

City of Lawrence
Traffic Safety Commission Agenda
August 1, 2011-7:00 PM
City Commission Room, City Hall

MEMBERS: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley; Ryan Devlin; Richard Heckler; Ken Miller; Edwin Rothrock; 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 6, 2011.

ITEM NO. 2: Consider request for TRAFFIC CALMING on Crossgate Drive north of Clinton Parkway.

1. Crossgate Drive north of Clinton Parkway is classified as a "local" street with a speed limit of 30 mph.
2. The city's Traffic Calming Policy provides that traffic calming devices may be provided on local streets if the 85th percentile speed of traffic exceeds the speed limit by 5 mph or more; or if the 24-hour volume of traffic exceeds 1000 vehicles.
3. Traffic data obtained at two locations on June 1-2, 2011 found the following: approximately 940 vehicles traveling at approximately 36.9 mph.
4. Therefore, this street meets the criteria for consideration of traffic calming devices.

ITEM NO. 3: Consider request for TRAFFIC CONTROL at the intersections of 13th Street with Prairie Avenue, Prospect Avenue and Summit Street.

Facts:

1. All four (4) of these streets are classified as "local" streets.
2. Data from the police department show there have been three (3) reported crashes at the Prairie Avenue intersection and no reported crashes at Prospect Avenue or Summit Street.
3. These three (3) intersections are the only 4-way intersections in the neighborhood that are uncontrolled.
4. The *Manual on Uniform Traffic Control Devices* provides that YIELD signs may be installed on the approaches to a through street where conditions are such that a full stop is not always required; therefore, Yield signs could be installed for north-south traffic at each of the intersections.

ITEM NO. 4: Consider request to remove the TEMPORARY TRAFFIC CALMING device at the intersection of 17th Street & Illinois Street.

Facts:

1. The Traffic Safety Commission and the City Commission approved a traffic calming plan for the University Place Neighborhood in 2004. Part of that plan included a permanent traffic calming circle at the intersection of 17th Street & Illinois Street. However, funding has not been available to complete the plan, including this traffic calming circle. The neighborhood was aware that it may be some time before funding would be available and requested that the temporary traffic calming circle remain in place until permanent construction is completed.
2. Due to the nature of the materials, temporary installations do not provide as much of a reduction in traffic speed as a permanent installation provides.

ITEM NO. 5: Consider request for TRAFFIC CALMING on 17th Terrace and New Hampshire Street.

1. New Hampshire Street and 17th Terrace are both classified as "local" streets.
2. The city's Traffic Calming Policy provides that traffic calming devices may be provided on local streets if the 85th percentile speed of traffic exceeds the speed limit by 5 mph or more; if the 24-hour volume of traffic exceeds 1000 vehicles; or if the cut-through traffic during the peak hour exceeds 50%.
3. Traffic data obtained on March 10, 2011 found that 67% of the traffic on 17th Terrace during the peak hour was cut-through traffic. Therefore 17th Terrace meets the criteria for consideration of traffic calming devices.
4. Traffic data obtained on January 24-26, 2011 found the traffic volume to exceed 1100 vehicles at one point and 890 vehicles at another point with an 85th percentile speed of approximately 34 mph. Inasmuch as the Traffic Calming Policy also provides that devices may be provided if two or more criteria are met at the 80% level, New Hampshire Street meets the criteria for consideration of traffic calming devices.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items.

ITEM NO. 8: Miscellaneous.

From: Wufoo [mailto:no-reply@wufoo.com]
Sent: Thursday, May 19, 2011 8:42 PM
To: Megan Gilliland
Subject: Our goal: Better city service [#144]

Subject	Traffic control
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Comments	<p>My name is Perry Warren. My wife and I live at 2011 Crossgate Drive. We live right below the crest of a hill. Many drivers coming south on Crossgate from Alvamar are going considerably faster than the 30 mph speed limit. Drivers cresting the hill nor me and my neighbors who are pulling out of their driveways have no time to react. These drivers are on you before you know it. Somebody is going to get t-boned-it is just a matter of time. Would the City consider placing speed humps in this area?</p>
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Name	Perry Warren
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Gender	Male
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Email *	pdwarren@sunflower.com
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Address	 2011 Crossgate Drive Lawrence, Ks. 66047 United States
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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.



