

City of Lawrence
Traffic Safety Commission Agenda
August 2, 2010-7:00 PM
City Commission Room, City Hall

MEMBERS: Ken Miller, Chair; Jason Novotny, Vice-Chair; Stuart Boley; Ryan Devlin; Dan Harden; Richard Heckler; Edwin Rockrock; Jim Woods; and John Ziegelmeyer Jr.

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, June 7, 2010.

ITEM NO. 2: Consider establishing a YIELD sign on Melrose Lane at 25th Street.

Facts:

1. At the April 5, 2010 Traffic Safety Commission meeting, the Commission heard a request for a STOP sign on Melrose Lane at 25th Street; the Commission voted unanimously to table the item and to look at the possibility of installing a YIELD sign instead.
2. According to Police Department records, there were two (2) reported crashes in 2009 involving southbound vehicles; one (1) that collided with an eastbound vehicle and one (1) that collided with a westbound vehicle.
3. The *Manual on Uniform Traffic Control Devices* provides that YIELD signs may be installed at an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.

ITEM NO. 3: Consider establishing a YIELD sign on Crestline Drive at 24th Terrace.

Facts:

1. At the April 5, 2010 Traffic Safety Commission meeting, the Commission heard a request for a STOP sign on Crestline Drive at 24th Terrace; the Commission voted 6-1 to recommend denying the request; however, the City Commission returned this item to look at the possibility of a YIELD sign.
2. According to Police Department records, there have not been any reported crashes at this intersection during the past three (3) years.

ITEM NO. 4: Consider request to construct TRAFFIC CALMING DEVICE on 25th Terrace between Kensington Road & Surrey Drive.

Facts:

1. 25th Terrace is classified as a "local" street.
2. The city's *Traffic Calming Policy* provides that TRAFFIC CALMING DEVICES may be permitted on "local" streets if the 85th percentile speed of traffic is 5 mph or more over the speed limit; or if the 24-hour two-way volume of traffic exceeds 1000.
3. The speed limit on 25th Street is 30 mph.
4. Traffic data collected June 16-17, 2010, found the overall 85th percentile speed to be 34.43 mph and the average 24-hour two-way volume to be 1370; therefore, this location meets the minimum criteria for consideration of TRAFFIC CALMING DEVICES.

ITEM NO. 5: Public Comment.

ITEM NO. 6: Commission Items.

ITEM NO. 7: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to deny the request to construct a traffic signal at the intersection of Atchison Avenue & Clinton Parkway;

Concurred with the recommendation to deny the request to establish a YIELD sign on the Clinton Parkway Frontage Road at Atchison Avenue/Breckenridge Drive;

Concurred with the recommendation to deny the request to establish NO SEMI TRUCKS in the Old West Lawrence neighborhood;

Concurred with the recommendation to not construct TRAFFIC CALMING DEVICES on 5th Street between California Street & Iowa Street;

Concurred with the recommendation to not make any changes to the SCHOOL CROSSING CONTROL POLICY;

Concurred with the recommendation to deny the request to establish NO PARKING along one side of Wimbledon Drive between Inverness Drive & Turnberry Drive

Concurred with the recommendation to deny the request to establish STOP signs on 24th Street at Ponderosa Drive;

Concurred with the recommendation to deny the request to establish NO PARKING along both sides of Stone Meadows Drive approximately 120 feet north of Stone Meadows Court;

Concurred with the recommendation to deny the request to establish NO PARKING along the west side of Sunset Drive between Cambridge Road & Harvard Road;

Concurred with the recommendation to deny the request to permit PARKING on 13th Street in front of 833 E. 13th Street;

Concurred with the recommendation to deny the request to construct SPEED HUMPS on Edgewood Lane;

Concurred with the recommendation to deny the request to establish a STOP sign on Crestline Drive at 24th Terrace and a STOP sign on Melrose Lane at 25th Street;

Concurred with the recommendation to establish a STOP sign on Troon Lane at Carmel Drive;

