

City of Lawrence
Traffic Safety Commission Agenda
December 6, 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, November 1, 2010.

ITEM NO. 2: Consider request to install SCHOOL REDUCED SPEED ZONE WITH FLASHING BEACONS on Oak Tree Drive at Vantuyl Drive.

Facts:

1. This school crossing currently has a reduced speed zone, but does not have flashing beacons.
2. The city's *School Crossing Control Policy* (attached) provides that "A reduced speed zone with flashing beacons may be provided for each marked school crosswalk that is not protected by a stop sign or traffic signal, if the following minimum requirements are met: the average number of students exceeds 40 and the available safe gaps in the traffic is greater than 1.5 per minute..."
3. Traffic data collected during September found over 40 students crossing Oak Tree Drive and found the available safe gaps in the traffic stream to range from 1.6 to 5.8 during the crossing period.
4. Therefore, this location meets the minimum criteria for consideration of a reduced speed zone with flashing beacons.

ITEM NO. 3: Consider request to construct TRAFFIC CALMING DEVICES on Trail Road between Kasold Drive & Monterey Way.

Facts:

1. Trail Road is classified as a "collector" street in a residential area and is paved 26 feet wide.
2. Parking is currently permitted along both sides of Trail Road.
3. The speed limit on Trail Road is 30 mph.
4. Approximately 70% of the roadway frontage consists of residential lots with the houses facing Trail Road.
5. Traffic data obtained November 4-5, 2010, found an average of 1955 vehicles per day and an 85th percentile speed of 37.9 mph.
6. The city's *Traffic Calming Policy* (attached) provides that traffic calming devices may be permitted on collector streets if the 85th percentile speed of traffic is 5 mph or greater over the legal speed limit, or if more than 50% of the frontage consists of residential lots with the houses facing the street in question.
7. Therefore, this section of Trail Road meets the minimum requirements for consideration of traffic calming.

ITEM NO. 4: Consider request to construct TRAFFIC CALMING DEVICES on Crestline Drive between 6th Street & 9th Street.

Facts:

1. Crestline Drive is classified as a "local" street in a residential area and is paved 26 feet wide.
2. Parking is currently prohibited along the east side of Crestline Drive.
3. The speed limit on Crestline Drive is 30 mph.
4. Traffic data obtained November 15-16, 2010 found 1015 vehicles in a day and an 85th percentile speed of 32.0 mph on the north end of the street and 830 vehicles in a day and an 85th percentile speed of 30.4 mph.
5. The city's *Traffic Calming Policy* (attached) provides that traffic calming devices may be permitted on a local street if the 85th percentile speed of traffic is 5 mph or greater over the legal

speed limit, if the 24-hour two-way traffic volume is greater than 1000, or if 80% of both criteria is satisfied.

6. The only criterion that is met is the volume of traffic in the north section of this area.

ITEM NO. 5: Consider request to establish NO PARKING along the north side of 27th Street west of Kensington Road.

Facts:

1. 27th Street is classified as a "collector" street and is paved 30 feet wide.
2. There has been one (1) reported crash in this area during the past three (3) years; on June 28, 2010, a vehicle hit a vehicle parked on the north side of 27th Street, just west of Kensington Road and left the scene.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items.

ITEM NO. 8: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to deny the request to establish NO PARKING along the west side of Sawgrass Drive from 26th Terrace north to the cul-de-sac;

Concurred with the recommendation to establish NO PARKING along the south side of 11th Street between Kentucky Street & Tennessee Street; and

Concurred with the recommendation to place time limits on the LOADING ZONE along the south side of 22nd Street adjacent to Schwegler School.

From: Rick Gammill [mailto:rgammill@usd497.org]
Sent: Thursday, August 19, 2010 2:37 PM
To: David Woosley
Cc: Debra Tann
Subject: Fwd(2): crosswalk concerns

Dave, we have a marked crosswalk at Oak Tree and Woodland. Please see the e-mail below from a Quail Run parent. Can we request a survey be performed at this location? I know we have done surveys in the past and have not met the numbers required in the City School Control Policy. Let me know. Thanks.