David Woosley

From: Leslie vonHolten [leslievonholten@gmail.com]
Sent: Friday, June 10, 2011 1:21 PM
To: David Woosley
Subject: Brook Creek intersections
Importance: High
Follow Up Flag: Follow up
Flag Status: Red

Hello Mr. Woosley,

Thank you for the call. Below are the intersections we are most concerned about:

13th & Prairie (site of a few crashes over the years)

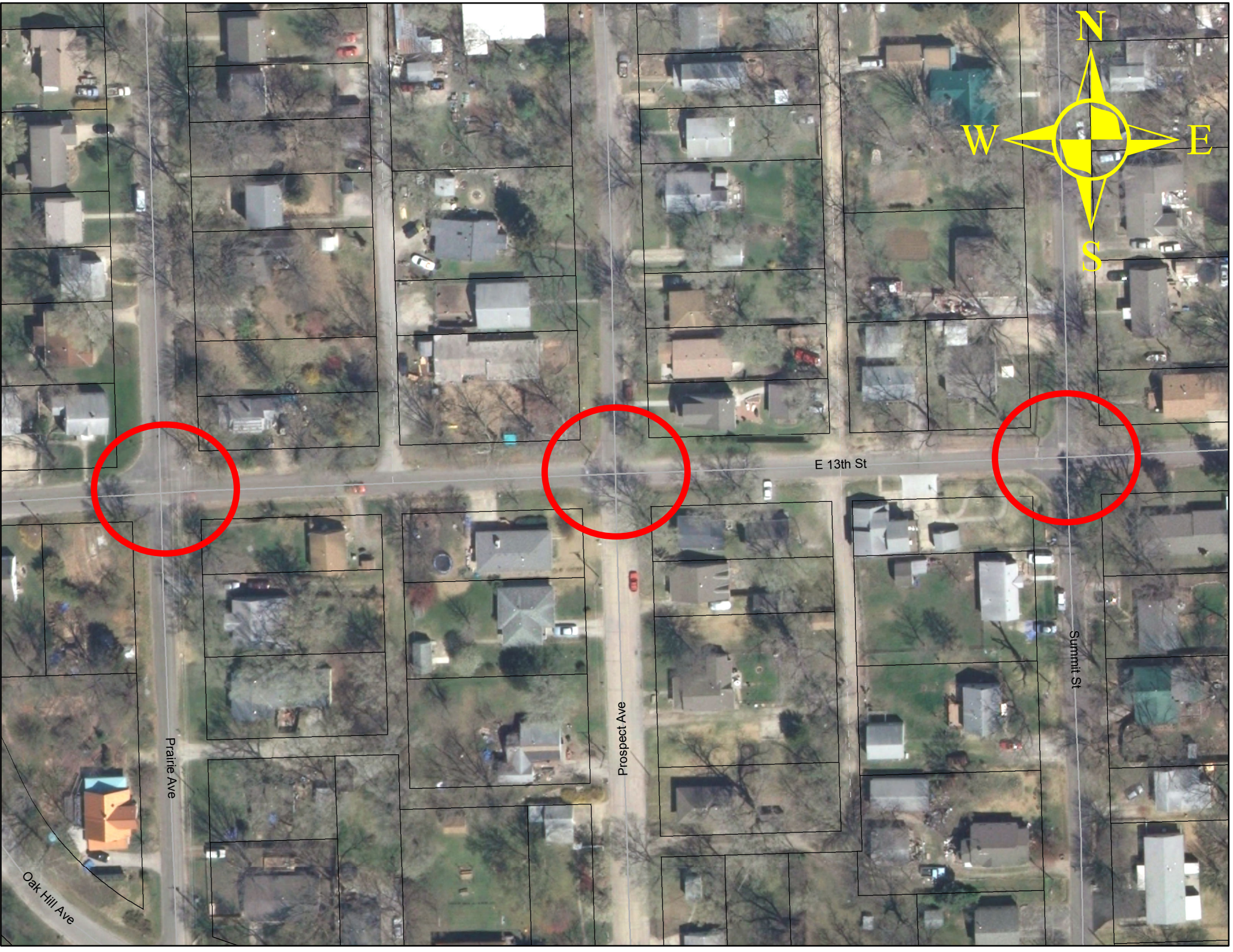
13th & Prospect

13th & Summit

Thank you for your attention to this. There are a lot more kids in the neighborhood these days, and with no sidewalks pedestrian traffic has increased, too.

Have a nice weekend,

Leslie von Holten
1216 Prospect Ave.
840-5226 (c)
864-1457 (w)



E 13th St

Prairie Ave

Prospect Ave

Summit St

Oak Hill Ave

From: Wufoo
To: Megan Gilliland; Eric Gruber
Sent: Thu Jul 14 09:17:45 2011
