

## **AGENDA – TSC 5/3/10**

ITEM NO. 5: Consider establishing a MULTIWAY STOP at the intersection of 11<sup>th</sup> Street (east leg) & Mississippi Street.

Facts:

1. Both Mississippi Street (to the north) and 11<sup>th</sup> Street are classified as “collector” streets.
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; however, if traffic from the private driveway on the west leg of the intersection is included, the criteria may be met. That data will be collected and provided at the meeting.
4. If a MULTIWAY STOP is established, the private driveway should be reconstructed in order to install the STOP sign closer to the intersection. Currently, the temporary STOP is installed approximately 60 feet south of the intersection; this can cause confusion for motorists and reduce the visibility for westbound motorists on 11<sup>th</sup> Street turning south onto Mississippi Street.

## **MINUTES – TSC 5/3/10**

### **ITEM NO. 5:**

**Consider establishing a MULTIWAY STOP at the intersection of 11<sup>th</sup> Street (east leg) & Mississippi Street.**

David Woosley presented the information provided in the staff report.

Public comment:

Doug Riat, University of Kansas, Director of Facilities Operation and Planning: We would be supportive of the MULTIWAY STOP at 11<sup>th</sup> Street & Mississippi Street; we believe it has improved both the pedestrian and traffic flow in that area; and we are willing to reconstruct our driveway to facilitate proper location of the STOP sign.

Betty Alderson, 1920 Maine Street: This is one STOP sign that I find very annoying and unnecessary. If you come east on 11<sup>th</sup> Street you stop at Mississippi Street; if you make a right-turn, you stop again, almost immediately; and I consider Mississippi Street from 9<sup>th</sup> Street to the university a pathway to the university and don't find any need for this. As a driver and someone who has been around a couple of days, I would certainly open Mississippi Street through from 9<sup>th</sup> Street up to the hill.

Commissioner Smith: Of the three, this is probably the one I don't like the most, simply because I drive that area all the time and it's a real inconvenience.

Commissioner Harden: There is a lot of research that shows when you install STOP signs, you actually speed-up the traffic rather than slow it down.

**MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A MULTIWAY STOP AT THE INTERSECTION OF 11<sup>TH</sup> STREET (EAST LEG) & MISSISSIPPI STREET; THE MOTION FAILED 2-5.**

**MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND ESTABLISHING A MULTIWAY STOP AT THE INTERSECTION OF 11<sup>TH</sup> STREET (EAST LEG) & MISSISSIPPI STREET SUBJECT TO RECONSTRUCTION OF THE PRIVATE DRIVEWAY ON THE WEST LEG OF THE INTERSECTION; THE MOTION WAS APPROVED 5-2.**