Approved the request to establish YIELD signs on Pleasant Street at 4th Street;

Concurred with the recommendation to deny the request to rescind the 35 MPH SPEED LIMITS on 4th Street between McDonald Drive & Michigan Street;

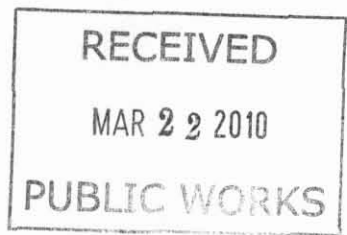
Returned the request to establish a STOP sign on Crestline Drive at 24th Terrace for further consideration;

Concurred with the recommendation to establish NO PARKING along the north side of 13th Street between Oread Avenue & Louisiana Street;

Concurred with the recommendation to remove the STOP signs on 11th Street at Indiana Street;

Concurred with the recommendation to establish a MULTI-WAY STOP at the intersection of 11th Street & Louisiana Street; and

Concurred with the recommendation to establish a MULTI-WAY STOP at the intersection of 11th Street (east leg) & Mississippi Street, subject to reconstruction of the private driveway on the west leg of the intersection.



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)

Section 2B.08 YIELD Sign (R1-2)**Standard:**

- 01 **The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.**

Support:

- 02 The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down to a speed that is reasonable for the existing conditions or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications**Option:**

- 01 YIELD signs may be installed:
- A. On the approaches to a through street or highway where conditions are such that a full stop is not always required.
 - B. At the second crossroad of a divided highway, where the median width at the intersection is 30 feet or greater. In this case, a STOP or YIELD sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
 - C. For a channelized turn lane that is separated from the adjacent travel lanes by an island, even if the adjacent lanes at the intersection are controlled by a highway traffic control signal or by a STOP sign.
 - D. At an intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.
 - E. Facing the entering roadway for a merge-type movement if engineering judgment indicates that control is needed because acceleration geometry and/or sight distance is not adequate for merging traffic operation.

Standard:

- 02 **A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout. YIELD signs at roundabouts shall be used to control the approach roadways and shall not be used to control the circulatory roadway.**
- 03 **Other than for all of the approaches to a roundabout, YIELD signs shall not be placed on all of the approaches to an intersection.**

Section 2B.10 STOP Sign or YIELD Sign Placement**Standard:**

- 01 **The STOP or YIELD sign shall be installed on the near side of the intersection on the right-hand side of the approach to which it applies. When the STOP or YIELD sign is installed at this required location and the sign visibility is restricted, a Stop Ahead sign (see Section 2C.36) shall be installed in advance of the STOP sign or a Yield Ahead sign (see Section 2C.36) shall be installed in advance of the YIELD sign.**
- 02 **The STOP or YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.**
- 03 **STOP signs and YIELD signs shall not be mounted on the same post.**
- 04 **No items other than inventory stickers, sign installation dates, and bar codes shall be affixed to the fronts of STOP or YIELD signs, and the placement of these items shall be in the border of the sign.**
- 05 **No items other than official traffic control signs, inventory stickers, sign installation dates, anti-vandalism stickers, and bar codes shall be mounted on the backs of STOP or YIELD signs.**
- 06 **No items other than retroreflective strips (see Section 2A.21) or official traffic control signs shall be mounted on the fronts or backs of STOP or YIELD signs supports.**

Guidance:

- 07 *STOP or YIELD signs should not be placed farther than 50 feet from the edge of the pavement of the intersected roadway (see Drawing F in Figure 2A-3).*
- 08 *A sign that is mounted back-to-back with a STOP or YIELD sign should stay within the edges of the STOP or YIELD sign. If necessary, the size of the STOP or YIELD sign should be increased so that any other sign installed back-to-back with a STOP or YIELD sign remains within the edges of the STOP or YIELD sign.*

Option:

- 09 Where drivers proceeding straight ahead must yield to traffic approaching from the opposite direction, such as at a one-lane bridge, a TO ONCOMING TRAFFIC (R1-2aP) plaque may be mounted below the YIELD sign.

