

AGENDA – TSC 10/3/11

ITEM NO. 2: Consider request to construct TRAFFIC CALMING devices on Crescent Road.

1. Crescent Road is classified as a “local” street with a speed limit of 20 mph.
2. Traffic data collected on September 12-13, 2011, found an average of approximately 1105 vehicles per day at an 85th percentile speed of approximately 31 mph.
3. Therefore, Crescent Road meets the minimum requirements for consideration of traffic calming.

MINUTES – TSC 10/3/11

ITEM NO. 2:

Consider request to construct TRAFFIC CALMING DEVICES on Crescent Road.

David Woosley reviewed the information provided in the staff report.

Public comment:

Muff Kelly, 1531 Crescent Road, provided a hand-out (attached): The speed limit was reduced to 20mph, and that seems to be a good speed for that road; there is a large volume of car traffic and there are two large curves that make seeing ahead difficult; there are students walking from the dorms and the sidewalks are not continuous, so they are often in the street; it is a designated bicycle route; our street is used as a short-cut from campus to Iowa Street sometimes; vehicles often roll through the stop sign and there is a lot of speeding on the street; we've had our curb hit twice from people speeding and missing the curve; I think the street needs some attention.

Jim Womack, 1602 Crescent Road: For the ten years I've lived here, I can perceive this as a problem; I haven't seen a whole lot of speeding; usually the two (2) stop signs will slow them down on that street; I am not in favor of traffic calming on the street.

Bernard Hausherr, 1505 Crescent Road: The problem isn't any different than it ever has been; the problem now is when KU shuts-down a street and traffic is diverted onto Crescent; it has never been a particularly quiet neighborhood; I don't see any excessive speeding; I'm really opposed to traffic calming; I'd rather see some of the streets shut-off.

Rick Ingram, 1510 Crescent Road: I've seen plenty of speeding; I've seen cars easily doing 50mph down the street; the stop sign slows them down, but then they're in a big hurry to get to KU; on football Saturdays, it's a nightmare; there are a whole lot of problems on the street that a traffic calming device could solve.

Bob Marsh, 1640 Crescent Road: There's a lot of traffic every day coming from the campus, especially maintenance vehicles; there are students that walk and bicycle down Crescent; I'm not for speed bumps, but I think we could do something similar to Schwarz Road.

Judy Kish, 1336 Spencer Drive: Most people do not stop at the stop sign; the problem is the fast traffic; I'm in favor of speed bumps.

David Nutt, 1620 Crescent Road: I'm for some sort of calming device that will slow the traffic down; it's an issue about safety and speed; cars are all over that street, they do crazy stuff at high speeds.

Jim Sherman, 1511 Crescent Road: I think most of us agree that there is a lot of speeding; there is a lot of traffic, much of it cut-through; I personally am in favor of something, whatever it is; I don't know what the best solution is.

Nancy Hamilton, 1510 Crescent Road: The sidewalks in many places are un-navigable for a bicycle and in some places non-existent; the traffic on Crescent Road is not continuously bad, but there are times when there's a high volume of traffic; there is also a lot of foot traffic; reducing the speed limit helped a little, but not a lot; I am for a traffic calming device, whatever would work.

Faye Watson, 1516 Crescent Road: There are lots of cars, many trucks and even buses on the street; I wonder if we couldn't have a flashing light at the 3-way stop; if we have speed bumps we will have an abundance of signs which isn't a pretty arrangement in a neighborhood and we would prefer to not have a bunch of signs; I'd like to see the police giving tickets; I think we have not reached a consensus with our neighborhood association.

John Kelly, 1531 Crescent Road: Something needs to be done; I'm willing to assist in determining what the options are in order to maintain the livability and the safety of the street.

Commissioner Rothrock asked if closing a street or making it a one-way is considered traffic calming; Woosley advised that they were.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER BOLEY, TO RECOMMEND THE CONSTRUCTION OF TRAFFIC CALMING DEVICES ON CRESCENT ROAD; THE MOTION CARRIED, 8-0.

From: M Kelly [mailto:skelly20@sbcglobal.net]
Sent: Monday, June 27, 2011 11:00 AM
To: Charles Soules
Subject: Re: Closing of 15th Street

Thank you for your prompt reply and commitment to the timely completion of the 15th Street project - we do appreciate it.

I do want to be clear that we totally understand that Crescent is a public road and we have absolutely no problem with people using it who obey the law.

Our concern is that probably 90% of drivers do NOT obey the law and it creates safety issues for all who use the street – drivers, pedestrians (who often walk in the street because of lack of sidewalks) as well as residential property. Before we moved here, a speeding car missed a curve and actually ended up at our front door!

Our two concerns are:

Slowing traffic down to the speed limit

No trucks on Crescent unless they have business on the street

We not asking for special treatment, we are just asking that current laws be enforced.

We know the police cannot be on the street 24/7 so there have to be other ways to help enforce these laws.

Can we have some sort of speed barricades – especially at the curves?

Maybe one of those electronic signs that tell you how fast you are going would help?

Is there a way of having a more effective “No Trucks” sign? The current ones are small and easily missed.

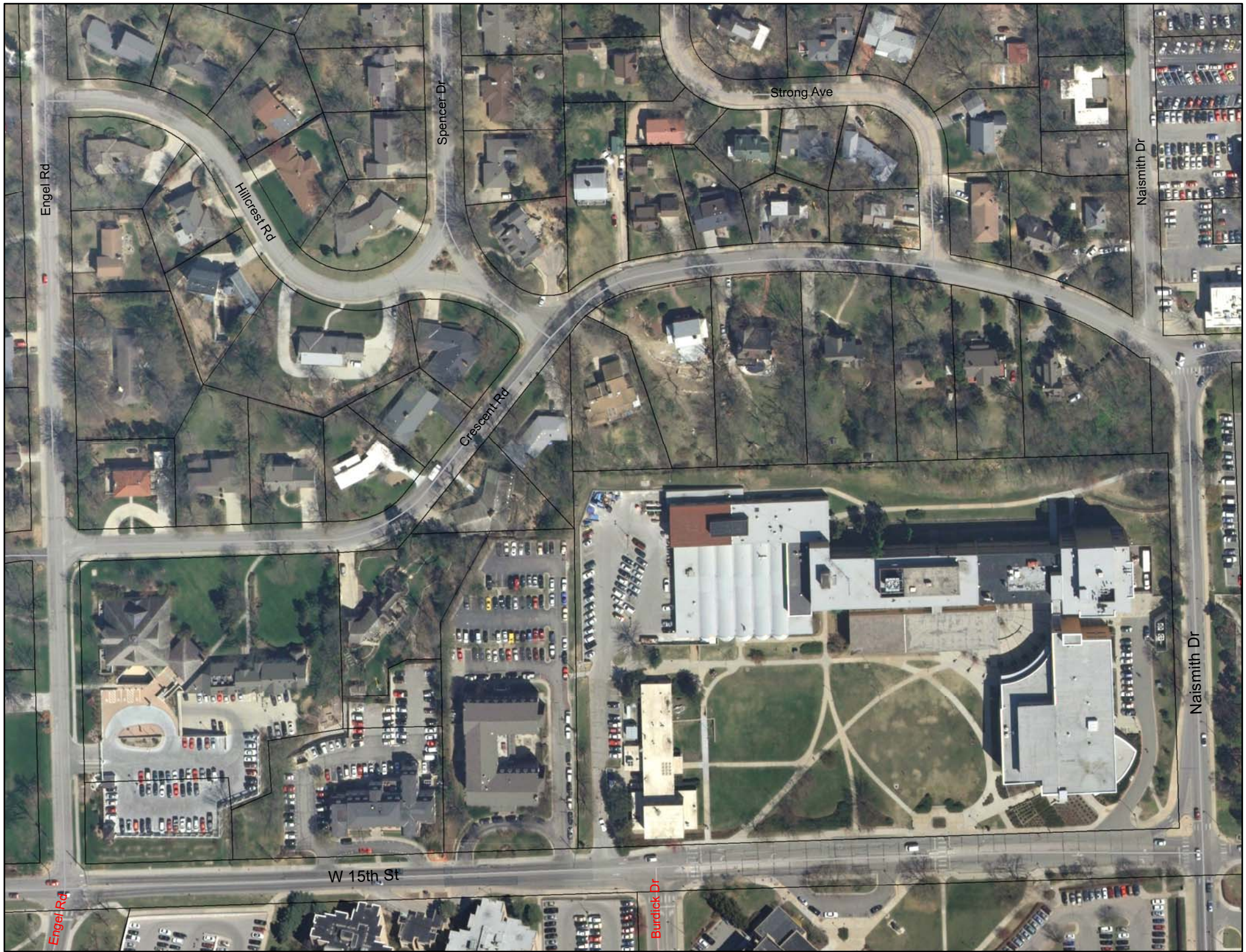
Actually, if there were some sort of barricades at the curves, I think trucks would be less inclined to even think about coming on the street so the barricades could serve two purposes. Maybe saw horse types while 15th is under construction? Permanent speed bumps would, of course, be best.

These are concerns the neighborhood has discussed for years – they certainly aren't new, but the closing of 15th has magnified the issues. Even after 15th is re-opened, we need to find ways of slowing traffic to the speed limit - there have been too many accidents/mishaps that were caused by speeding on this short, curvy street.

I'm sure you have had to address these issues on other streets – what are our options and what has proven successful?

Thank you!

Suzanne



Engel Rd

Hillcrest Rd

Spencer Dr

Strong Ave

Naismith Dr

Crescent Rd

Naismith Dr

W 15th St

Engel Rd

Burdick Dr



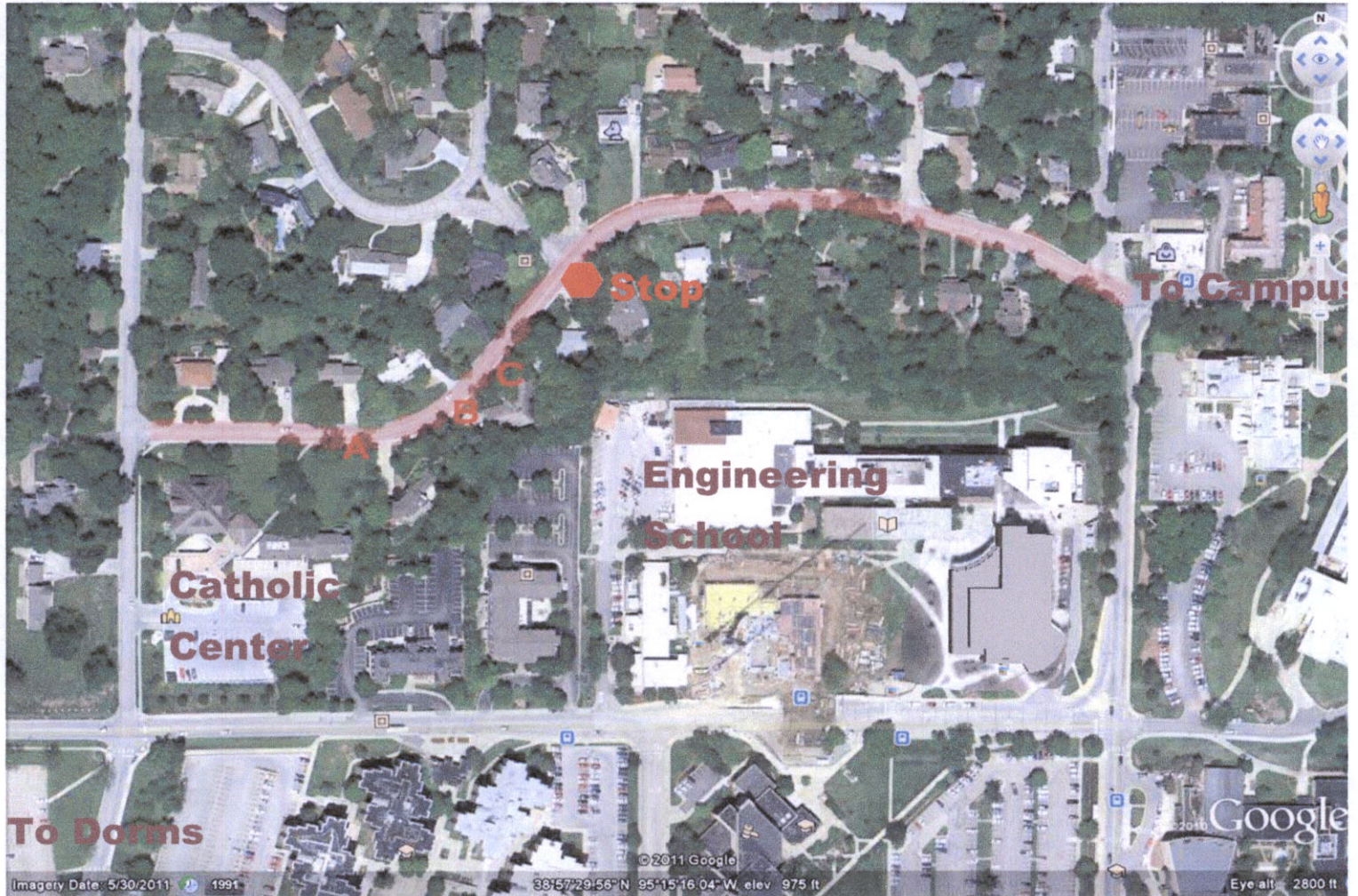
TRAFFIC CALMING POLICY

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.

Aerial of Crescent Road (marked in red)

Accidents identified A, B, C



Conditons that make speeding especially dangerous on Crescent Road:

1. Large volume of car traffic for a street only 2 blocks long
2. Two large curves on street that make seeing ahead difficult
3. Large volume of pedestrian traffic – main route for students walking from Daisy Hill to/from campus
4. Sidewalks are not continuous - pedestrians walk in the street
5. Designated bicycle path and high volume of cyclists
6. Skateboarders/joggers in the street
7. Some drivers consider Crescent and Crescent/Hillcrest as shortcuts to Iowa and are intent on speeding to make sure they save time

Accidents

- A. Winter of 2010-11 speeding car missed curve and hit a tree – taking a fire hydrant out on the way. Car flipped over.



Approach from East



Hit hydrant, then tree at A

At 1531 Crescent -

B. Curb on driveway damaged twice in 4 years by cars missing the curve



Approach from W



Approach from E



Result

C. Bridge to house hit by speeding car prior to Kelly ownership



Repair to rail and deck