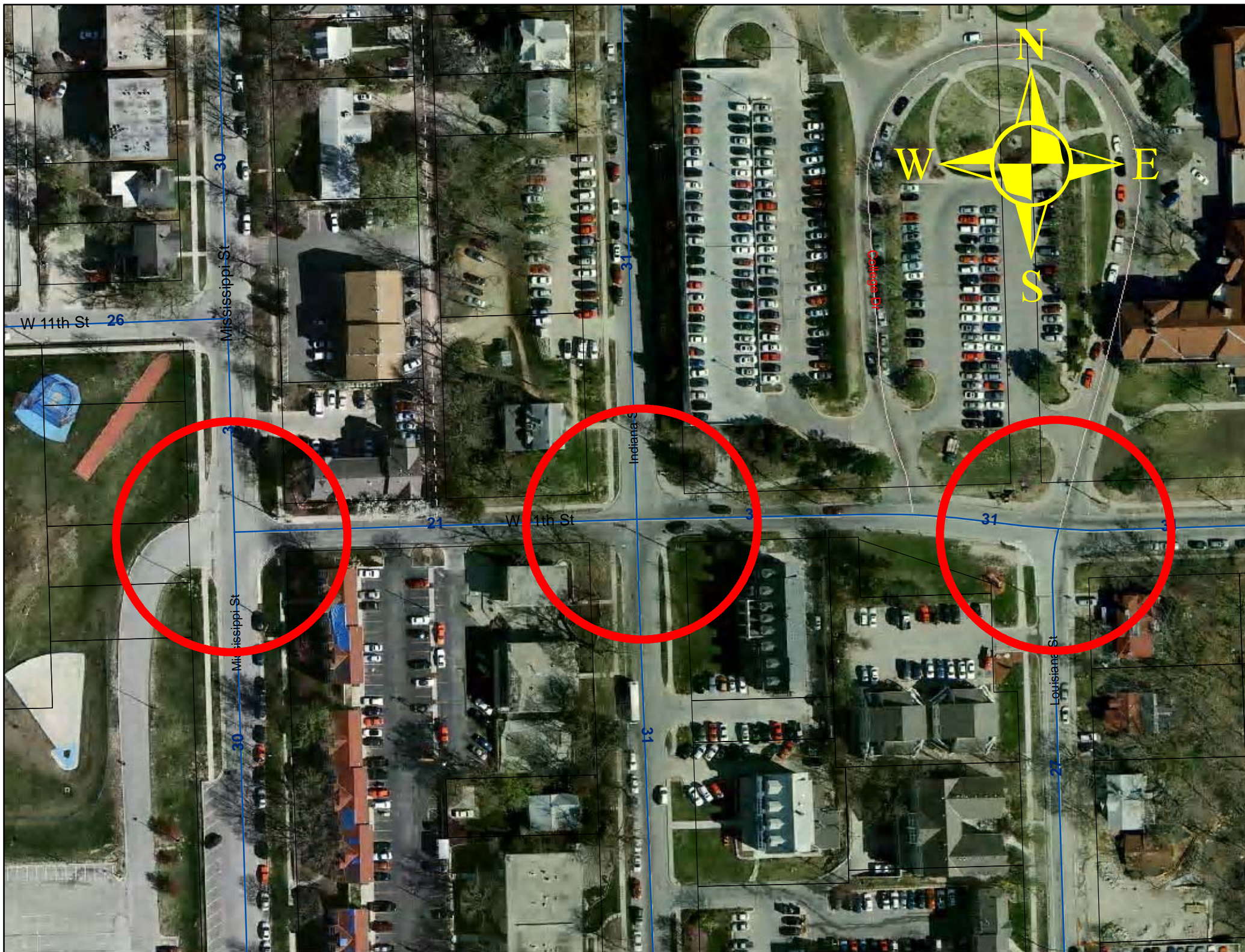
**Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.**

### **Guidance:**

STOP signs should not be used for speed control.

**STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop.** At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).







City of Lawrence  
Traffic Safety Commission

April 30, 2010

Dear Commission Members:

Agenda Items No. 3, 4 and 5 to establish Multi-way Stop Signs at three separate City intersection locations are of particular interest to the University of Kansas and the safety of students. Documentation of traffic counts have been shared with University staff, as well as the recommendations for each agenda item. The University understands traffic volume may not meet the required threshold necessary to recommend permanent multi-way stop signs. The University further understands that pedestrian counts are not available for consideration. However, the University strongly recommends that pedestrian safety considerations be given consideration and believes that they outweigh the basis traffic count criteria.

For instance, approximately 575 students currently live in the GSP/Corbin Residence Hall Complex and many walk to and from campus. The safety of these students has been greatly enhanced by the temporary installation of the Stop Signs at 11<sup>th</sup> and Louisiana Street (Agenda Item No. 3) as well as the Stop Signs at 11<sup>th</sup> and Indiana (Agenda Item No. 4). In addition, establishing Stop Signs at 11<sup>th</sup> and Indiana that would permit through east-west through traffic on 11<sup>th</sup> Street and stop north-south traffic on Indiana Street would significantly benefit bus traffic, particularly in inclement weather. Finally, the multi-way stop at 11<sup>th</sup> and Mississippi Street (Agenda Item No. 5) has improved traffic flow as well as pedestrian safety. Further, by slowing traffic on Mississippi Street between 9<sup>th</sup> Street and the traffic booth entrance to the Main Campus, crosswalk safety has been improved, particularly for the sidewalk and stair from the new Oread and 12<sup>th</sup> Street to Mississippi Street.

While the University understands traffic volume criteria may not warrant multi-way stop signs at the locations references, we recommend that the improved student and pedestrian safety be given overriding consideration to approve the permanent Multi-way Stop Signs at each of these three intersections.

Thank you for your consideration.

Sincerely,



Don Steeples  
Senior Vice Provost

cc  
Chancellor's Office  
Facilities Operations