1930 & 2021 *

KU

2030

Clinton Pkwy

Clinton Pkwy

W 23rd St

Iowa St

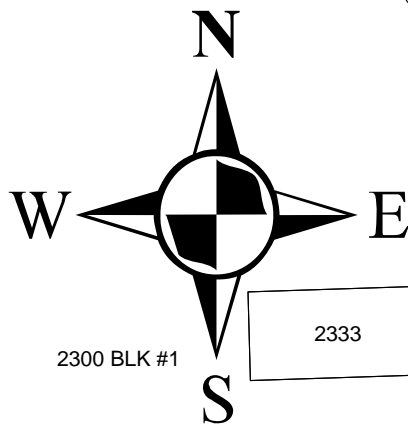
Clinton Pkwy (frontage)

Crestline Dr

Melrose Ln

W 25th St

W 24th St



2300 BLK #1

2333

2415

2125

2309

2301

2300

2330

2327 & 2337

2340

2348 2347 #1-8

2346 1904 #1-13

2329 & 2339

2415

2425

2429

2435

2412

2428-2437 *

2420

2434

1912

2500-A,B

2540 (& 2520)

2410-30 *

2434-A-F

2424

2449 *

2433-49 *

2201

2201-A
2201-B
2201 (COMMON)

2525

2401

2201-C
2201-D

2201-E

W 24th Ter

COMMON AREA

Holcom Park

2600

2601 *

2523 2521

2503 2501

2525 2515 2511

2505

2527 2517 2513

2507

2611 2609

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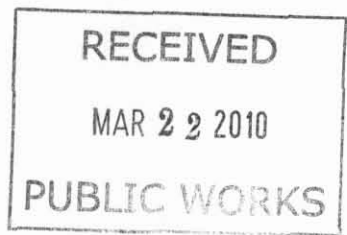
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Traffic Safety Commission
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P.O. Box 708
Lawrence, KS 66044

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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)

June 10, 2010

Attn: Traffic Safety Commission

Re: Request for study to determine need for traffic calming device on E. 25th Terrace between Kensington Rd. and Surrey Dr.

My husband, Ryan and I purchased 1909 E. 25th Terr. in May. We have four sons, one with cerebral palsy who uses a walker or wheelchair for mobility. The only continuous sidewalk is on the north side of the street, requiring him to cross the street to go anywhere, including the nearest bus stop. He is unable to walk through or maneuver his chair through terrain such as grass. He also moves more slowly than the average person and is unable to get across the street immediately, should a car be traveling too fast.

We have noticed and been told by neighbors since moving in, that traffic travels at a high rate of speed through the neighborhood due to no stop sign or other traffic calming device, except a yield sign at the corner. We have witnessed a number of close calls at the corner due to an auto traveling too fast west on E. 25th Terr. to be able to yield to the car traveling on Kensington. Our neighbors have also reported to us that this has been an ongoing problem.

We, along with our neighbors, request a study to determine the need for a traffic calming device and would like to receive a copy of the results of such study.

Thank you in advance for your timely attention to this matter.

Sincerely,

/S/

Jennifer Thomas

1909 E. 25th Terr.

Lawrence, KS 66046

(785)727-9982

Jennifer.thomas@washburn.edu



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 85th 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 85th 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.

E 24th Ter



Surrey Dr

E 25th Ter

Carlton Dr

Kensington Rd

Dover Ct

EB: 613 @ 29.93 mph
WB: 915 @ 33.11 mph

EB: 478 @ 37.20 mph
WB: 731 @ 38.06 mph



City of Lawrence
Traffic Safety Commission
June 7, 2010 Minutes

MEMBERS PRESENT: Jim Woods, Chair; Ryan Devlin, Dan Harden; Richard Heckler; Jason Novotny, Edwin Rothrock; Robin Smith; and John Ziegelmeyer Jr.