Subject: Our goal: Better city service [#164]

Subject	Roundabouts
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Comments

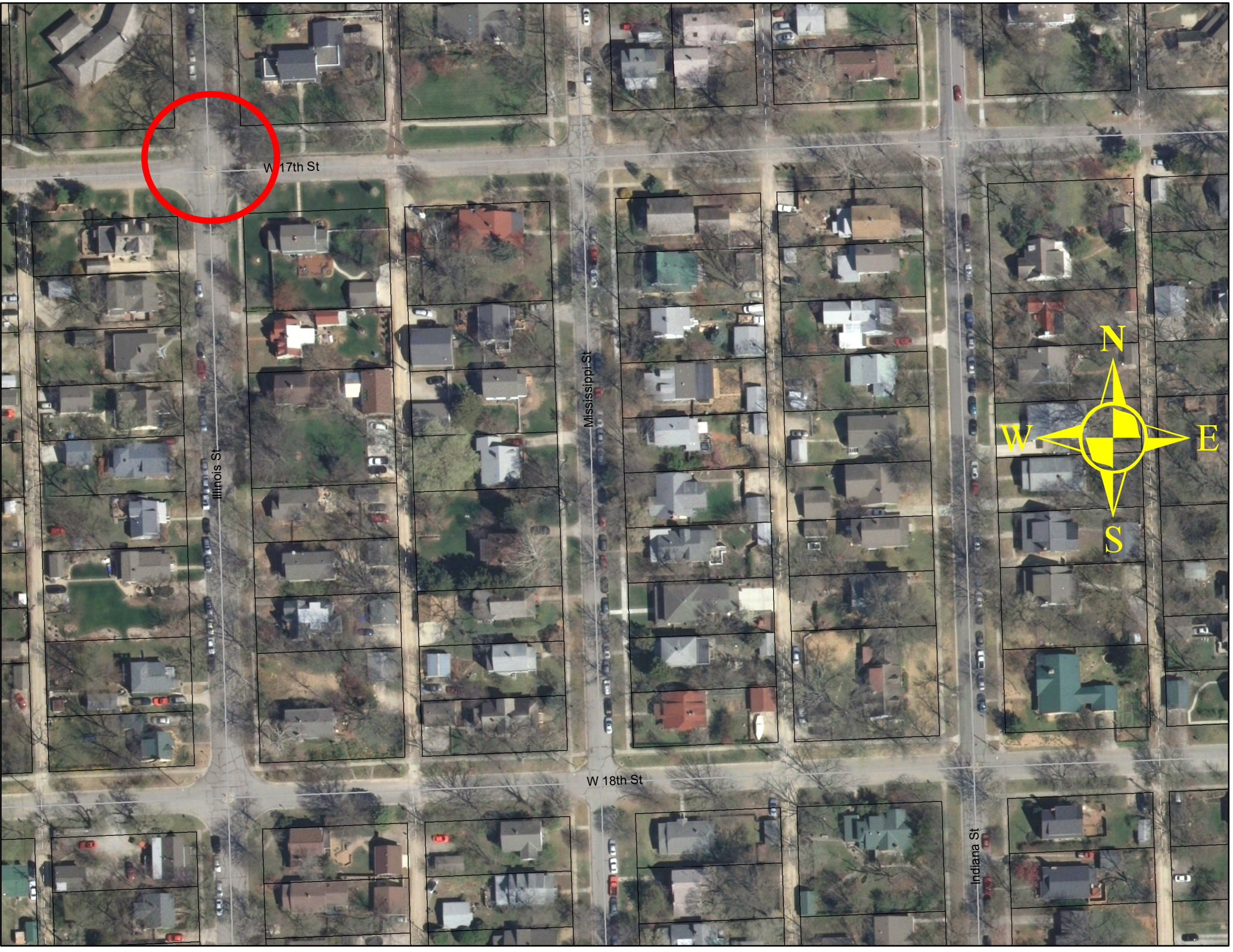
I have lived on the 1600 block of Illinois for 40 years. The "traffic calming" device at the corner of 17th and Illinois was requested by the neighborhood association several years ago but the only vehicles slowed are emergency vehicles. Most of the neighbors who were in favor of these have moved out of the neighborhood. I would like to request removal of the structure. A stop sign at that corner would be more effective. The one at the corner of 18th and Illinois seems confusing when a sign a few feet from it gives notification of it and a minimum speed but there is a stop sign at that corner. Thank you for your attention to this.