**ALL WAY Stop Warrant Worksheet**



Date: 14-15 April 2010

Location: 11th Street (east leg) & Mississippi Street

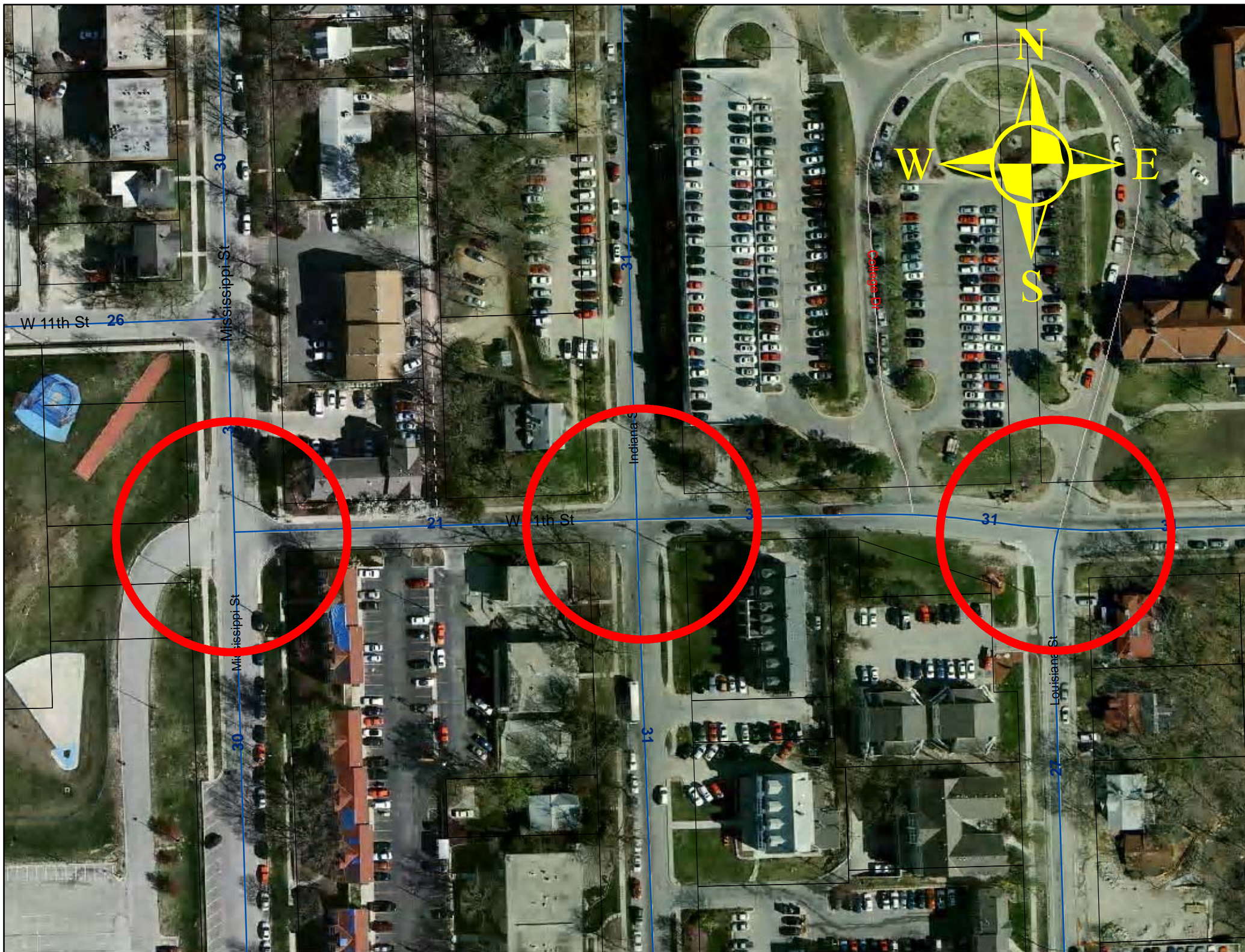
Time Period	Mississippi Street							11th Street							Grand Total
	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	
12-01		20			33		53					37		37	90
01-02		8			30		38					29		29	67
02-03		4			21		25					14		14	39
03-04		9			9		18					10		10	28
04-05		6			13		19					4		4	23
05-06		2			15		17					8		8	25
06-07		10			35		45					17		17	62
07-08		33			184		217					83		83	300
08-09		53			326		379					153		153	532
09-10		93			258		351					142		142	493
10-11		119			277		396					142		142	538
11-12		135			232		367					130		130	497
12-01		188			288		476					172		172	648
01-02		132			233		365					148		148	513
02-03		190			285		475					195		195	670
03-04		171			263		434					184		184	618
04-05		193			246		439					210		210	649
05-06		253			265		518					191		191	709
06-07		109			255		364					172		172	536
07-08		63			176		239					154		154	393
08-09		83			152		235					134		134	369
09-10		71			162		233					129		129	362
10-11		32			92		124					76		76	200
11-12		36			58		94					48		48	142
Totals	0	2013	0	0	3908	0	5921	0	0	0	0	2582	0	2582	8503

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 = **435**

Average minor street volume for same 8 hours = **177**







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