MEMBER ABSENT: Ken Miller, Vice-Chair

STAFF PRESENT: David Woosley, Public Works 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; and introduced two new members of the Commission, Ryan Devlin and John Ziegelmeyer, Jr.

ITEM NO. 1:

Review and approve the minutes of the Traffic Safety Commission meeting, May 3, 2010.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER NOVOTNY, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MAY 3, 2010; THE MOTION CARRIED 6-0-2.

ITEM NO. 2:

Consider request to establish a MID-BLOCK CROSSWALK on Kentucky Street between 12th Street & 13th Street.

David Woosley presented the information provided in the staff report.

Commissioner Ziegelmeyer asked if city staff could do any of the work; Woosley advised that most of the work could be done by staff depending on the time frame.

Commissioner Woods asked if sidewalk ramps were a necessity; Woosley advised that is a requirement of the Americans With Disabilities Act.

Public comment:

Cris Denning, representing Saint John Catholic Church: We do have several parishioners who are blind and have to cross the street at least eight times and it can be tricky if someone doesn't meet them and help them cross.

Commissioner Woods noted that the church had provided a letter with substantial support for the crossing.

Commissioner Woods: I understand we haven't had anybody hit there, but I think it is only a matter of time.

Commissioner Woods asked how many mid-block crosswalks were in town similar to this location; Woosley advised that there were no other mid-block crosswalks only on collector streets; all the existing ones either had a raised crosswalk, pedestrian refuge islands or signals as a part of the installation.

Commissioner Harden asked what the street width was; Woosley advised that it was approximately 30 feet.

Commissioner Harden asked if signals had ever been installed for a church; Woosley advised not that he was aware of.

Commissioner Harden asked how many parking spaces were in the parking lot; a representative from Saint John's estimated about 30.

Commissioner Harden: An unmarked crosswalk is probably an inappropriate solution.

Commissioner Heckler asked Ms. Denning how she would like to proceed; Denning advised that they would leave it up to the Commission as to what the best solution would be.

Commissioner Rothrock: A crosswalk without any others controls is pointless.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND CONSTRUCTING A SIGNALIZED MID-BLOCK PEDESTRIAN CROSSING ON KENTUCKY STREET BETWEEN 12TH STREET & 13TH STREET; THE MOTION CARRIED 8-0.

ITEM NO. 3:

Consider request to establish NO PARKING along the south side of 19th Terrace between Naismith Drive & Ousdahl Road.

David Woosley presented the information provided in the staff report.

Commissioner Rothrock asked what the width of the street was; Woosley estimated approximately 26 feet.

Public comment:

Betty Alderson, 1920 Maine Street: I live just east of this area; if you try to drive through there, it is very difficult; it would be very difficult to get an emergency vehicle through; I certainly can see why the people would ask to have the parking removed from one side of the street.

Commissioner Woods asked if there were any similar restrictions; Woosley advised that several of the streets south of 19th Street and west of Naismith Drive had the same existing restriction.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE SOUTH SIDE OF 19TH TERRACE BETWEEN NAISMITH DRIVE & OUSDAHL ROAD; THE MOTION CARRIED 8-0.

ITEM NO. 4:

Consider request to construct TRAFFIC CALMING DEVICES on 9th Street between Locust Street & Walnut Street.

David Woosley presented the information provided in the staff report.

Commissioner Harden asked if the entire right-of-way was within the city; Woosley advised that the city limits went down the center of the roadway; however, the city maintains the entire roadway and the county director of public works advised that they would probably not have any problem with traffic calming as long as they were notified.

Public comment:

Will Robarge, 305 N. 9th Street: The traffic on 9th Street is a huge issue with us and our children; the clientele from the establishment down the street tends to drive faster than normal; the study conducted during the week shows a high volume of cars exceeding the speed limit; on a weekend, the number of vehicles could easily double and that speed definitely would go up; we have had accidents there and incidents where pedestrians have almost gotten hit from drag-racing; my request is to construct speed humps and I would be willing to pay the costs.