Name	Melinda Huston
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Gender	Female
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Email *	mahust@sunflower.com
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Address	 1649 Illinois Lawrence, KS 66044 United States
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W 17th St

Illinois St

Mississippi St

W 18th St

Indiana St



TO: City of Lawrence Traffic Safety Commission
FROM: Lisa Harris, Acting President, Barker Neighborhood Association
RE: Request for approval of traffic calming measures
DATE: July 18, 2011

This is a request from the Barker Neighborhood Association to approve traffic calming on certain streets near the pending remodel at the Dillon's store on Mass St.

I understand that the Traffic Safety Commission recommends approval and the City Commission determines when approved projects will be funded.

The streets included in this request for your approval include:

--New Hampshire Street, between 17th and 19th. This stretch of NH will have vehicles entering the store at two locations and will have trucks backing into the street (using up to three separate back and forth maneuvers) to use loading dock area. Vehicles routinely exceed the speed limit on this street. We are hoping that traffic calming will reduce traffic speeds.

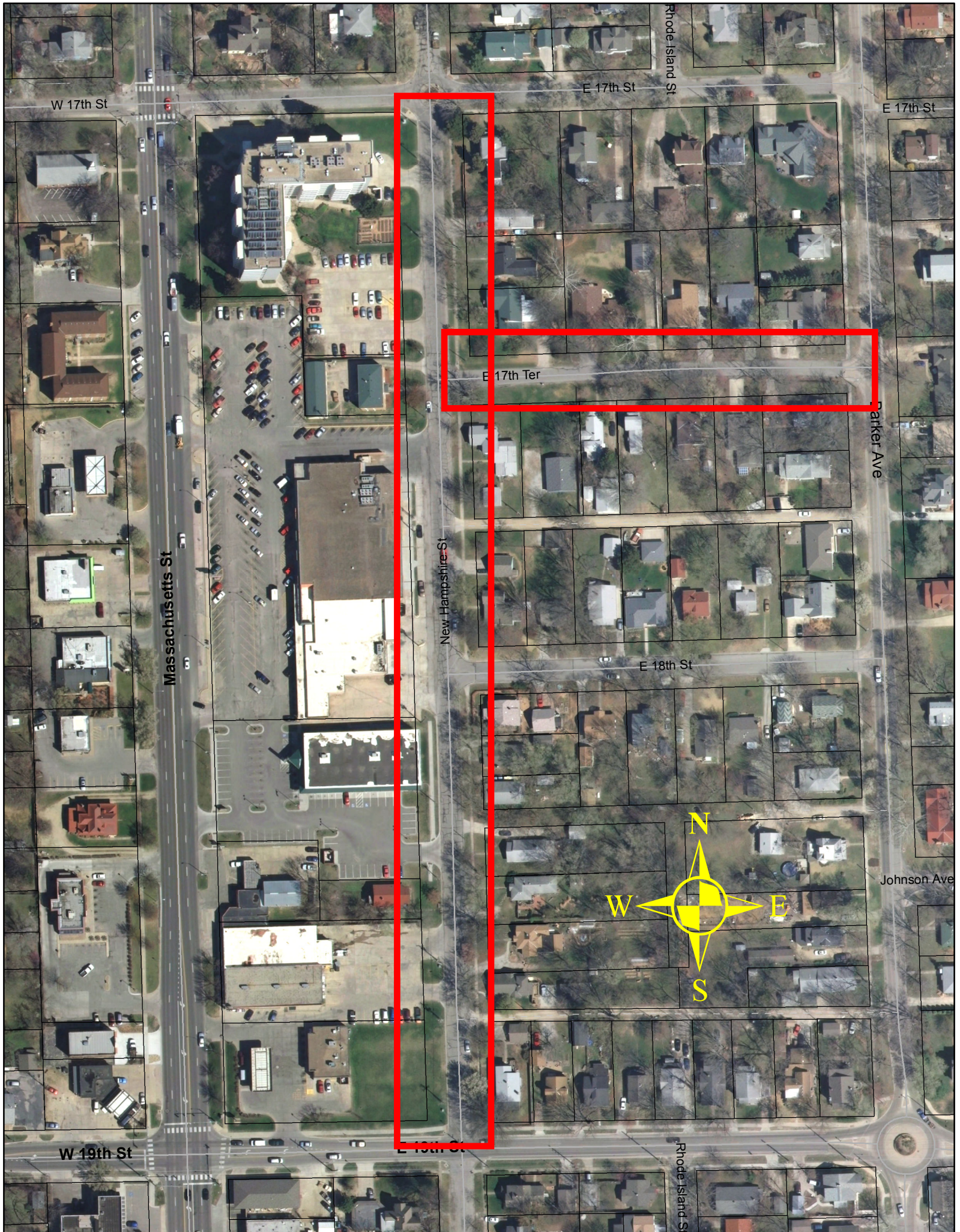
--17th Terrace, between NH and Barker. This is a narrow street with no sidewalks, and it experiences cut-through traffic. We are hoping that adding traffic calming will act as a deterrent for cut-through traffic and slow vehicles that choose to use the street.

