

AGENDA: TSC 11/5/12

ITEM NO. 2: Consider request for SCHOOL CROSSING TRAFFIC CONTROL at 10th Street & Connecticut Street.

Facts:

1. The City's *School Crossing Control Policy* (SCCP) requires an average of at least ten (10) students using a crossing in order to consider any school crossing traffic control.
2. Appropriate traffic control is based on the number of students crossing and the number of sufficient gaps in traffic.
3. Pedestrian counts taken during September found an average of 9.33 students using this intersection during the morning crossing time.
4. Traffic gap studies conducted in October found six (6) of nine (9) 5-minute periods during the morning crossing time with less than one (1) adequate gap per minute; and all six (6) 5-minute periods during the afternoon crossing time with less than one (1) adequate gap per minute.
5. Based on the results of the gap study, the SCCP would provide that an adult crossing guard may be provided if there were sufficient students crossing the street.
6. Due to the part-time nature of an adult crossing guard and the annual cost, this commission has previously recommended that a Pedestrian Hybrid Beacon be constructed in lieu of providing an adult guard.

MINUTES: TSC 11/5/12

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Woosley reviewed the information provided in the staff report.

Public Comment:

Charles Branson, 1027 Rhode Island Street: Obviously, this is a very busy street and although we are only at an average of 9.33 students, I don't believe that an adult crossing guard is necessary for the intersection, but, something for people to be able to get across the street is definitely necessary for the intersection; the neighborhoods along Rhode Island Street have experienced a renaissance over the past few years and has gone from no children in the area to over a dozen and continues to increase; some are not allowed to walk to school without a safe place to cross; I have walked my children to school every day for the past six (6) years and have definitely noticed an increase in foot traffic trying to cross; I think this a very worthwhile endeavor and hope that the Commission will consider a pedestrian hybrid beacon at the intersection.

Nancy DeGarmo, Principal, New York Elementary School: We like to consider ourselves a “walkable” school and the best way for us to walk, because of sidewalks, is along 10th Street, crossing at Connecticut; if we were to need to evacuate the school, our alternate site is the Arts Center and the best route to get there is along 10th Street; as the area across Connecticut continues to grow, we would like to see a “walking school bus” for students in the area and a crossing at 10th Street would be very helpful.

Commission Discussion:

Commissioner Devlin asked how much the school had been growing; DeGarmo advised that the school has been steady; however, the lower grades have significantly more students than the upper grades and it is anticipated that the school will continue to grow to the point of having two sections for each grade.

Commissioner Rothrock asked if the sidewalks along 9th Street and 11th Street were improved, would those routes be acceptable; DeGarmo advised that the beacon would be much safer for the students than 4-way stops.

Commissioner Rothrock: I am a little concerned about putting three (3) consecutive stops on what is the major north-south street on the east side of Lawrence.

MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND INSTALLATION OF A PEDESTRIAN HYBRID BEACON ON CONNECTICUT STREET AT 10TH STREET; THE MOTION CARRIED, 6-0.

David Woosley

From: cbranson@douglas-county.com
Sent: Tuesday, September 11, 2012 10:25 AM
To: David Woosley
Subject: Request for traffic study

I would request that a traffic study be completed for the intersection of 10th and Connecticut streets for the purpose of assessing whether or not the intersection meets the criteria for additional traffic controls pursuant to the City's School Crossing Control Policy. The intersection is adjacent to New York Elementary school.

Specifically, whether or not the intersection is appropriate for a Reduced Speed Zone with Flashing Beacon due to having 10 or more students with safe gaps of 1.0 – 1.5 per minute. If not, then whether a Reduced Speed Zone is appropriate or a Marked Cross Walk or School Advanced Sign.

If you have any questions or need any information, please call me at [REDACTED]

Thank you.

Charles.

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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.

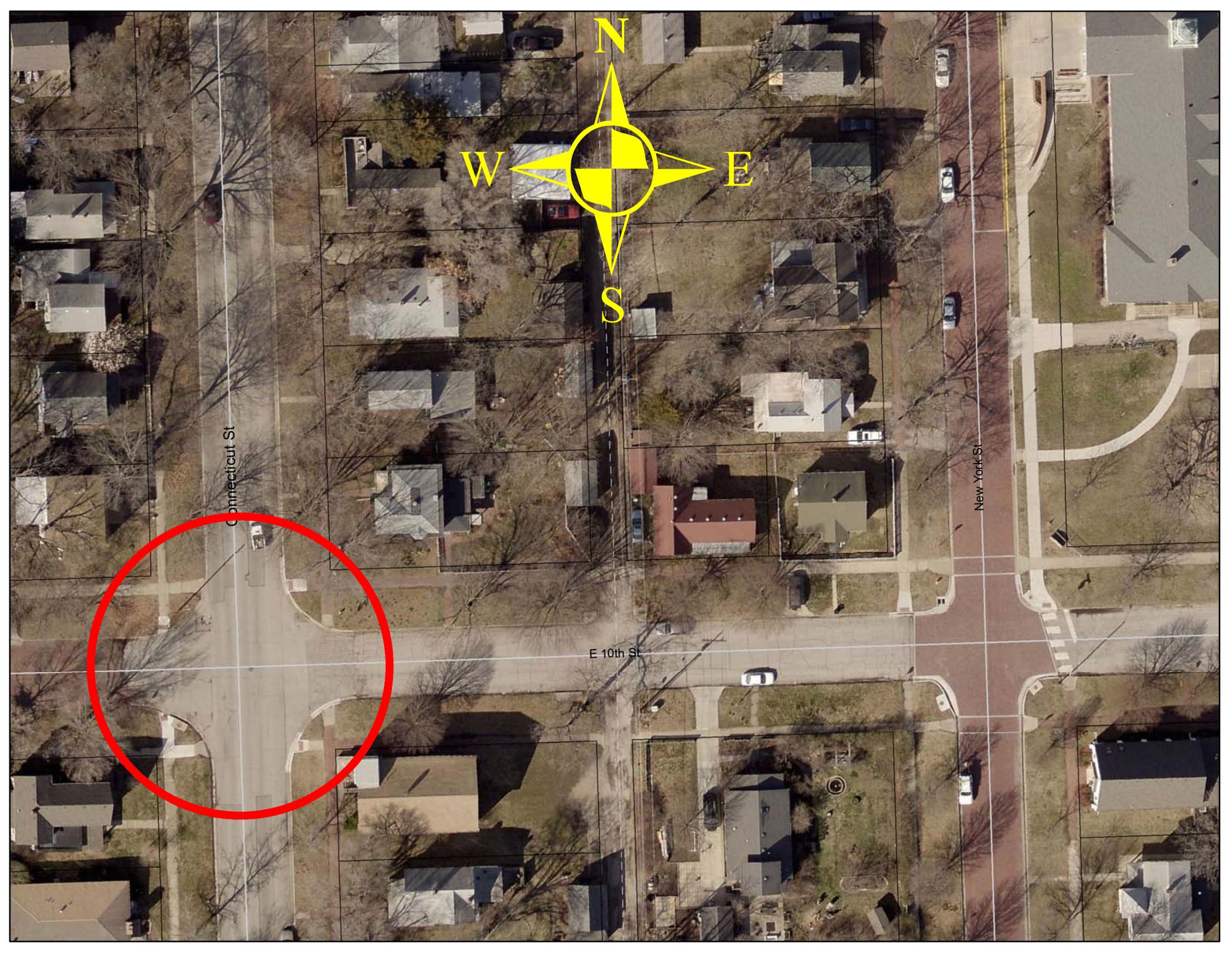
STOP SIGN AND TRAFFIC SIGNAL

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.



Connecticut St

New York St

E 10th St