Commissioner Ziegelmeyer asked what time the counts were taken; Woosley advised they were taken for 24 hours.

Commissioner Woods: The speeding and drag-racing may or may-not be helped with a traffic calming device.

Commissioner Ziegelmeyer asked how many humps would be needed for the long stretch of roadway; Woosley advised that at least two would be needed and possibly three.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND CONSTRUCTING TRAFFIC CALMING DEVICES ON 9TH STREET BETWEEN LOCUST STREET & WALNUT STREET; THE MOTION CARRIED 8-0.

ITEM NO. 5:

Elect Chair and Vice-Chair of the Traffic Safety Commission for the period 2010-2011.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER SMITH, TO ELECT KEN MILLER CHAIR OF THE TRAFFIC SAFETY COMMISSION FOR THE PERIOD 2010-2011; THE MOTION CARRIED 8-0.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER SMITH, TO ELECT JASON NOVOTNY VICE-CHAIR OF THE TRAFFIC SAFETY COMMISSION FOR THE PERIOD 2010-2011; THE MOTION CARRIED 7-0-1.

ITEM NO. 6:

Public Comment:

Betty Alderson, 1920 Maine: I drive past the catholic church every time I come downtown; that is a problem, but as a member of the public, there are a lot of other churches in town that might have crossing problems.

ITEM NO. 7:

Commission Items:

None.

ITEM NO. 8:

Miscellaneous:

Consider request to remove the NO PARKING BUS STOP on the north side of 10th Street, east of New York Street, adjacent to New York School.

David Woosley advised that the restriction had been requested by New York School several years ago; however, they no longer need the area.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER ROTHROCK, TO RECOMMEND REMOVING THE NO PARKING BUS STOP ZONE ALONG THE NORTH SIDE OF 10TH STREET, EAST OF NEW YORK STREET; THE MOTION CARRIED 8-0.

The meeting adjourned at 7:35 P.M. The next scheduled meeting is Monday, July 5, 2010.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

From: Nancy DeGarmo [mailto:NDeGarmo@usd497.org]
Sent: Friday, June 04, 2010 9:55 AM
To: David Woosley
Cc: Rick Gammill
Subject: no parking sign NY

Dear David,

There is a no parking sign in the 500 block of tenth street (block of New York school). The sign is located in the area south of our playground. This was placed there when they loaded and unloaded buses in this area. We no long do that an will need this area for parking. Would it be possible to remove this sign?

Thank you for your consideration.

Nancy DeGarmo
Principal
New York Elementary
(785)832-5780
ndegarmo@usd497.org

SCHEDULE 5

BUS LOADING ZONES

BUS LOADING ZONES. Bus loading zones are hereby established in the following locations:

| | |
|-------------------------|--|
| Crescent Drive | North side, 78 feet east of Naismith Drive to 113 feet east of Naismith Drive (Jayhawk Bookstore) |
| Fireside Drive | East side, 348 feet south of Trail Road, south 58 feet (Boardwalk Apartments) |
| Fireside Drive | South side, Frontier Road, east 100 feet (Boardwalk Apartments) |
| Louisiana Street | West side, 460 feet south of 19th Street to 300 feet north of 21st Street (Lawrence High School) (Ord. 7270) |
| Mississippi Street | West side, 7 a.m. to 5 p.m., Monday through Friday, 6th Street, north 200 feet; (Pinckney School) |
| New Jersey | East side, 14 th Street, north 50 feet – (Ord. 7649) |
| 5 th Street | East side, Elm Street, 190 feet south (7:00am – 4:00pm, School Days) (Ord. 7608) |
| 9th Street | North side, 48 feet west of Massachusetts Street to 151 feet west of Massachusetts Street |
| 10 th Street | North side, 110 feet east of New York Street (8:00 a.m. – 4:00 p.m., School Days) (Ord. 7723) |

City of Lawrence
Traffic Safety Commission
August 2, 2010 Minutes

MEMBERS PRESENT: Ken Miller, Chair; Jason Novotny, Vice-Chair; Stuart Boley; Ryan Devlin; Edwin Rothrock; Jim Woods; and John Ziegelmeyer Jr.