Please note: 18th Street, between NH and Barker, has already been approved for traffic-calming, but has not yet been funded. This is a narrow street with no sidewalks, and it also experiences cut-through traffic.

It is our understanding that the traffic study conducted for the Dillons project indicated that traffic calming would be appropriate on these streets. I believe that Dillons is also offering to contribute funds for these traffic calming improvements.

If the TSC has any influence in the funding of projects, we ask that you recommend to the city that they fund these projects (including 18th Street) so that they can be constructed coincident with the Dillons remodel.

Thank you for your careful attention to our request, and we look forward to your decision.



W 17th St

E 17th St

E 17th St

Massachusetts St

New Hampshire St

E 17th Ter

Parker Ave

E 18th St



Johnson Ave

W 19th St

E 19th St

Rhode Island St

City of Lawrence
Traffic Safety Commission
August 1, 2011 Minutes

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

MEMBER ABSENT: Richard Heckler

STAFF PRESENT: David Woosley, Public Works Department

Chair Jason Novotny 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 6, 2011.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER DEVLIN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, JUNE 6, 2011; THE MOTION CARRIED 8-0.

ITEM NO. 2:

Consider request for TRAFFIC CALMING on Crossgate Drive north of Clinton Parkway.

David Woosley reviewed the information provided in the staff report.

Public comment:

Perry Warren, 2011 Crossgate Drive: People coming south on Crossgate come so fast over the hill get on you before you can even get out of your driveway or have time to react; some are driving 40-50 mph.