Rick

----- Original Message -----

Debbie Booher Tann, Principal
Quail Run Elementary
1130 Inverness Drive
Lawrence, Kansas 66049

----- Original Message -----

Mrs. Tann,

I just wanted to let you know of a concern that I have regarding the crosswalk on Oak Tree Drive. It perplexes me why the city does not think that the level of traffic there warrants a flashing light during dismissal time. So far, since school has been in session, I have come early and stayed late to help children to cross safely. I would prefer to let my children walk home but am too concerned for their safety to cross without adult supervision given the amount of traffic around that crosswalk.

There has been a constant flow of cars, many of which have not slowed down without me standing in the middle of the street. It may be helpful to request, in the Friday flyer, that parents refrain from parking directly on Oak Tree, because the vehicles obscure the view of children who have already stepped out onto the street. It also causes moving traffic to weave in and out of their appropriate lanes. I know that the crosswalk is not the responsibility of the school, but am wondering if there may be teachers or paras willing to be on a crosswalk rotation.

I have noticed more children, this year, crossing at the bottom of Woodland Drive at Oak Tree, which is a very poor place for them to cross, since it is at a curve at the bottom of the hill. It might be good to divert-encourage that

walking traffic to instead walk down the path and cross over Oak Tree where there is actually a crossing lane and hopefully a crossing guard of some kind. So far, the majority of the kids crossing there look to be K-3....so they are of the younger ages.

Thank you,

Leslie Stallard



CITY OF LAWRENCE, KANSAS
SCHOOL CROSSING CONTROL POLICY

Resolution No. 5777, March 19, 1996
Resolution No. 6604, August 16, 2005
Resolution No. 6748, January 22, 2008
Resolution No. 6777, July 22, 2008

- Premises:
1. Traffic control signs, markings, and signals (other than School Advance and School Crossing signs, and Marked Crosswalks) will be provided for elementary students only. Junior and senior high students are capable of walking to-and-from school without special assistance from adults or traffic control devices.
 2. In order to consider an adult guard or other traffic control device, the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period. The crossing periods to be studied shall be the 45 minutes prior to the beginning of school and the 30 minutes after school dismissal, in 5-minute increments. A minimum of 3 morning and/or 3 afternoon studies will be conducted to determine the average number of children.

SCHOOL ADVANCE SIGN

A School Advance Sign may be provided on each approach of each street adjacent to a school and in advance of every marked school crosswalk that is not adjacent to a school.

MARKED CROSSWALKS

A marked crosswalk may be provided at crossings adjacent to school property, and at other locations where the following minimum requirements are met: vehicles enter the crosswalk (without being required to stop) at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period. Marked crosswalks shall be limited to one per street per school when practical. Unprotected crosswalks (absence of stop sign, traffic signal or adult crossing guard) may be marked if required by a school route plan or, if a school route plan does not exist, it is not practical for children to use a protected crosswalk.

REDUCED SPEED ZONE (20 MPH)

A reduced speed zone may be provided for each marked school crosswalk that is not protected by a stop sign, traffic signal or adult crossing guard. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect at times provided in the *Code of the City of Lawrence*.

REDUCED SPEED ZONE (20 MPH) WITH FLASHING BEACON

A reduced speed zone with flashing beacon may be provided for each marked school crosswalk that is not protected by a stop sign or traffic signal, if the following minimum requirements are met: the average number of students exceeds 40 and the available safe gaps in the traffic is greater than 1.5 per minute; or if the average number of students is 10 or greater and the available safe gaps in the traffic is 1.0-1.5 per minute. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect for 45 minutes prior to the beginning of school and for 30 minutes after the end of school. Any beacons installed under this provision will be removed upon installation of a stop sign or traffic signal under other provisions of this policy.

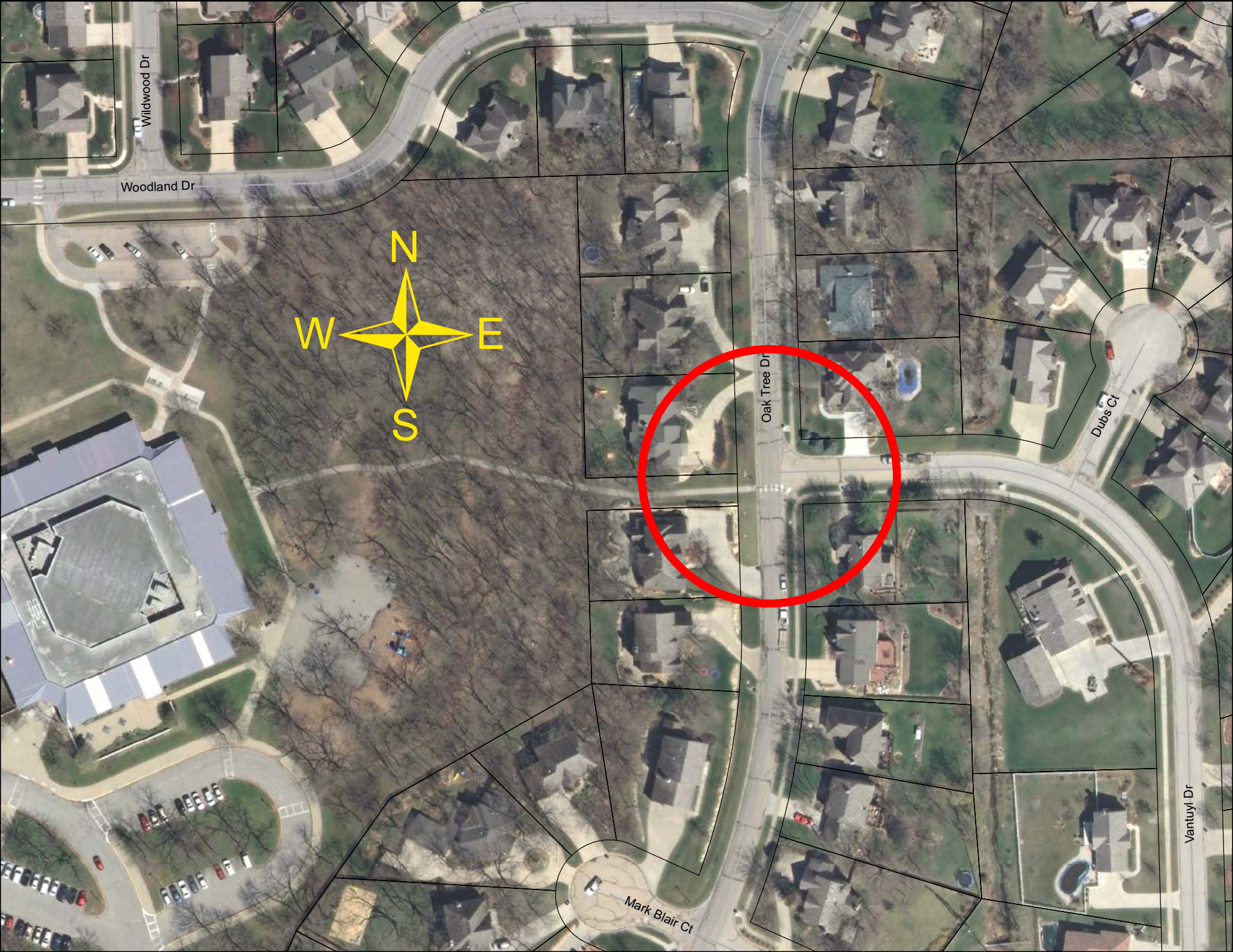
STOP SIGN AND TRAFFIC SIGNAL

A Stop Sign or Traffic Signal will only be provided in accordance with criteria established in the *Manual on Uniform Traffic Control Devices*, as published by the Federal Highway Administration, and adopted by the State of Kansas and the City of Lawrence.

ADULT CROSSING GUARD

An Adult Crossing Guard may be provided if any of the following minimum conditions are met:

1. At an unprotected crosswalk if:
 - (a) the average number of students exceeds 40 and the available safe gaps in the traffic is 1.0-1.5 per minute; or
 - (b) if the average number of students is 10 or greater and
 - (1) the speed limit on the street is over 35mph, or
 - (2) the street is marked for more than 3 lanes of traffic, or
 - (3) the product of the crossing time (in seconds) and the speed limit for approaching traffic (in feet per second) is equal to or larger than the measured sight distance, or
 - (4) the available safe gaps in the traffic is less than 1.0 per minute.
2. At a crosswalk protected by a Stop Sign (not an all-way stop) or a Traffic Signal, if the average number of students is 30 or greater; and
 - (a) the street is marked for 4 lanes or more lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period; or
 - (b) the street is marked for less than 4 lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 300 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period.
3. At a crosswalk at an All-Way Stop if the average number of students is 10 or greater and the all-way stop is warranted during the crossing period.



Wildwood Dr

Woodland Dr



Oak Tree Dr

Dubs Ct

Vantuyl Dr

Mark Blair Ct



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.



Stockade Ct

Stockade St

Cattleman Trl



Riverview Rd

Riverview Ct

Monterey Way

Trail Rd

Cattleman Ct

Tall Grass Ct

Tall Grass Dr

Boulder Ct

Sierra Ct

Sierra Dr

Boulder St

Overland Ct

Overland Dr

Abilene St

W 5th Ter

Kasou St

FROM : Kyle Schaffer

TO: City of Lawrence Traffic Safety Committee

RE: Addition of speed bumps

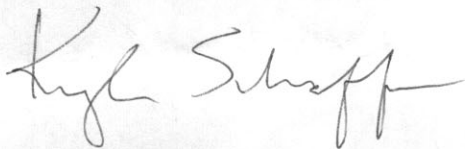
DATE: 5 November 2010

Dear Sir or Madam;

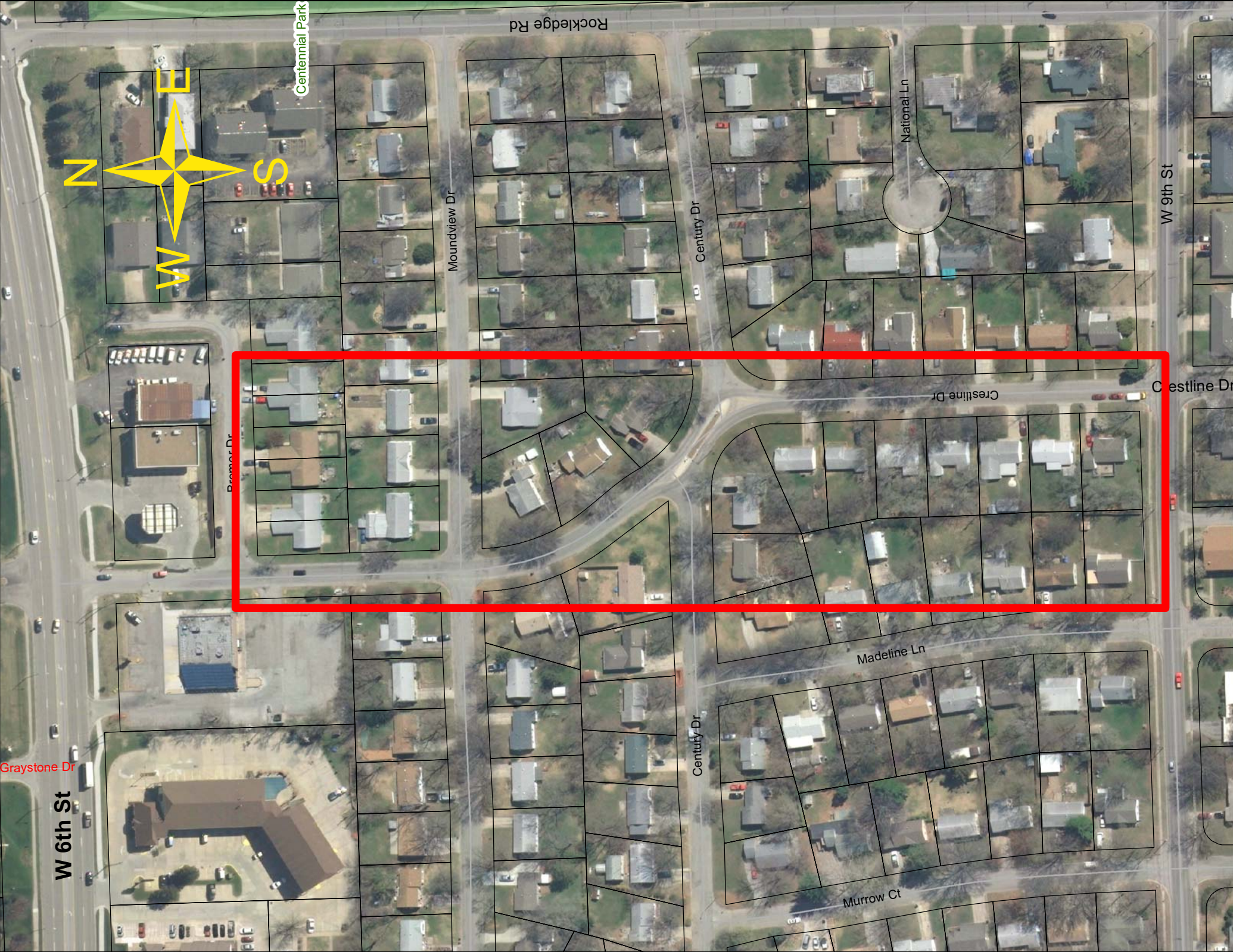
My name is Kyle Schaffer I am currently a resident at 813 Crestline in Lawrence. I have lived there since May 1, 2010 and in my time at that residence I have noticed a blatant disregard for the speed limit along my street. People use this street instead of Kasold and Iowa as a through street between 6th Ave. and 9th Ave. Due to the fact that it is a neighborhood with no stop lights it is a popular street to cut from 6th to 9th, and there is no regard for the safety for the residents along that block. I noticed this because I used to live on Arizona St. between 9th and 6th. There are two speed bumps on that street that are very effective in slowing down the traffic that wants to avoid the intersection at Kasold and 6th. Drivers have the same idea of avoiding the intersection at 6th and Iowa.

Therefore I am officially requesting two speed bumps between 6th and 9th on Crestline. I do so with the safety of myself and my neighbors in mind. Crestline is also a popular street for people who like to run, including myself, and due to the lack of sidewalks on the street it would be beneficial for them to have the added security of two speed bumps.

Thank you for your consideration,

A handwritten signature in black ink that reads "Kyle Schaffer". The signature is written in a cursive, flowing style with a long horizontal stroke at the end.

Kyle Schaffer



Centennial Park

Rockledge Rd

Moundview Dr

Century Dr

National Ln

W 9th St

Crestline Dr

Crestline Dr

Madeline Ln

Murrow Ct

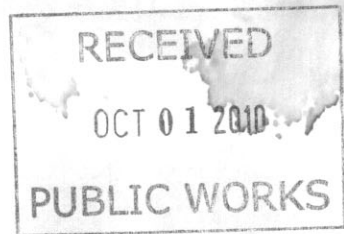
Century Dr

Demon Dr

W 6th St

Graystone Dr

Traffic Safety Commission
City of Lawrence ~ City Hall
6 E 6th Street
Lawrence, KS 66044



RE: Parked vehicles on the SW corner of 27th & Kensington Road

Dear Commission,

This letter is to request your assistance in evaluating the traffic safety area of 27th and Kensington Road here in Lawrence, KS. In short, the residence, I believe the address is 2629 Kensington Road, a blue house on the SW corner of 27th & Kensington Road, parks on average 7-9 cars both in its driveway and on the street on that corner. At times multiple vehicles have been parked on 27th street which in my opinion causes safety issues due to poor visibility at that intersection. Vehicles driving southbound on Kensington Road who want to turn westbound already face an uphill slope and now they must deal with large vehicles (vans). At the moment the only limitation in parking is on the opposite side of the street further west on 27th street which prohibits parking due to the school zone.

The pictures enclosed can better illustrate the situation.

Thank you for your review of this matter.

Respectfully,

Jason Barnhill
2508 Kensington Road
Lawrence, KS 66046



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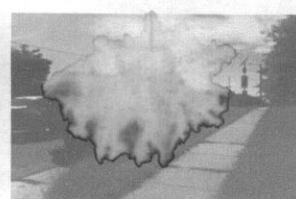
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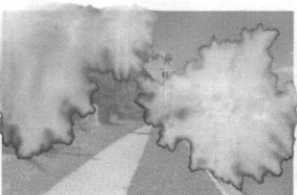
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Mayfair Dr

Kensington Rd

L 27th St

Kensington Rd



City of Lawrence
Traffic Safety Commission
December 6, 2010 Minutes

MEMBERS PRESENT: Ken Miller, Chair; ; Stuart Boley; Ryan Devlin; Dan Harden; Richard Heckler; Edwin Rothrock; Jim Woods; and John Ziegelmeyer, Jr.

MEMBER ABSENT: Jason Novotny, Vice-Chair

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, November 1, 2010.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER HECKLER, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, November 1, 2010; THE MOTION CARRIED 7-0-1.

ITEM NO. 2:

Consider request to install SCHOOL REDUCED SPEED LIMIT WITH FLASHING BEACONS on Oak Tree Drive at Vantuyl Drive.

David Woosley presented the information provided in the staff report.

Public comment:

Debbie Tann, Principal, Quail Run Elementary School: Parents have reported to me that on several occasions, students crossing the street have almost been hit by a car; it is compounded by the fact that some parents park there illegally

while waiting for their children after school and some of the students are so short they cannot be seen; this request came from our site council after discussions with parents in the area.

Charlie Sedlock, 1101 Wagon Wheel Drive: We think the flashing lights would help this and the speeds would be attenuated; we would appreciate a positive recommendation tonight.

Commissioner Woods asked about funding; Woosley advised that there are funds budgeted each year for pedestrian and bicycle facilities.

Commissioner Miller asked if there was any data indicating that the beacons actually help slow vehicles down; Woosley advised that the city had not conducted any studies, however, once installed the number of complaints usually decreases.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND INSTALLING A SCHOOL REDUCED SPEED ZONE WITH FLASHING BEACONS ON OAK TREE DRIVE AT VANTUYL DRIVE; THE MOTION CARRIED 8-0.

ITEM NO. 3:

Consider request to construct TRAFFIC CALMING DEVICES on Trail Road between Kasold Drive & Monterey Way.

David Woosley presented the information provided in the staff report and noted the receipt of two (2) e-mails (attached) concerning this item.

Public comment:

None.

Commissioner Miller: The correspondence received from residents both indicated they were against the proposal.

Commissioner Woods: I would oppose the request since we have correspondence from residents opposed to it.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND DENYING THE REQUEST TO CONSTRUCT TRAFFIC CALMING DEVICES ON TRAIL ROAD BETWEEN KASOLD DRIVE & MONTEREY WAY; THE MOTION CARRIED 6-1 (Boley: this portion of Trail should be consistent with the portion to the east).

ITEM NO. 4:

Consider request to construct TRAFFIC CALMING DEVICES on Crestline Drive between 6th Street & 9th Street.

David Woosley presented the information provided in the staff report and noted the receipt of an e-mail (attached) concerning this item.

Public comment:

Larry Lovell, 722 Crestline Drive: Prior to the existing device being installed, I had 16 cars in my yard due to high speed and not making the curve; since it was installed, no cars in my yard. There are some people that drive pretty fast both north and south of the device, but nothing I would consider excessive. I just feel that another traffic calming device is not needed.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND DENYING THE REQUEST TO CONSTRUCT TRAFFIC CALMING DEVICES ON CRESTLINE DRIVE BETWEEN 6TH STREET & 9TH STREET; THE MOTION CARRIED 8-0.

ITEM NO. 5:

Consider request to establish NO PARKING along the north side of 27th Street west of Kensington Road:

David Woosley presented the information provided in the staff report.

Public Comment:

Jason Barnhill, 2508 Kensington Road: There is a business in the residence on the northwest corner of the intersection, a daycare facility; I live just down the

street on Kensington; when you are turning from Kensington to go westbound on 27th Street, there is a hill that prevents clear visibility of oncoming traffic; in addition, the house on the corner has so many vehicles that some of them park on 27th Street adding to the visibility problem; therefore, I am asking that this area become a no parking zone; when vehicles are parked there, you literally have to inch yourself around.

Commissioner Woods: If we establish NO PARKING here, then the vans will just move somewhere else and may cause a problem there.

Commissioner Ziegelmeyer: I think it would be better if they parked further west or on Kensington because of the hill; it is somewhat of a safety hazard.

Commissioner Rothrock suggested that NO PARKING be established for half of the block.

Commissioner Heckler: I would like to see NO PARKING on either side of the crosswalk.

Commissioner Miller: I don't believe we can expand the area of consideration beyond the published request.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER BOLEY, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE NORTH SIDE OF 27TH STREET BETWEEN KENSINGTON ROAD & MAYFAIR DRIVE; THE MOTION CARRIED 7-1 (Heckler: the parking should be restricted near the crosswalk at Mayfair also).

ITEM NO. 6:

Public Comment:

None.

ITEM NO. 7:

Commission Items:

None.

ITEM NO. 8:

None.

The meeting adjourned at 7:50 P.M. The next scheduled meeting is Monday, January 3, 2011.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer