

AGENDA: TSC 10/7/13

ITEM NO. 5: Consider request to establish a MULTI-WAY STOP at the intersection of Kasold Drive & Riverview Road.

Staff Report:

1. The *Manual on Uniform Traffic Control Devices* provides criteria for consideration of a MULTI-WAY STOP as follows:
 - a. Where a traffic signal is warranted;
 - b. Five or more reported crashes in a 12-month period; or
 - c. The volume on the major street must average at least 210 vehicles per hour for each of 8 hours of an average day and the volume on the minor street must average at least 140 vehicles per hour for the same 8 hours.
2. Police Department records show no reported crashes during the past three years susceptible to correction by a Multi-Way Stop.
3. Traffic data collected September 4-5, 2013 found an average of 396 vehicles per hour on Kasold Drive during the 8 highest hours of the day and an average of 42 vehicles per hour on Riverview Road during the same 8 hours.

MINUTES: TSC 10/7/13

ITEM NO. 5:

Consider request to establish a MULTI-WAY STOP at the intersection of Kasold Drive & Riverview Road.

Woosley reviewed the information provided in the staff report.

Public Comment:

Matt Eichman, 3500 Riverview Road: I understand that the report does not meet the criteria for crashes or for traffic on Riverview, but, I would like to point-out it meets almost double the amount of traffic on Kasold; I have found it to be pretty unsafe to enter or cross the street; a fence and trees block the view of traffic approaching from the north; although there are sidewalks on Riverview, there are no sidewalks on Kasold and no way to cross Kasold for children to walk to Deerfield School; therefore, I would request approval of the request.

Commission Discussion:

Commissioner Rothrock: We are just too far off the required numbers.

Commissioner Ziegelmeyer: We don't have the authority to recommend a Stop sign in violation of the code.

Commissioner Boley: I'm not sure a Stop sign would be the appropriate solution for pedestrians anyway; I would think that a pedestrian beacon would be a better solution.

Commissioner Rothrock: Funding would be a problem for a pedestrian beacon.

MOTION BY COMMISSIONER ROTHROCK, SECOND BY COMMISSIONER BOLEY, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A MULTI-WAY STOP AT THE INTERSECTION OF KASOLD DRIVE & RIVERVIEW ROAD; THE MOTION CARRIED, 8-0.

From: Matt and Heather Eichman [mailto:eichmanhome@hotmail.com]

Sent: Saturday, August 10, 2013 8:38 AM

To:

Subject: Need for Stop Sign - Kasold & Riverview

Good morning.

About 1 year ago, we moved into a house at Kasold and Riverview. We are respectfully requesting that the City install stop signs in both directions at Kasold and Riverview, as it is necessary to protect the safety and welfare of the children and elderly who live in our neighborhood.

Specifically, there are dozens of young children that live in our neighborhood who must cross over Kasold to walk to and from Deerfield Elementary School. They cannot do this safely because (1) there is no stop sign at Kasold and Riverview and (2) there is no sidewalk along Kasold (another serious issue of concern) that would enable children to walk to the closest stop sign and cross over.

Drivers go 40, sometimes 50, MPH up and down Kasold. It is difficult to see down Kasold (North) from Riverview, when crossing over Kasold. Therefore, it is very difficult to judge whether a car is coming and if so how fast. You must time cars coming in both directions just perfectly, or you are caught in the middle, or even worse. It is also difficult for drivers traveling South to see Riverview Street until the driver is upon that Street/turn.

It is an extremely dangerous situation for the children who attend Deerfield Elementary for School or who go the Deerfield Park (adjacent to the School) to play. This situation is also bad for women with babies in carriages and older people, all of whom also live in the neighborhood. We rarely see police officers patrolling the area.

Finally, as someone who drives this route every morning (I don't walk it anymore; it is too dangerous!), I can attest from personal experience that it is also difficult for drivers trying to pull out. The speed at which people travel up/down Kasold coupled with what is essentially a blind spot to the North, makes it hard to see. I have observed a lot of near misses.

We have two very small children. We urge you to seriously consider our request. We are willing to pay for the stop sign, go door-to-door to get petition signed, or whatever it takes. I would appreciate hearing from you with any questions or additional information.

Matt (785-218-2850) and Heather Eichman (816-292-7086)

Peterson Rd

Fall Creek Rd

Weatherhill Cir

Kasold Dr

Arizona St

Westridge Ct

Arizona St

Frontier Rd

Frontier Ln

Glenview Dr

Summetree Ln

Deerfield Ln

Creekwood Dr

Bighorn Ct

Saddlehorn Dr

Wagon Wheel Rd

Tomahawk Dr

Ranger Dr

Longhorn Dr

Rockfence Pl

Riverview Rd

Rockfence Pl

Rockfence Ct

Rockfence Pl

Campfire Ct

Campfire Ct

Lindley Dr

Settlers Dr

Trail Rd

Lawrence Ave

Pioneer Rd

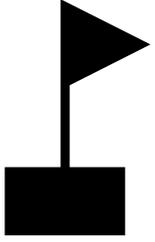
Arrowhead Dr

Moccasin Dr

Colt Dr

Bowstring Dr

Princeton Blvd



Woodlawn Cir

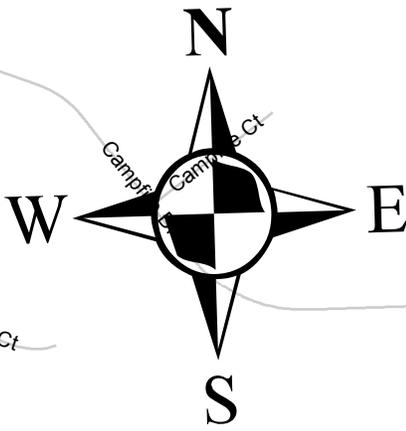
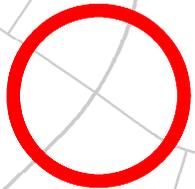
Woodlawn Mnr

Woodlawn Dr

Cottage Ln

Woodlawn Pl

Deerfield Park





ALL WAY Stop Warrant Worksheet



Date: September 4-5, 2013

Location: Kasold Drive & Riverview Road

| Time Period | Kasold Drive | | | | | | | Riverview Road | | | | | | | Grand Total |
|-------------|--------------|----|------|------|----|------|-------|----------------|-----|------|------|-----|------|-------|-------------|
| | NBLL | NB | NBRL | SBLL | SB | SBRL | Total | EBLL | EB | EBRL | WBLL | WB | WBRL | Total | |
| 12-01 | 7 | | 9 | 12 | | 5 | 33 | | 0 | | | 1 | | 1 | 34 |
| 01-02 | 3 | | 3 | 8 | | 3 | 17 | | 0 | | | 0 | | 0 | 17 |
| 02-03 | 7 | | 5 | 2 | | 4 | 18 | | 0 | | | 0 | | 0 | 18 |
| 03-04 | 1 | | 7 | 7 | | 3 | 18 | | 1 | | | 0 | | 1 | 19 |
| 04-05 | 4 | | 10 | 10 | | 2 | 26 | | 0 | | | 0 | | 0 | 26 |
| 05-06 | 11 | | 13 | 35 | | 8 | 67 | | 1 | | | 3 | | 4 | 71 |
| 06-07 | 50 | | 37 | 60 | | 28 | 175 | | 4 | | | 9 | | 13 | 188 |
| 07-08 | 54 | | 93 | 162 | | 91 | 400 | | 31 | | | 37 | | 68 | 468 |
| 08-09 | 66 | | 80 | 129 | | 85 | 360 | | 11 | | | 21 | | 32 | 392 |
| 09-10 | 71 | | 54 | 65 | | 44 | 234 | | 5 | | | 14 | | 19 | 253 |
| 10-11 | 40 | | 40 | 84 | | 47 | 211 | | 5 | | | 14 | | 19 | 230 |
| 11-12 | 51 | | 68 | 58 | | 56 | 233 | | 3 | | | 24 | | 27 | 260 |
| 12-01 | 76 | | 85 | 89 | | 74 | 324 | | 4 | | | 19 | | 23 | 347 |
| 01-02 | 72 | | 87 | 105 | | 68 | 332 | | 13 | | | 17 | | 30 | 362 |
| 02-03 | 82 | | 84 | 77 | | 56 | 299 | | 9 | | | 25 | | 34 | 333 |
| 03-04 | 75 | | 106 | 90 | | 94 | 365 | | 14 | | | 16 | | 30 | 395 |
| 04-05 | 102 | | 104 | 102 | | 89 | 397 | | 14 | | | 34 | | 48 | 445 |
| 05-06 | 144 | | 166 | 145 | | 109 | 564 | | 18 | | | 44 | | 62 | 626 |
| 06-07 | 90 | | 125 | 100 | | 107 | 422 | | 10 | | | 30 | | 40 | 462 |
| 07-08 | 70 | | 101 | 65 | | 76 | 312 | | 8 | | | 18 | | 26 | 338 |
| 08-09 | 88 | | 81 | 82 | | 38 | 289 | | 4 | | | 7 | | 11 | 300 |
| 09-10 | 40 | | 49 | 30 | | 18 | 137 | | 2 | | | 10 | | 12 | 149 |
| 10-11 | 25 | | 24 | 20 | | 9 | 78 | | 0 | | | 0 | | 0 | 78 |
| 11-12 | 13 | | 15 | 26 | | 8 | 62 | | 0 | | | 2 | | 2 | 64 |
| Totals | 1242 | 0 | 1446 | 1563 | 0 | 1122 | 5373 | 0 | 157 | 0 | 0 | 345 | 0 | 502 | 5875 |

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **210** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **140** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **396**

Average minor street volume for same 8 hours = **42**