Commissioner Harden: It meets the criteria.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND APPROVAL OF TRAFFIC CALMING DEVICES ON CROSSGATE DRIVE NORTH OF CLINTON PARKWAY; THE MOTION CARRIED 8-0.

ITEM NO. 3:

Consider request for TRAFFIC CONTROL at the intersections of 13th Street with Prairie Avenue, Prospect Avenue and Summit Street.

David Woosley reviewed the information provided in the staff report.

Public comment:

Leslie vonHolten, 1216 Prospect Avenue: I just wanted to stress that our neighborhood is getting a lot of young families, but we also have a lot of turnover due to rentals; we consider 13th a thoroughfare, but many drivers just blow through the intersections without looking; we have a lot of children in the neighborhood and they are often on skateboards and bicycles and we have no sidewalks.

Beth Anne Mansur, 1217 Prospect Avenue: Because it is not consistent, it can be confusing for motorists, and we don't have sidewalks in the neighborhood.

Commissioner Novotny: I like the consistency of control at the intersections. I think the Yield signs wouldn't cause driver confusion.

Commissioner Miller: I'm going to support it for consistency.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER BOLEY, TO RECOMMEND INSTALLATION OF YIELD SIGNS ON PRAIRIE AVENUE, PROSPECT AVENUE AND SUMMIT STREET AT 13TH STREET; THE MOTION CARRIED 8-0.

ITEM NO. 4:

Consider request to remove the TEMPORARY TRAFFIC CALMING DEVICE at the intersection of 17th Street & Illinois Street.

David Woosley reviewed the information provided in the staff report.

Public comment:

John Huston, 1649 Illinois Street: As configured, I don't believe the circle slows north-south traffic, there are stop signs east-west; you can go straight through the intersection without having to swerve and many do; I don't see any more or any less speeding; they are a problem for emergency vehicles; I know of one accident that occurred because a large truck could not get through; if something is needed there, I would prefer stop signs; I circulated a petition (attached) Saturday afternoon and got 23 signatures within one (1) block requesting removal; it can be confusing for east-west motorists with a traffic circle 15 mph sign and a stop sign (picture attached.)

Blake Hedges, 1714 Illinois Street: I disagree with everything that has been said; vehicles coming down the hill hit 40 mph; our neighborhood spent at least a year working on this plan; people don't like them and that is what we want to help keep people from cutting-through the neighborhood; it isn't perfect the way it is, but you can't go the speed limit with it in place; cars are going slower since it was put in.

Mary Lou Wright, 1734 Illinois Street, provided a copy of a letter from 2006 (attached): When it snows we don't get plowed very well and vehicles get stuck in the drain going around the circles; I would like to see them removed.

Paulette Strong, 1638 Illinois Street: It seems that hard data was looked at before these were put in, I think we need to take a new look at the data; if a calming device is needed, it should be effective; perhaps we need to get some new data.

Dietrich Earnhart, 1714 Mississippi Street: I served on the neighborhood traffic safety committee in 2000; it took us three (3) years after doing a lot of work; we canvassed the neighborhood with an elaborate survey; we analyzed the data and brought it to you; we had many meetings; we took a vote and brought it to you and the city commission; all of this was a package, we analyzed it as a package and presented it to you as a package; it was an attempt to reclaim our neighborhood as a residential area; any change should be based on a lot of work like we did to get them installed; the devices we chose were well-informed, we had a lot of input from many people; they are visual and tell the driver this is not an arterial street, this is a residential street.

Commissioner Miller asked where it was on the list for a permanent installation; Woosley advised it was near the top, number one or number two.

Commissioner Ziegelmeyer: This neighborhood did an incredible amount of work to get their package approved; we have to remember that stop signs are not a traffic diverter, they never have been, they don't divert traffic, that's why these were put in; I don't

think I could be in favor of removing just one; I think the whole package would need to be looked at.

Commissioner Harden: I'd be in favor of whatever the neighborhood wants to do, but we aren't getting a clear message.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER BOLEY, TO RECOMMEND DENYING THE REQUEST TO REMOVE THE TEMPORARY TRAFFIC CALMING DEVICE AT THE INTERSECTION OF 17TH STREET & ILLINOIS STREET; THE MOTION CARRIED 7-1 (Woods: neighbors want it out.)

ITEM NO. 5:

Consider request for TRAFFIC CALMING on 17th Terrace and New Hampshire Street.

David Woosley reviewed the information provided in the staff report.

Public comment:

None.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND APPROVAL OF TRAFFIC CALMING DEVICES ON 17TH TERRACE AND NEW HAMPSHIRE STREET; THE MOTION CARRIED 8-0.

ITEM NO. 6:

Public Comment:

None.

ITEM NO. 7:

Commission Items:

None.

ITEM NO. 8:

Miscellaneous:

None.

The meeting adjourned at 8:00 P.M. Inasmuch as the first Monday in September is Labor Day, the next scheduled meeting is Monday, October 3, 2011.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

Regarding Traffic Calming Device at 17th and Illinois

We the undersigned home owners of the surrounding neighborhood request the removal of the traffic calming device in the intersection.

Name

Address

John R. Huston	1649 Illinois St.
Melinda Huston	1649 Illinois St.
Wanda K. Legler	1630 Illinois St.
Paulette Strong	1638 Illinois St.
Jim Aubel (bye-mail)	1640 Illinois St.
Rebecca Miller	1656 Illinois St.
Journey L. Ray	1701 Mississippi St.
Quincy Lee	1705 Illinois
JONA & SUE GRONBEK-TEDESCO	1655 Illinois
BILL AND SUS ANDERSON	1646 ILLINOIS
CAROL PILANT and Plant	1815 Illinois
GRACE SAWYER	1715 ILLINOIS ST.
Jennifer Wayhost	1724 Illinois St.
Mary Lou White	1734 Illinois St.
JAMES & CHRISTINA HOLT	1800 MISSISSIPPI ST.
Susan O'Craig	1717 Indiana

all out!
18th & Ill.
18th & Indiana
ALSO
remove
these on
too!

Indiana

Gary Reese Schickel
1701 Illinois St.

Paul Brund 1722 Indiana
Jennifer Hanson 1724 Indiana
Paul Ott 1633 Illinois
Ann Ott 1633 Illinois
Susan Shett 1700 Illinois
Michael Duggs 1700 Illinois

203 in Indiana



December 1, 2006

Traffic Safety Commission:

RE: University Place requests for traffic calming devices

A few years ago, University Place Neighborhood asked for more stop signs to slow traffic in and around the university. We were told we couldn't have more stop signs or speed bumps, drivers didn't like them, we had to have traffic circles. Let's go back to stop signs, they're cheaper and effective.

First of all, I want to thank you for the diverter on 18th St. near the Naismith Parking lot. That has made a world of difference with traffic volume on 18th St. from Louisiana to Alabama. Because of less traffic, circles are unnecessary, our 4 way stops continue to work just fine.

The young families for years have requested some kind of assistance at 18th and Louisiana to make ~~crossing~~ crossing to Veterans' Park safer. Since we are desperately trying to keep the young families here and not convert to more student rental slums, I beg you to put some half way stop, crossing feature there to accomodate these families

The four roundabouts (or nonroundabouts that we've tolerated for the last 2 years) have been a joke. People still sail down Indiana and probably Illinois. But they stop at 18th ST BECUASE there are stop signs. Yes, sometimes someone runs the signs - and they do now because the message is confusing (1. slow to 15 mph round about, then 2. a stop sign. Which is correct: both? neither?)

I cannot speak to the 17th St. roundabouts (those living on those corners have some amusing stories) but on 18th St. we have had 4 way stop for years; they work; they require no more expense to the city, which could spend the money on street repairs and/or better signage of no parking areas and better police patrolling enforcing the no parking. (If police swing by at all, it's early morning, so KU and LHS know they're "safe" from about 10 am on.)

So please note my very strong NO vote on 18th and Illinois "round about". Our stop signs work well, use the city's very limited funds elsewhere.

Mary Lou Wright
1734 Illinois
(corner of 18th & Illinois
40 year resident)