MEMBER ABSENT: Dan Harden; Richard Heckler

STAFF PRESENT: David Woosley, Public Works Department

Chair Ken Miller 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, June 7, 2010.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER DEVLIN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, JUNE 7, 2010; THE MOTION CARRIED 5-0-2.

ITEM NO. 2:

Consider establishing a YIELD sign on Melrose Lane at 25th Street.

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Woods asked what kind of traffic volumes there were; Woosley advised that both streets were residential in a multi-family area, however there could be significant volumes on 25th Street when there are events at Holcom Park.

Commissioner Woods asked if the YIELD sign would go on Melrose; Woosley advised that was correct.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER ROTHROCK, TO RECOMMEND ESTABLISHING A YIELD SIGN ON MELROSE LANE AT 25TH STREET; THE MOTION CARRIED 7-0.

ITEM NO. 3:

Consider establishing a YIELD sign on Crestline Drive at 24th Terrace.

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Miller asked if there was any data to support installing a YIELD sign; Woosley advised that there was not.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER DEVLIN, TO RECOMMEND TO NOT ESTABLISH A YIELD SIGN ON CRESTLINE DRIVE AT 24TH TERRACE; THE MOTION CARRIED 7-0.

ITEM NO. 4:

Consider request to construct TRAFFIC CALMING DEVICES on 25th Terrace between Kensington Road & Surrey Drive.

David Woosley presented the information provided in the staff report.

Commissioner Miller asked if we were talking speed humps; Woosley advised that would be possible at mid-block locations, however, a traffic calming circle could be considered in the intersection.

Commissioner Ziegelmeyer asked if the intersection at Kensington was uncontrolled; Woosley advised that there were YIELD signs.

Commissioner Woods stated that he thought anything we could do would be beneficial.

Public comment:

Jennifer Thomas, 1909 E. 25th Terrace: We live on the side where there is no sidewalk, so we have to cross the street to get anywhere; after living here for a while and speaking with neighbors, we find the amount of traffic and the speed has been progressively getting worse over time; they pay no attention to anyone trying to cross the street either at the corner or mid-block; we are aware there is no funding now; there is no safe way for our children to walk to Prairie Park School.

Keena Schmidt, 1916 E. 25th Terrace: I have two small children and the whole neighborhood is full of children; I won't let my children go past the sidewalk and most times won't let them play on the sidewalk because cars are crazy; it is scary; I would hope that something could be done because it is only going to get worse; they are going to be developing off O'Connell Road, so the traffic is going to be insane; my daughter can't even walk to school it is so bad.

Ryan Thomas, 1909 E. 25th Terrace: We have a cone we set out in the street when our children are playing and it helps to slow people down, but, lately they've just been running it over and when you yell at them to slow down, most of the time I get the "finger"; but some people do actually slow down; I'm scared that some day a ball may get out of the yard and one of the children will get hit.

Major Chapman, 1816 E. 25th Terrace: I have only lived here for three months, but the traffic has increased in that period of time and mostly it is speeding; I regularly hear car horns because people don't understand the yield signs; I realize there needs to be a calming device on the street, but I would oppose anything in the intersection; I already have a difficult time getting out of there.

Commissioner Woods: It looks to me like the primary speed area is over by Surrey.

Commissioner Miller: It is important to realize that any temporary solution will be a long term solution.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND CONSTRUCTING TRAFFIC CALMING DEVICES ON 25TH TERRACE BETWEEN KENSINGTON ROAD & SURREY DRIVE; THE MOTION CARRIED 7-0.

ITEM NO. 5:

Public Comment:

None.

ITEM NO. 6:

Commission Items:

None.

ITEM NO. 8:

Miscellaneous:

None.

The meeting adjourned at 7:25 P.M. The next scheduled meeting is Monday, October 4, 2010.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer