

AGENDA – TSC 12/6/10

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.

MINUTES – TSC 12/6/10

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.

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.

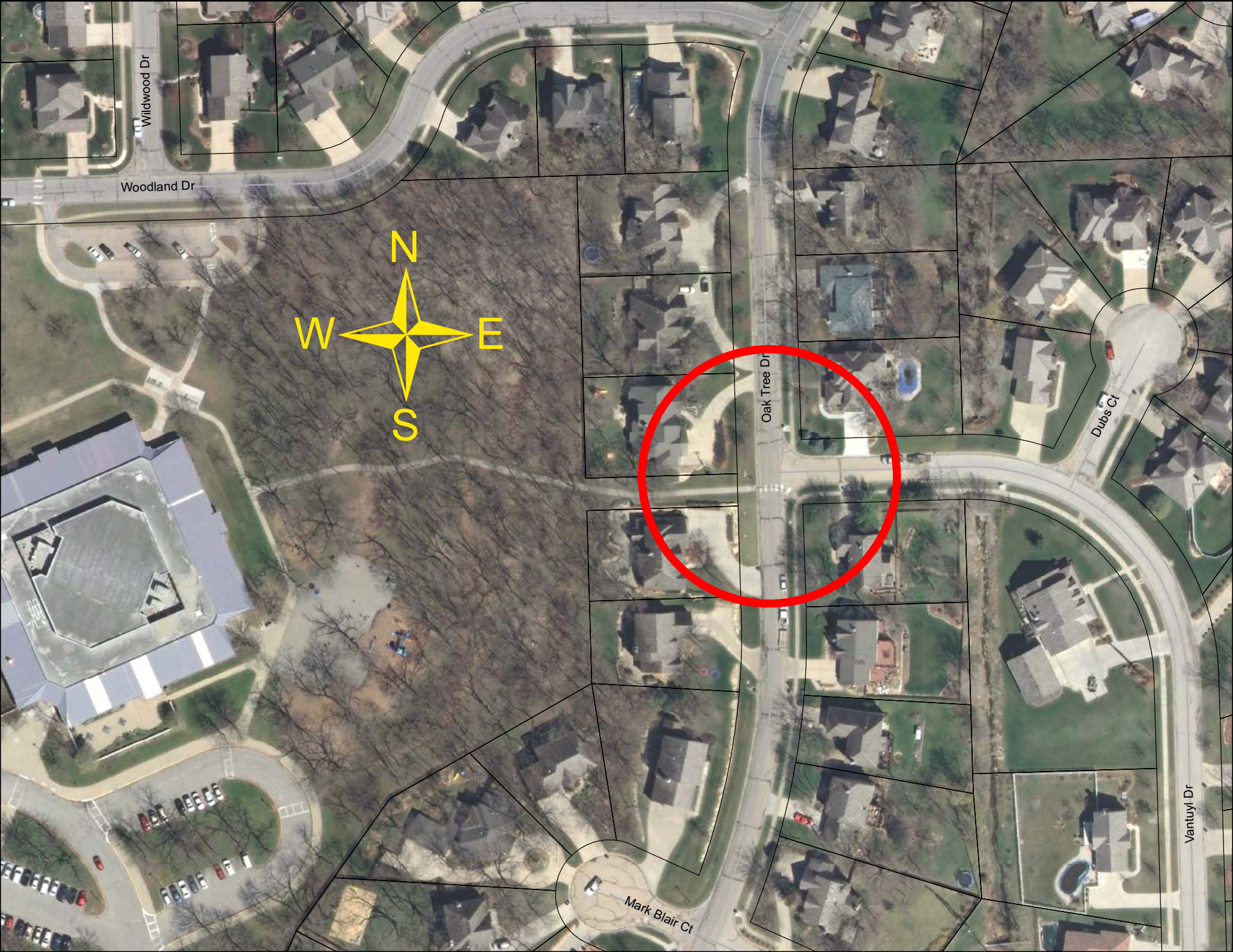
STOP SIGN AND TRAFFIC SIGNAL

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