

City of Lawrence

Traffic Safety Commission

Website: lawrenceks.org/boards/traffic-safety-commission

E-mail: traffic@lawrenceks.org

Telephone: 785-832-3034

April 6, 2015 Agenda

7:00 PM - City Commission Room, City Hall

COMMISSION MEMBERS: John Ziegelmeyer Jr., Chair; Ryan Devlin, Vice-Chair; Stuart Boley; Travis Harrod; Jason Hoskinson; Steven Koprince; Edwin Rothrock; Tracy Russell; and Chris Storm

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, March 9, 2015.

ITEM NO. 2: Consider establishing a MULTI-WAY STOP at the intersection of 9th Street & Crestline Drive.

Staff Report:

1. At the February 2015 Traffic Safety Commission meeting the Commission heard a request to establish a school crosswalk at the intersection of 9th Street & Crestline Drive; the request was denied, however, the Commission requested that the intersection be studied for a MULTI-WAY STOP.
2. Traffic volume and crash data show that two (2) of the criteria for consideration of a MULTI-WAY STOP installation are met.
3. Criteria B; there were five (5) reported crashes during the period June 26, 2012 – June 17, 2013.

4. Criteria D; there were four (4) reported crashes during the period May 22-2013 – January 16, 2014, and, the volume obtained during November 2014 exceeded 80% of the requirement.

ITEM NO. 3: Consider request to establish RESERVED PARKING FOR PERSONS WITH DISABILITIES in front of 3922 Overland Drive.

Staff Report:

1. Overland Drive is classified as a “local” street in a residential duplex area.
2. Parking is currently permitted only along the north side of the street.
3. City practice has been to establish RESERVED PARKING FOR PERSONS WITH DISABILITIES in residential areas upon request.
4. There are currently four (4) other similar zones currently in place.

ITEM NO. 4: Consider request to establish NO PARKING in front of 4 Westwood Road.

Staff Report:

1. Westwood Road is classified as a “local” street in a residential area; generally paved approximately 15 feet wide; however, one portion is approximately 30 feet wide.
2. Parking is currently prohibited along both sides of Westwood Road from Engel Road, west approximately 580 feet.

ITEM NO. 5: Consider request to establish NO PARKING along one side of W. 24th Place, W 25th Place and Jacob Avenue, west of Inverness Drive.

Staff Report:

1. 24th Place, 25th Place and Jacob Avenue are all classified as "local" streets in a residential area and paved approximately 26 feet wide.
2. Parking is currently permitted along both sides of 24th Place, 25th Place and Jacob Avenue.
3. No Parking was previously established along the south side of Gretchen Court.

ITEM NO. 6: Staff update on the City's *School Crossing Control Policy*.

ITEM NO. 7: Public Comment.

ITEM NO. 8: Commission Items.

ITEM NO. 9: Staff Items.

City of Lawrence
Traffic Safety Commission
April 6, 2015 Minutes

MEMBERS PRESENT: John Ziegelmeyer, Jr., Chair; Ryan Devlin, Vice-Chair; Stuart Boley; Travis Harrod; Edwin Rothrock; and, Chris Storm

MEMBERS ABSENT: Jason Hoskinson; Steven Koprince; and Tracy Russell

STAFF PRESENT: David Woosley, Public Works Department
Mark Thiel, Public Works Department

PUBLIC PRESENT: Betty Alderson, Richard Bennesch, Rob Farha, Laura Gloeckner, Matthew Herbert, Dustin Huff, Dave Olson, Jeanne Pees, Amy Sanchez, Robert Scoular, and Kent Speckelmeyer

The meeting was called to order by John Ziegelmeyer, Jr. 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, March 9, 2015.

MOTION BY COMMISSIONER STORM, SECOND BY COMMISSIONER DEVLIN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MARCH 9, 2015; THE MOTION CARRIED, 5-0-1.

ITEM NO. 2:

Consider establishing a MULTI-WAY STOP at the intersection of 9th Street & Crestline Drive.

Woosley reviewed the information provided in the staff report and noted additional correspondence received on this item.

Public Comments:

Jeanne Peas, 2905 Stratford Road, President, Sunset Hills Neighborhood Association: We have heard from quite a few people regarding this; some have been against it; some have been for it; I'm here to say that we support whatever the Commission and the recommendation is for this intersection; I see that there are probably some advantages, for instance, safety with crossing, slowing down the traffic, maybe diverting the traffic to 6th Street or Bob Billings Parkway; one of the concerns we have is backing-up of traffic during the work-hour commute, down 9th Street to Rockledge or Centennial; perhaps it would be possible to do this temporarily to see how it operates.

Commission Discussion:

Commissioner Rothrock asked how soon this intersection might be signalized; Woosley advised that it probably wasn't a candidate for signalization any time soon.

Commissioner Boley asked if 9th Street is a minor arterial; Woosley advised that he thought it is (it actually is a collector at this location).

Commissioner Devlin asked if a temporary could be considered; Woosley advised that it could be considered.

Commissioner Rothrock stated that he thought it should either be approved or denied; if it needed to be looked-at again in the future, that could be done.

MOTION BY COMMISSIONER ROTHROCK, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND ESTABLISHING A MULTI-WAY STOP AT THE INTERSECTION OF 9TH STREET & CRESTLINE DRIVE; THE MOTION CARRIED, 6-0.

ITEM NO. 3:

Consider request to establish RESERVED PARKING FOR PERSONS WITH DISABILITIES in front of 3922 Overland Drive.

Woosley reviewed the information provided in the staff report.

Public Comments:

Robert Scoular, 3920 Overland Drive: I will not be able to drive within the next six months or so, so I will need this myself.

Commission Discussion:

None.

MOTION BY COMMISSIONER HARROD, SECOND BY COMMISSIONER STORM, TO RECOMMEND ESTABLISHING RESERVED PARKING FOR PERSONS WITH DISABILITIES IN FRONT OF 3920-22 OVERLAND DRIVE; THE MOTION CARRIED, 6-0.

ITEM NO. 4:

Consider request to establish NO PARKING in front of 4 Westwood Road.

Woosley reviewed the information provided in the staff report and noted additional correspondence received on this item.

Public Comments:

Kent Spreckelmeyer, 4 Westwood Road: I have spoken to the residents of Westwood 5, 6, 7, and 8, and they want to leave parking in front of their residences; we have had a number of instances when the recycle truck and trash truck could not get through this area.

Commission Discussion:

None.

MOTION BY COMMISSIONER STORM, SECOND BY COMMISSIONER ROTHROCK, TO RECOMMEND ESTABLISHING NO PARKING IN FRONT OF 4 WESTWOOD ROAD; THE MOTION CARRIED, 6-0.

ITEM NO. 5:

Consider request to establish NO PARKING along one side of W. 24th Place, W. 25th Place and Jacob Avenue, west of Inverness Drive.

Woosley reviewed the information provided in the staff report and noted additional correspondence received on this item.

Public Comments:

Dave Olson, 4427 Gretchen Court: The main concern is the lack of vehicles to be able to get through these streets; also, garbage trucks have complained several times; mainly for safety, for ambulances and fire trucks.

Richard Bennesch, 4429 W. 25th Place: I agree there is a problem on both 24th Place and 25th Place; there is only sidewalk on one side of the street, so children are crossing the street to access the sidewalk and can't be seen darting out between parked vehicles; I'm all for restricting parking to one side, however, I'd like to see residents forced to park in the driveways or a short-term limit to park on the street; parking should be allowed on the side with the sidewalk.

Dustin Huff, 4424 Gretchen Court: We agree that this is a problem; there are several houses with numerous vehicles and some with large trucks; we are worried about our kids; I think it works well to have parking on only one side of Gretchen Court.

Rob Farha, 4421 W 25th Place: I don't know which way I go on this; 24th is much worse than 25th; I agree, allow parking on the sidewalk side.

Commission Discussion:

Commissioner Rothrock: It's a pretty narrow street and it's clear there are some issues with getting large vehicles through; I would be a strong advocate to eliminate parking on the inside of the curves.

Commissioner Boley: My concern is that you would have more parking spaces left if parking is eliminated on the outside of the curves.

MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER ROTHROCK, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE NORTH SIDE OF 24TH PLACE, THE SOUTH SIDE OF 25TH PLACE AND THE WEST SIDE OF JACOB AVENUE, WEST OF INVERNESS DRIVE; THE MOTION CARRIED, 6-0.

ITEM NO. 6:

Staff update on the City's *School Crossing Control Policy*.

Mark Thiel, Assistant Public Works Director, advised the Commission that City Staff was in the process of thoroughly reviewing the current *School Crossing Control Policy* and that in the interim, the policy will be on "hold" and no controls will be either installed or removed unless recommended by this Commission and approved by the City Commission.

Commissioner Boley asked about the time-frame for the review; Thiel advised that it would probably take six-months to a year to complete a thorough review.

Public Comments:

Laura Gloeckner, 2623 Belle Crest Drive: I'm here today to make sure that the TSC is aware that the policy can be a problem and needs immediate attention; the Public Works Department, the Police Department, Safe Routes, parents and schools all need to be organized to participate and it is the responsibility of this Commission to make sure it happens; currently, the policy does not cover middle school students or high school students.

Amy Sanchez, 902 W. 27th Street: My concern is the lack of sidewalks along the north side of 27th that requires students to cross 27th mid-block to get to a sidewalk; I implore you to pay attention to what is happening on 27th Street.

Matthew Herbert, 523 Kasold Drive: My concern is that the current policy addresses only elementary school students; I implore you to focus on making sure that all areas around a school are set-up as though it is a school zone, including, traffic calming, speed limits, and crosswalks; I think you even need to look at the high school level; high school now includes 14-year-olds and they are not fully capable to make appropriate decisions; the benefits to include them out-weigh the negatives; I would encourage that the policy include all schools.

Student Sanchez, 902 W. 27th Street: I'm a middle-schooler; I'd like to say that sometimes it takes 5-10 minutes to cross the street to get to school.

Student Gloeckner, 2623 Belle Crest Drive: I just wanted to say I have to sometimes wait 10 minutes to cross the street to get to my friend's house.

ITEM NO. 7:

Public Comment:

Betty Alderson, 1400 Lilac Lane: I think we need to remember that all the things you have been talking about also apply to little old ladies trying to cross the street, so, it is a people issue. Also, I'm concerned about some recent ordinances that have been passed that are enforced only on a complaint basis. In addition, every neighborhood needs residential parking permits, so I think LAN should be included in discussions.

ITEM NO. 8:

Commission Items.

Commissioner Ziegelmeyer presented Commissioner Rothrock with a Certificate of Appreciation for his service on the Traffic Safety Commission.

ITEM NO. 9:

Staff Items:

None.

The meeting adjourned at 8:20 p.m. The next scheduled meeting of the Traffic Safety Commission is Monday, May 4, 2015.

Respectfully submitted,

David E. Woosley

David E. Woosley, P.E.
Transportation/Traffic Engineer

David Woosley

From: Shannan Johnson <lkbeauty4@gmail.com>
Sent: Thursday, October 30, 2014 10:18 AM
To: David Woosley
Subject: School cross walk needed

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Refer to TSC

My name is Shannan Johnson. I am requesting a school cross walk be placed at the intersection of ninth and Crestline street for West Junior High students to cross safely. My children lillyanna 13, and Auryn 12 were struck by a car on Oct. 29 2014 crossing this intersection on their way to school. A similar accident happened last year at this same intersection. My children are thankfully alright but, would like to get the steps in motion to prevent this from occurring again.

Thank you
Shannan Johnson
My number I can be reached at
785 304 1491

Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.



City of Lawrence, Kansas
Traffic Engineering Division

ALL WAY

Stop Warrant Worksheet



Date: November 10-11, 2014

Location: 9th Street & Crestline Drive

Time Period	9th Street							Crestline Drive							Grand Total
	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	
12-01		12			25		37		8			3		11	48
01-02		7			20		27		5			2		7	34
02-03		2			12		14		1			1		2	16
03-04		2			5		7		1			0		1	8
04-05		10			6		16		3			1		4	20
05-06		36			19		55		10			4		14	69
06-07		78			52		130		40			14		54	184
07-08		288			189		477		212			66		278	755
08-09		284			149		433		131			33		164	597
09-10		212			167		379		69			33		102	481
10-11		178			207		385		64			21		85	470
11-12		198			242		440		75			27		102	542
12-01		225			302		527		83			32		115	642
01-02		237			247		484		80			28		108	592
02-03		217			272		489		97			40		137	626
03-04		308			369		677		130			76		206	883
04-05		301			411		712		157			44		201	913
05-06		286			524		810		201			41		242	1052
06-07		228			316		544		115			49		164	708
07-08		111			224		335		95			25		120	455
08-09		94			162		256		75			21		96	352
09-10		66			120		186		66			23		89	275
10-11		31			71		102		27			14		41	143
11-12		27			52		79		18			6		24	103
Totals	0	3438	0	0	4163	0	7601	0	1763	0	0	604	0	2367	9968

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **584**

Average minor street volume for same 8 hours = **188**



City of Lawrence, Kansas

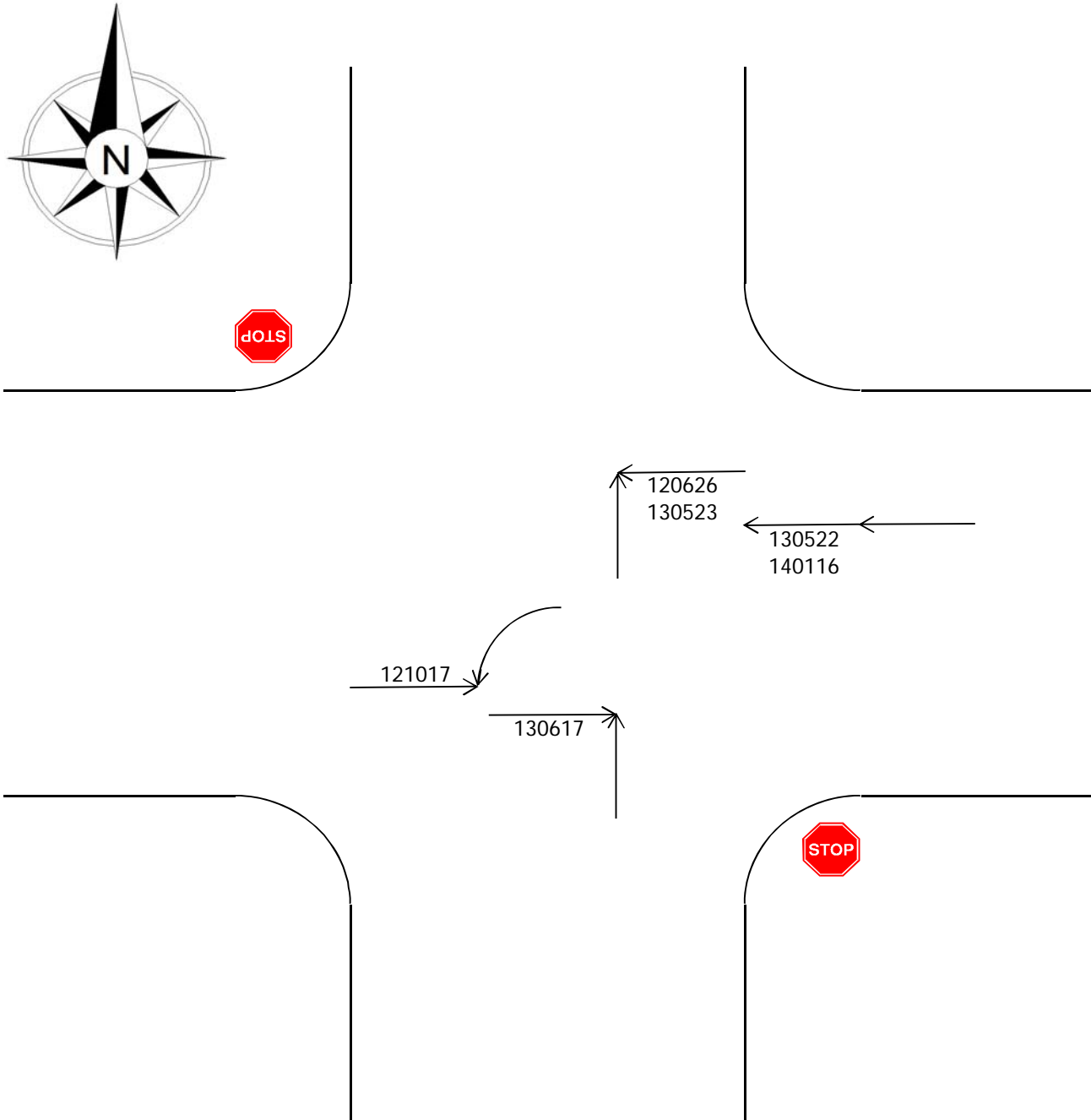
Traffic Engineering Division

Crash Diagram



Location: **9th Street & Crestline Drive**

Date: **June 2012-May 2014**



Notes: 5 reported crashes during the period June 2012-June 2013: 120626, 121017, 130522, 130523 & 130617
4 reported crashes during the period May 2013-May 2014: 130522, 130523, 130617 & 140116

Item 2

**West
Middle
School**



David Woosley

From: Clare Doveton <studio@claredoveton.com>
Sent: Monday, April 06, 2015 9:35 AM
To: David Woosley
Subject: Concerns on 9th Street

To the Traffic Safety Commission,

I currently own a house on 9th Street between Centennial Park and Sunset Hills Elementary School. There has been a huge increase of traffic on this street since all the construction on 6th last year and it is becoming increasingly difficult to feel comfortable with children walking to school (Sunset Hills Elementary and West), riding bikes and skateboards to the park (as there are currently no crosswalks on Centennial Park - ZERO) or families walking to the Merc (as there are no sidewalks to the Merc from our neighborhood)

I know there is a multi-way stop being considered by the Traffic Safety Commission tonight, and this seems like a step in the right direction. But I encourage the city to look at other ways to keep West 9th street a safe place for children to walk and families to grow by looking at other ways to calm the traffic on this street, as it holds a wonderful park and elementary school. Current conditions are flat out dangerous for our kids and I no longer feel comfortable having my 12 year old ride his bike to the park or the grocery school. Where is he supposed to cross? Iowa? There isn't a bike lane, a crosswalk or a sidewalk at present. Without a traffic calming circle, crosswalks, stop signs, etc. you have cars zooming down a hill past children walking to school with no stop until they are past a park and an elementary school. Please help us figure out how to keep this a safe, residential neighborhood. Being able to walk to the school, the park, and the Merc is why we live here.

Thank you for your time and considerations,

Clare Doveton

David Woosley

From: Jon Dunham <jondun@sunflower.com>
Sent: Saturday, March 28, 2015 1:48 PM
To: David Woosley
Cc: gerald pees
Subject: 9th & Crestline

3/28/2015

Mr. Woosley,

I live immediately south of West Junior High and frequently use the intersection of 9th and Crestline. On the April 6th Agenda, the issue of a 4 way stop at 9th and Crestline will be addressed and I am totally in favor of this being implemented. Turning either direction at this intersection is a big gamble at most times of the day, especially when West lets out and parents are transporting their non-walking kids. The traffic levels between 3 and 4 in the afternoon are simply too high with 9th street traffic not being forced to slow down. Please implement this as soon as possible. I'm not sure a protected crosswalk would then be needed if there were stop signs limiting traffic at this intersection.

Thank you,
Jon Dunham
2712 Westdale Cir

David Woosley

From: Quinton, Monique T [<mailto:ycdt@ku.edu>]
Sent: Thursday, March 05, 2015 1:04 PM
To: David Woosley
Subject: RE: Request for Rerserved for Disabled Parking sign

Hello David,
I discussed the issue with my neighbor, Bruce, at 3920 Overland. He approves of my request. He also, is disabled, albeit for a different condition, and he would be authorized to put in an application to use the paratransit bus. He says he doesn't use email much, but you are welcome to call him. I have his number if you'd like.

Monique

From: David Woosley [DWoosley@lawrenceks.org]
Sent: Tuesday, February 24, 2015 1:45 PM
To: Quinton, Monique T
Subject: Re: Request for Rerserved for Disabled Parking sign

Hi Monique,
Since your residence is a duplex, a reserved space would also be in front of 3920 Overland; can you advise as to whether they approve of your request?

Thanks,
David

On Feb 23, 2015, at 3:13 PM, Quinton, Monique T <ycdt@ku.edu> wrote:

Good Afternoon to the Traffic Safety Commissioner:

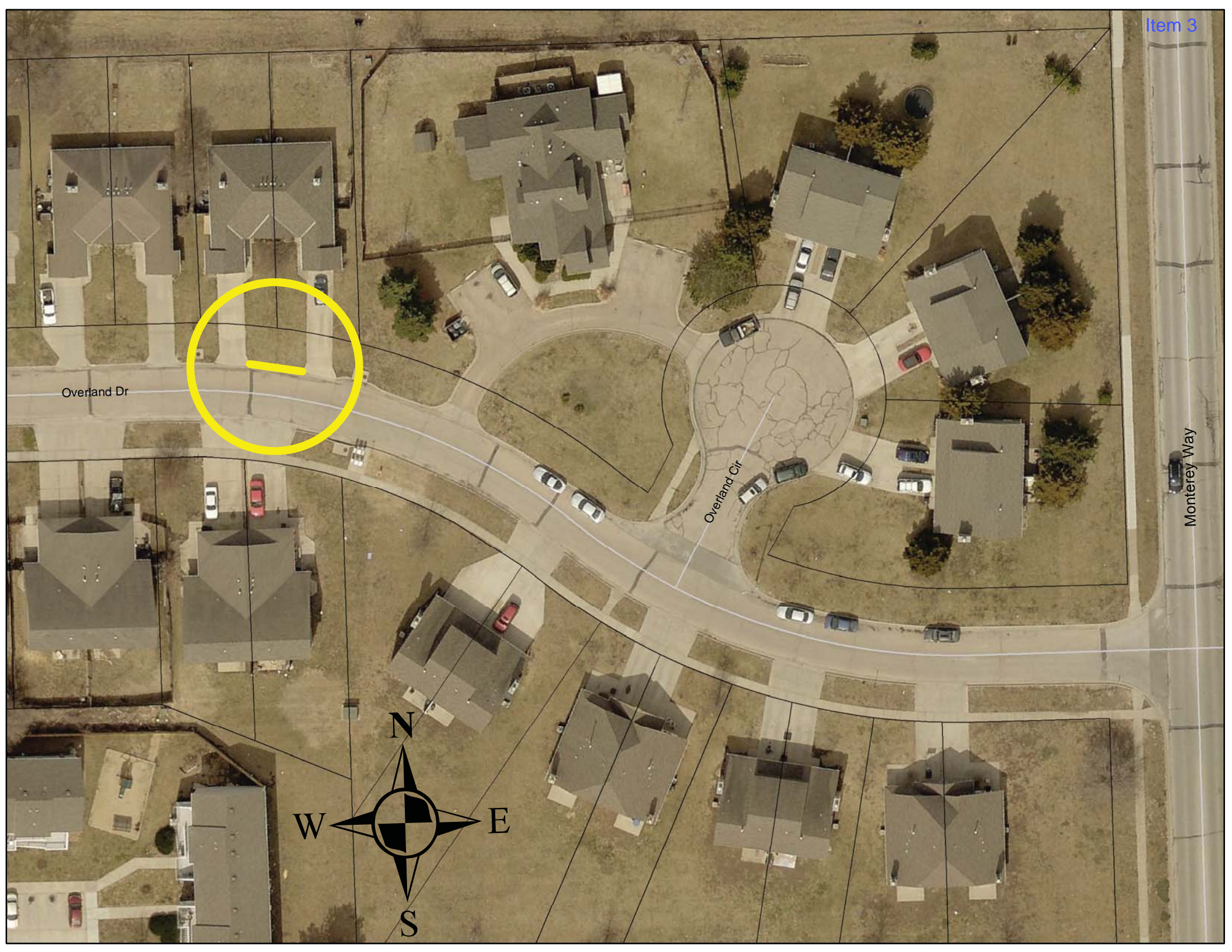
This is a request for signs posting a Disabled Parking reserved sign for in front of my residence. I live at 3922 Overland Drive in Lawrence Kansas. The road is a one-side of the road parking only. I have a driveway so I am able to park my car off the street and in front of my garage.

However, other cars from surrounding houses park in the area on the street on either side of my driveway.

When the Jayhawk Lift, the bus for disabled persons, when this bus comes to pick me up and drop me off, the cars parked on either side of my driveway make it difficult to maneuver safely and closely so that I can get on the bus to go to work or be dropped off at home.

I recently became disabled and it makes walking difficult, and now I have a permanent Kansas disabled parking permit for my car. I am requesting a Disabled Parking reserve sign to the left or to the right of my house, or both whatever works best for the bus. Just like the ones my neighbor has, who is also disabled and has those signs available so that when the bus comes to pick him up there are no problems.

Monique Quinton
3922 Overland Dr
Lawrence, KS 66049



Overland Dr

Overland Cir

Monterey Way



16 March 2015

TO: Lawrence City Traffic Safety Commission

FROM: Kent Spreckelmeyer, 4 Westwood Road, Lawrence, KS, 66044 (785)331-8309

RE: Changing No-Parking Sign at West End of Westwood Road

We are writing to request a change in the placement of one no-parking sign at the west end of Westwood Road in Lawrence, Kansas. Westwood Road is currently marked as no parking throughout the large traffic circle on the east side of the neighborhood in front of Numbers 1, 2, 3, 9, 10, and 11. Parking is allowed on the west cul-de-sac portion of Westwood Road from the east property line of Number 4 to the east property line of Number 8. We are asking the city ordinance be changed to move the no-parking sign in front of Number 4 to the east property line of Number 5. The reason for this change is to eliminate access and safety hazards in Westwood Road in front of Number 4. This west portion of the Westwood Road cul-de-sac is dominated by the planting island located between Numbers 4 and 8. Cars parked between this island and the front property line of Number 4 prevent service vehicles from safely passing or turning.

This request has been sent for review to the owners of homes on Westwood Road.



Kent Spreckelmeyer
4 Westwood Road



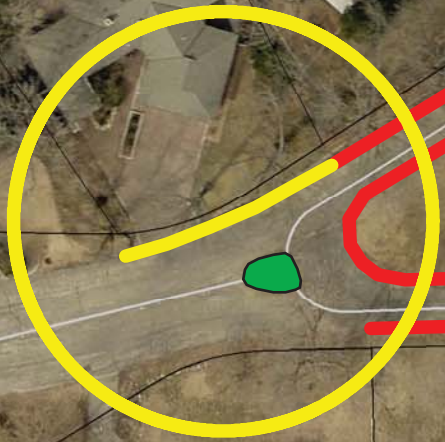
Dick Raney
5 Westwood Road

Crescent Rd

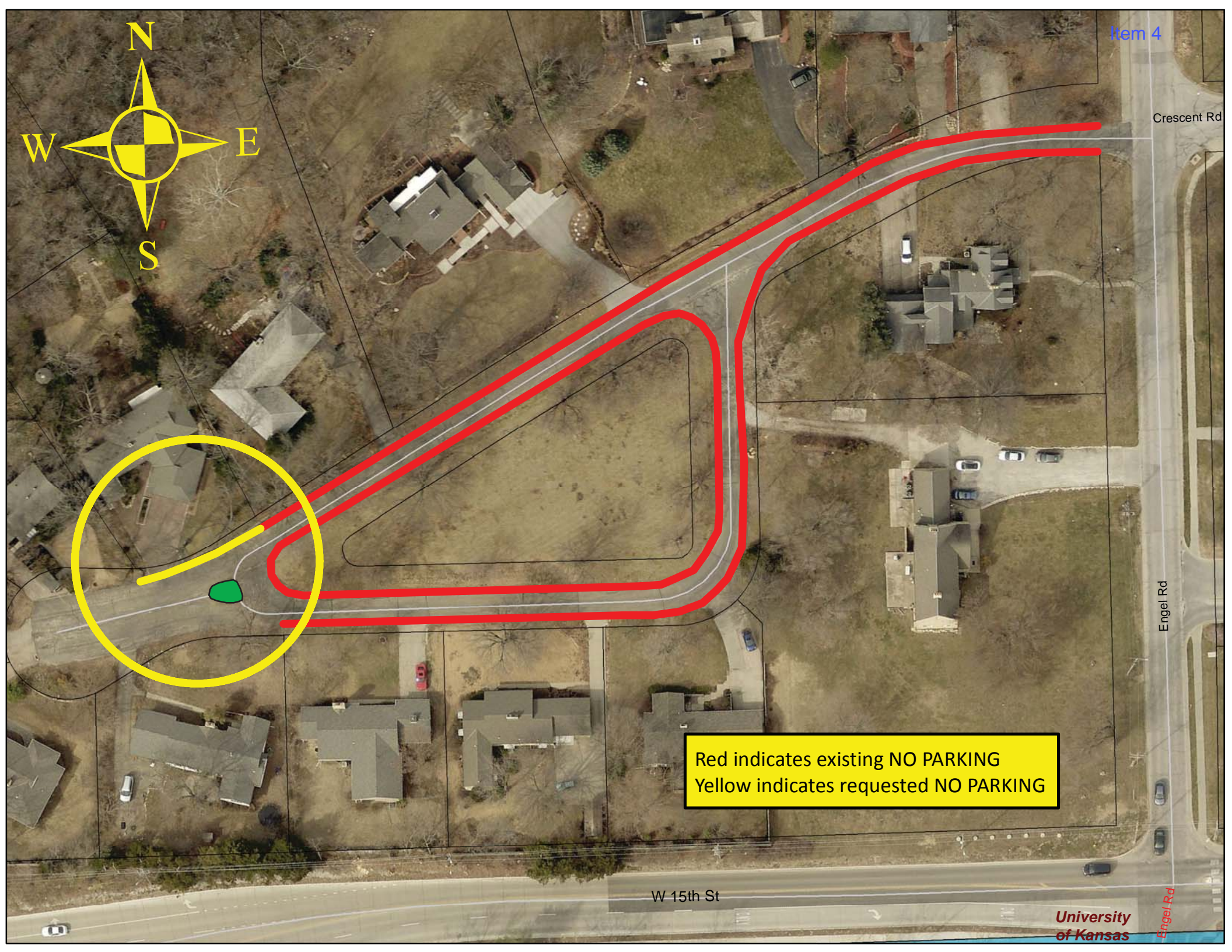
Engel Rd

W 15th St

Engel Rd



Red indicates existing NO PARKING
Yellow indicates requested NO PARKING



David Woosley

From: Spreckelmeyer, Kent F. <kents@ku.edu>
Sent: Sunday, March 29, 2015 11:02 AM
To: David Woosley; 'lkbeauty4@gmail.com'; Quinton, Monique T; 'Dave Olson'; 'bradrwsp@yahoo.com'; 'wildhawk@hotmail.com'; 'thegiftofgrace@hotmail.com'; truang.mindy7@gmail.com; 'dustinrhuff@gmail.com'; 'marykathleenbowen@yahoo.com'; 'Laura'
Cc: Mark Thiel
Subject: RE: April 2015 Traffic Safety Commission Agenda
Attachments: 4WestwoodRoadNoParking.pdf

Mr. Woosley,

Thank you for the agenda outlining the April 6th meeting of the Traffic Safety Commission. I will plan to be there at 7:00 p.m. that evening. I am attaching some photographs and measurements in support of my request.

Thank you,

Kent Spreckelmeyer
 4 Westwood Road
 (785) 331-8309

From: David Woosley [<mailto:DWoosley@lawrenceks.org>]
Sent: Friday, March 27, 2015 4:23 PM
To: 'lkbeauty4@gmail.com'; Quinton, Monique T; Spreckelmeyer, Kent F.; 'Dave Olson'; 'bradrwsp@yahoo.com'; 'wildhawk@hotmail.com'; 'thegiftofgrace@hotmail.com'; truang.mindy7@gmail.com; 'dustinrhuff@gmail.com'; 'marykathleenbowen@yahoo.com'; 'Laura'
Cc: Mark Thiel
Subject: April 2015 Traffic Safety Commission Agenda

The April 2015 Traffic Safety Commission Agenda has been posted online and can be found at: <http://www.lawrenceks.org/boards/traffic-safety-commission/agendas>



David E. Woosley, P.E., *Transportation/Traffic Engineer* – dwoosley@lawrenceks.org
 Public Works Department | [City of Lawrence, KS](http://www.cityoflawrenceks.org)
 P.O. Box 708, Lawrence, KS 66044
 Office (785) 832-3034 | Fax (785) 832-3054

5 Westwood Road

4 Westwood Road

3 Westwood Road

Existing Location of No-Parking Sign



Proposed Location of No-Parking Sign

Planting Island in the Middle of the Cul-de-Sac

Looking North Standing in the Middle of the Cul-de-Sac at the West End of Westwood Road

7 Westwood Road

6 Westwood Road

4 Westwood Road

Planting Island in the Middle
of the Cul-de-Sac

Distance Between Parked Car
and Edge of Planting Island
11 Feet



Existing Location of
No-Parking Sign

Distance Between Parked
Car and Edge of Pavement
12 Feet

Looking West Standing in the Middle of Westwood Road

5 Westwood Road



Proposed Location of
No-Parking Sign

West Edge of Driveway at
4 Westwood Road

**Looking Northwest Standing in the Middle of the Cul-de-Sac at
4 Westwood Road**

David Woosley

From: Dave Olson [<mailto:67semperfi11@gmail.com>]**Sent:** Tuesday, March 24, 2015 5:18 PM**To:** David Woosley**Cc:** Michael.e.neth.nfg@mail.mil**Subject:** Re: Parking Improvement

David,

Several neighbors have weighed in on the idea of having the whole neighborhood parking as one side only parking. Please place all three streets on the agenda for April 6: 24th Place, 25th Place and Jacob Avenue.

Sincerely,

Dave & Heather Olson

From: Dave Olson [<mailto:67semperfi11@gmail.com>]**Sent:** Saturday, March 21, 2015 9:36 AM**To:** David Woosley**Subject:** Parking Improvement

Dear Members of the Traffic Safety Commission:

Please consider this request for changing 24th Place (from Inverness to Jacob) to parking on one side of the street. Our neighborhood is concerned about the safety of residents and the ability for vehicles to maneuver the street. When vehicles are parked on both sides of the street visibility is greatly reduced. Furthermore, vehicles such as garbage trucks, ambulances, snow removal, and fire trucks may not be able to pass through our street. This may become an issue for Jacob Avenue and 25th Place also. Would it be best to address the whole neighborhood at once? Gretchen Court is already one sided parking.

If more details or neighbors' contact information is helpful, please let us know. Several of us would like to attend the meeting to discuss this improvement for our neighborhood.

Sincerely,

Dave & Heather Olson

4427 Gretchen Court

67semperfi11@gmail.com

785)727-0525

Brad & Jennifer Remington

4433 24th Placebradrwsp@yahoo.com

785)550-1819

Jarvis & Sarah Stirn

4404 Gretchen Ct.

wildhawk@hotmail.comthegiftofgrace@hotmail.com

785)843-0144

Ryan Truong

4432 24th Placetruang.mindy7@gmail.com

785)218-0060

Dustin & Katie Huff

4424 Gretchen Court

dustinrhuff@gmail.com

785)760-3280

Mary Kathleen Bowen

4417 Jacob Avenue

marykathleenbowen@yahoo.com

785)550-4421

W 24th Pl

W 24th Pl

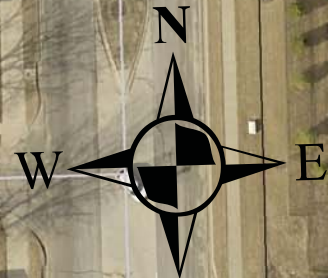
Gretchen Ct

Inverness Dr

Jacob Ave

W 25th Pl

Red indicates existing NO PARKING.
Yellow indicates requested NO PARKING area.



David Woosley

From: Nathan Bremer <nathanbremer@yahoo.com>
Sent: Wednesday, April 01, 2015 7:38 AM
To: David Woosley
Subject: W. 25th Place

Dear Traffic Safety Commission,

I am the homeowner at 4420 W. 25th Place and I received a notice about a request to establish NO PARKING along one side of this street and two others in the neighborhood.

I am opposed to the idea.

Parking is almost never an issue on these streets. The rare occurrence is when the school has a very large event, and that is only a few times a year.

I am opposed to this idea because I wouldn't want my side of the street to be the parking side.

I am opposed to this idea because it would address a non-issue by creating an annoyance for the residents on the side of the street with parking.

Thank you for your time.

Sincerely,

Nathan Bremer
4420 W. 25th Place



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.

Dear Commissioners,

My name is Laura Gloeckner; I live off of 27th street. I have 3 children, one at LHS, one at South, and one at Broken Arrow.

Recently, in following the current TSC policy, the City of Lawrence removed a crosswalk and school zone on 27th without notifying the school or the community and the result was that children were using a crosswalk that was invisible to traffic and without school zone to slow traffic.

I was not aware of this change to be able to warn my children or talk with them about this. I did not notice the change until my daughter complained to me that she had to wait at the crosswalk at Belle Haven and 27th for at least five (5) minutes before cars would stop for her to cross.

When asking my neighbors and other parents about this I was informed that they had tried to contact the city to no avail about the dangerous situation and that is when we united in making sure parents, our neighborhood and the school were informed about this by calling parents in our school directory, notifying our neighborhood association, notifying the school, the school Board and anyone else that we thought would have enough authority to do something quickly. Due to inability to accurately describe the seriousness of the situation, we took video footage of the area after school and pictures and sent them to those people.

Please take the time to view the following video to be able to grasp the severity of this decision and ultimately the application of the current TSC policy regarding school zones and crosswalks.

<https://www.dropbox.com/s/npvvigivxq2dg/DSCN0081.MOV?dl=0>

I am very grateful at the quick response the city had to reinstall the crosswalk and school zone after being able to see the danger that our kids were in.

I write this letter to ask that the policy in which was enforced by the city that led to this dangerous situation be updated so something like this does not happen again.

I have included an updated policy that I believe reflects what parents in Lawrence want, and from what I have heard from them, they thought was the case in the effort to show my willingness to help bring solutions not just complaints, not to overstep.

1). Currently elementary schools are the only schools provided crosswalk and school zone accommodation, I ask that you please add middle schools as our middle schools now house 6th graders. My daughter Abigail will be going to middle school this year. She is very small, 45 lbs, and although she is small for her age, she is not the only kid in her class her size.

2). The current policy allows the city to remove crosswalks and school zones on streets adjacent to schools if certain requirements are met such as attended crosswalks, stop signs, and stop lights. I request the commission update the policy to reflect that school zones are to be set up around our schools to slow traffic as a standard and crosswalk attendants, stop signs, and stop lights be set up in addition to not in lieu of the school zone. All drivers should habitually slow their speed around schools when children are arriving and being dismissed. This habit is reinforced through the school zone which can be enforced by law. This is a similar philosophy to enforcement of work zones for areas in which adults are working near roads, driver's need to slow and be cautious in these areas, likewise drivers need to be slow and cautious around our children, especially in areas such as schools.

3) The current policy allows the city to make changes to the streets adjacent to the schools that impact the students without notification of the school or the community. I ask that this commission update the policy to reflect that changes such as these must have proper notification to the school and community and in addition, must come before the TSC for specific approval to do so.

27th Street Needs and Solutions:

Due to the closing of 31st street and simultaneously the heavy construction work on 23rd recently, 27th street has now become a major traffic way for Lawrence drivers. Although 23rd street is now fully open, the traffic has not decreased as much as we may have hoped. Drivers still prefer to take 27th street from Iowa to Louisiana and reenter 23rd/k10 from Louisiana as they can avoid the section of 23rd containing all of the businesses and stop lights. It is also now the main access road for parents to take to drop off and pick up their students at South and at Broken Arrow.

The mentality of many of the driver's is to take a shortcut, many of the drivers using this street do not live in our neighborhood but are using it to avoid 23rd and are therefore unaware and uncaring of our crosswalks and are often in a hurry to get to work and get home.

I believe the city has been slow to accommodate our once neighborhood street for this traffic. I write this letter to also request that the city properly accommodate the people living in the areas off of 27th street from Iowa to Louisiana in the following ways:

1). Complete the sidewalk from Iowa to Louisiana on the north side of 27th street. We currently have children and adults that live on the north side of 27th street that must walk through yards or cross the now busy street illegally to get to the sidewalk on the south side or where it reconnects around Naismith Park.

2) Install cross walk light at the Naismith Park trail crossing 27th street. Naismith park trail is a heavily used park by not only our neighborhood but also those that visit the park. Pedestrians and cyclists now must wait as heavy traffic blows through the crosswalk for the drivers to stop for them to cross. The level of car traffic and pedestrian traffic at this location is very high and it is truly a safety concern, I go through this crosswalk every day to witness the lack of awareness by the drivers of people waiting to cross here.

3). Repaint the crosswalks at Alabama and 27th and put up Yellow signs to caution drivers of the crosswalk as this is a high traffic area for cars and for our afterschool walkers.

4). Install a crosswalk light at the cross walk at Belle Haven (north side) and 27th. Although I understand the idea, that with the increased heavy traffic, the reasoning for the attempted removal of this crosswalk, it has been made very apparent that this causes a more dangerous situation for our neighborhood. This crosswalk has been in our neighborhood a very long time and area seems to be set up to use it. This crosswalk has different groups of users, which extends beyond our before and afterschool users. We have other groups of afterschool students that use this crosswalk after the school zone has been time is over. Boys and Girls Club dismisses at 5:30 and South Middle School has children coming and going for various afterschool activities between 4 and 5:30, at these times the traffic has increased by at least 3 times as much due to the after work traffic and kids are using this crosswalk in heavy traffic with no assistance from enforced schools zone and in addition, because there is not a large group of kids such as the afterschool crowd, drivers are not as aware of their presence. In addition we have children from our neighborhood that use the crosswalk, especially in the warmer months to access the Broken Elementary School playgrounds and Broken Arrow Park. Since this crosswalk cannot be safely removed, I ask that it be accommodated with the crosswalk light that allows users to stop traffic in order to cross. Again, I ask that this be done in addition to the set school zone, not in lieu of.

I have included a map for your convenience to help visualize the needs of our area.

I look forward to hearing more suggestions at the April 6th, 2015 TSC meeting at 7pm.

Thank you for hearing my concerns and suggestions,

Laura Gloeckner

School Crossing Control Policy

Resolution No. 5777, March 19, 1996

Resolution No. 6604, August 16, 2005

Resolution No. 6748, January 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 ~~and Middle school~~ students only. ~~Junior (South is a Middle school which now includes 6th graders) and~~ senior high students are capable of walking to-and-from school without special assistance from adults or traffic control devices.

Formatted: Superscript

2. In order to consider an adult guard or other traffic control device, the total number of children using a crossing during the crossing period in the morning and afternnon combined 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 shall 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 shall 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 shall 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.

Marked crosswalks adjacent to the school property shall not be removed without prior notice to the school of at least 60 days, a public community meeting of at least 30 days prior and specific authorization and approval from the TSC

REDUCED SPEED ZONE (20 MPH)

A reduced speed zone ~~may be shall 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. ~~Any signs installed under this provision will be removed upon installation of a stop sign, traffic signal or adult crossing guard under other provisions of this policy.~~

A reduced speed zone provided for each school shall not be removed removed without prior notice to the school of at least 60 days, a public community meeting at least 30 days prior and specific authorization and approval from the TSC

REDUCED SPEED ZONE (20 MPH) WITH FLASHING BEACON

A reduced speed zone with flashing beacon ~~may be shall 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.~~

A reduced speed zone with flashing beacon provided for each school shall not be removed without prior notice to the school of at least 60 days, a public community meeting at least 30 days, and specific authorization and approval from the TSC

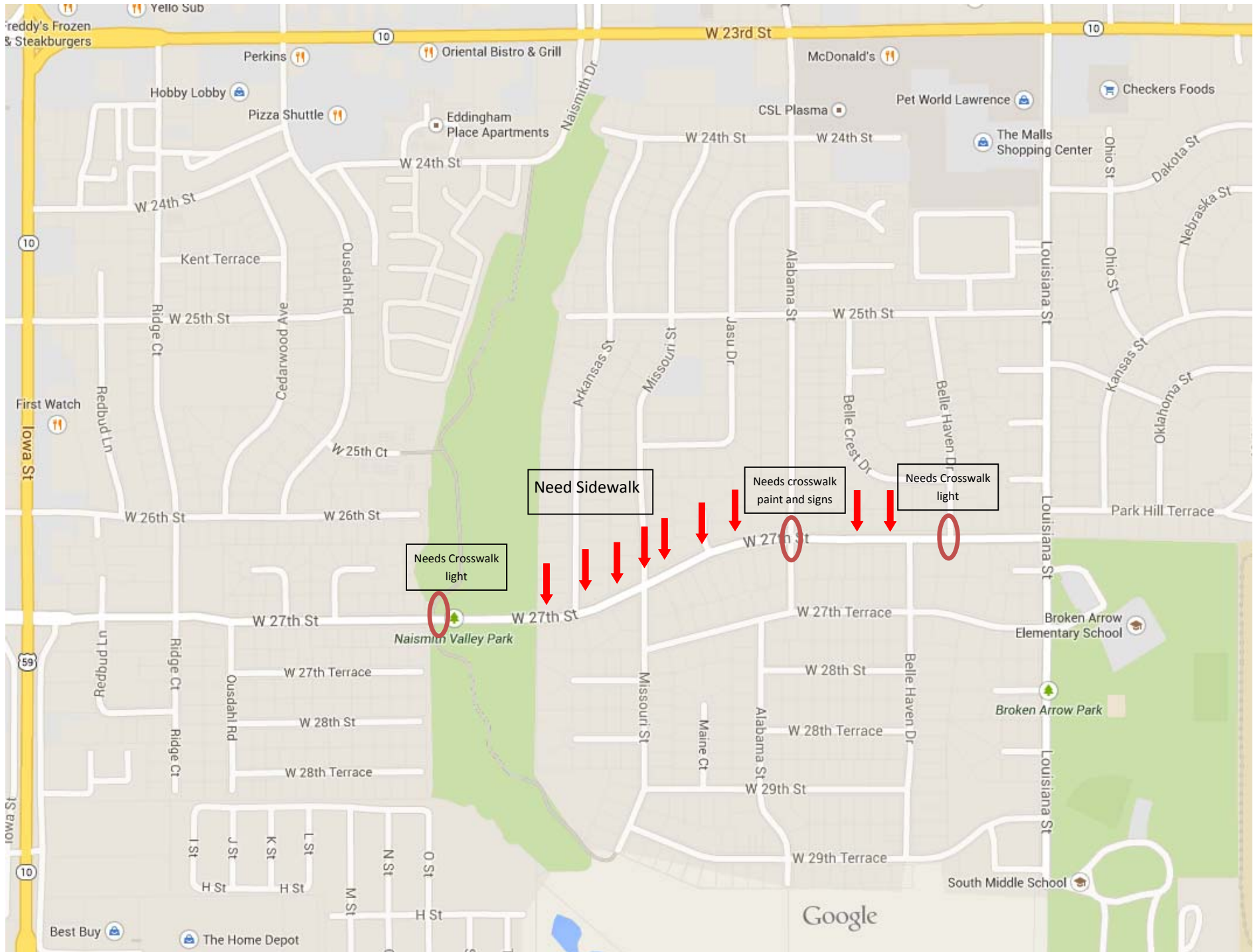
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An Adult Crossing Guard may be provided if any of the following minimum conditions are met:

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.



March 18, 2015

City Commissioners
Lawrence, Kansas

Re: School Crossing Control Policy

Dear Commissioners,

I am writing this letter in response to the removal of the School Crossing light on 27th Street. The light has since returned, but my concerns are still relevant.

While I realize that the increased traffic on 27th Street is temporary, the street will always be a heavily trafficked road in which dozens of school children walk to and from school each day. Access to Broken Arrow Park is also available via 27th Street, as well as a bus stop at 27th & Alabama.

Any changes to the cross walks, crossing lanes, lights, and signage should be brought before the residents in the neighborhood as well as the schools and their respective committees. I believe it should be policy that neighborhoods and schools should be notified of any changes to the School Crossing Areas 90 days in advance of such change. Proper signage should be posted in the area stating that a change is being proposed. And notification should go out through the schools via website, newsletters, skyward email.

I also would like to have a sidewalk installed on the north side of 27th Street. There are numerous children that either cross the street in the middle of the block, or walk along grassy yards in order to get home.

Furthermore, while pedestrians in a crosswalk have the right of way, vehicles routinely ignore the presence of people trying to walk across the street. Violators should be ticketed and fined.

Another issue is that the T (local bus stop) does not stop along 27th Street when headed East. The drivers feel that it is too dangerous to stop at this location, so they make the people walk to the corner of 27th & Belle Haven to load the bus. This was the standard policy even before road construction diverted traffic to our street. I would suggest moving the bus stop to Alabama street, south of 27th St. (at the 4 way stop).

I implore you to be responsible when creating School Crossing Policy as our children deserve safe passage to school.

Thank you,

Amy Sanchez

27th Street Resident

Honorable Commissioners,

Thank you for including parents and Indian Hills community members into your analysis of traffic safety concerns, specifically on the issue of the school zone and crossing at 27th and Bellhaven. I have lived in the community at 725 Shelburn Place for 10 years. I have had children attending Broken Arrow and South Middle School for 10 years and they all walk home everyday from school, and on occasion they walk to school. I have been fortunate enough to have a work schedule that allows me to drop my children off at school and have witnessed over the years the changes in traffic flow on 27th, Louisiana and Alabama streets. As you may know, we have had several major construction changes in our area that have affected the safety of our children in the community recently. With 31st street closed, we have seen a large increase in traffic on 27th street which affects members more so than just our children walking to school. I have waited 3-4 minutes to pull out of neighbor's driveways on 27th street due to the traffic flow, and have waited 5 minutes or longer to cross the street at street intersections (27th and Arkansas or Missouri) during walks. My wish was that when 23rd and Iowa construction was finished that the traffic would lighten, however the congestion has continued since the intersection was complete. I would also ask the commissioners to consider that parents of two large schools are picking up and dropping off children at the same time every day. Approximately 1000 children attend schools that are connected together with only two main streets allowing access (27th and Louisiana). In addition, Lawrence High School is less than ¼ of a mile away on Louisiana. I am sharing this with you as I would like you to consider the amount of traffic as well as the number of children that are involved that we have in the area that is being discussed.

Last school year we began to see the increase. Before the stop signs were added on the corner of 27th and Louisiana (three way stop) the backup in the morning was unmanageable. I witnessed a child hit by a car on a bike going to school. Before cars were forced to stop going north on Louisiana at 27th Street; cars would increase speed in the school zone on Louisiana to avoid having to yield to drivers pulling out of Broken Arrow parking lot, as well as drivers turning left from 27th to Louisiana. I made several calls to Mr. McCaffrey, principle at Broken Arrow as he was responsive to my pleas for help. Frequently, he would stand in the parking lot to assure safety of the children walking to both his elementary school and the middle school adjoining. We had police officers that live in our neighborhood that have children attending the schools that would sit in the medians on Louisiana so that drivers would slow down. The police department and city were responsive to my former complaints prior the most recent interaction with the city of Lawrence starting in the fall of 2014.

I made a report on Monday following daylight savings this past fall, because the beacons were not flashing on 27th street. I assumed that it was because of the time change and wanted someone to inform the city so that the beacons could be timed correctly. I called Broken Arrow, as Mr. McCaffrey has called the city in prior instances when I and other parents were voicing concerns about traffic and the children walking to and from school. Sandy (Broken Arrow Admin) informed me that someone had already called the city as was told that the crosswalk was being closed. I called the city and was connected to the city traffic engineer David Woosley. Mr. Woosley informed me that the crosswalk was being taken down. I asked if it was due to costs associated with running the Beacons. Mr. Woosley informed me that it was not, and because of the new sidewalk running from Louisiana to Bellhaven and new stop sign on

Louisiana that a school zone was no longer warranted. He identified policy that if there is a crossing guard or a stop light (monitored crossing) a school zone was no longer necessary. I asked him if he had ever been there in the morning or at 3pm when children were going to and leaving from school. I told him that cars go 30MPH+ down the hill on 27th. He stated that it was "state law that the speed limit in residential neighborhoods was 30mph and I would have to address the state on speed limits". I then shared with Mr. Woosley that the removal would be confusing because my family has used that crosswalk to come and go from school as well as Broken Arrow Park for 10 years. Mr. Woosely replied that it would be a "parenting issue" up to the school and parents to teach my children safe routes to school.

A quick note to address the sidewalk that Mr. Woosley was referring to: The sidewalk runs from Louisiana to Bellhaven on the north side of 27th street and not beyond Bellhaven. There is no sidewalk for children that live further west on 27th street. The tunnel that the children walk through pours onto the south side of 27th street. The crossing guard is stationed at 27th and Louisiana. The next crossing on 27th from Louisiana that has a stop sign is Alabama, a four way stop. There is not a crossing guard there and with the traffic flow, children are stranded there for minutes before cars allow them to cross. In addition, this cross street is not in the original school zone, so children walk west on 27th street past Belhaven have only the stop signs to help them cross the intersection as there is no sidewalk on the north side west of Belhaven.

I called the superintendent's office and was connected with a woman (I don't have her name) that called me back the same day. She stated that the district had no knowledge of the removal and that I should contact the "safe to schools" coordinator, and I could get the name of my coordinator from Mr. McCaffrey. When Mr. McCaffrey returned my call he told me that I was doing the right thing by contacting the district office and gave me the name of Christy Hunt (PE teacher) as my safety coordinator. I know Christy personally, and decided not to go any further as I figured that information would be passed down as soon as she had it, and the fact that the district office didn't have knowledge she wouldn't have anything further for me. I wrote a letter to the city commission and addressed it to City Hall and never got a response. Mr. McCaffrey also noted that there was a survey given to parents that he hoped I had completed.

Over the next few weeks, the changes happened slowly. The beacons were removed and then the school zone signs. The crosswalk was still painted white and eventually was painted over so the drivers could not see it, but the children could. Please note that while these changes were happening there was no communication about the change. I got no letters from school. There was nothing publicly mentioned in the paper. There was no notification to parents or children. My children complained that drivers would flip them off and my son told me a truck slammed on his breaks and almost hit him. I told Ray and Brady that they were not allowed to walk down the south of 27th street that the tunnel pours onto and they were to cross with the guard at 27th and Louisiana. I was fortunate enough to have known that the school zone was removed because I drive my children to school most days. Other parents had no knowledge, and those of us that did know; didn't know that others did not. My sister Laura contacted me asking if I knew the crossing was gone, and that is when I was sure that this school zone was taken down without parent or community input or notification. I shared with Laura the communication I had,

and the dead end that I got to. I am proud that she was able to connect the right people together to get something done to keep our kids safe.

What is most concerning is that after this survey was given and comments were made about the safety issue there was nothing done. In fact at the time I took the survey the beacons were still up and the crosswalk painted. The data is great, what is not was the lack of attention paid to parents input. As a result of the data gathered, the school zone was taken down completely with no communication. I was told it was my responsibility to teach my children how to walk to school and to know when and what changes were changes made.

I am grateful for the commission and the safe to school project. I thank you for gathering data and experts that can share input on design and traffic flow. I think that you will agree that those of us that live in the community are experts on our surroundings. The qualitative data from comments and the video has been the most relevant data to date.

I plan to get familiar with events and groups giving such great information about safe biking and walking. I hope that changes these groups and the commission find necessary for my neighborhood will be better than the last change that was made without input. I fear that the burden has been put on our neighborhood to protect ourselves from changes the city finds necessary to accommodate drivers. They put flashing stop lights up for college students that couldn't figure out how to cross Tennessee Street; you think more value would be given to our children.

I would ask the commission to reconsider removing the school zone. I would ask the commission to consider extending the school zone past Alabama street as the traffic in the area has increased while our walking population has not. Please consider that this is even more that a school zone issue. My family walks in our neighborhood and to Broken Arrow Park. Having crosswalks allows us to cross safely to get to the park even outside of school time.

You would think that drivers would be more accommodating in a residential neighborhood. Unfortunately that is not the case. The traffic flow has caused more of just a hassle. It has caused a great safety concern.

Thank you for your consideration.

Respectfully,

Sarah Bloxsom
725 Shelburn Place
785-766-6393

From: LaVonda Norcross <bubbles01975@yahoo.com>
Date: March 20, 2015 at 2:30:59 PM CDT
To: "lauragloeckner@yahoo.com" <lauragloeckner@yahoo.com>
Subject: Letter

To whom it may concern,

A little background I attended South in 1987-1990, my mother did childcare in the basement of my grandparents home at 2641 Louisiana for many years (corner of 27th and Louisiana) my grandpa Cloyde Taylor was the crossing guard at that corner 27th and Louisiana for many years. So I pretty much grew up on this corner! In 1996 the childcare environment was changed into an apartment and while I was in nursing school my husband and I lived there. we moved from this location to 408 Utah St then to 2515 Arkansas St which is where we live now. I have had 4 children attend Broken Arrow and SMS from 1996-present.

I have driven this neighborhood as long as I have been driving. Some of my very first driving experiences were from my moms business at 27th and Louisiana to 25th and Ridge Court, My childhood home.

This area from the corner of 27th and Louisiana towards the west to probably Missouri street has always been flooded with walking children, now sometimes mine are included. With all the construction and closure of 31st street this year the traffic is much worse than normal. It is critical for the safety of our children that school zone signs as well as cross walks are clearly marked. The school zone speed limit sign is also important! As a reminder to all those of us living close as well as those trying to avoid street closures.

Typically I drop my daughter off at LHS and travel south down Louisiana to SMS to drop my youngest daughter off. Last year I did the opposite as we were having a crazy morning and I was not paying attention and was speeding in the school zone on 27th street. I got a hefty fine because my lack of attention. This happens even to those of us who know this area frontwards and backwards. Please protect our children!

LaVonda Norcross
2515 Arkansas St
Lawrence Ks 66046
785-331-6365

RE: Safe Routes to School Project

It is my opinion that if parents were more aware that school zones are being removed around our schools in compliance with the TSA policy, they would not feel happy about that, they would also not feel safe in allowing their kids to bike or walk to school, regardless of what safe routes have been set up. I have been asked by another parent to include the below information for your review.

Below is information provided to us regarding the safe routes to school Project provided to us by Charlie Bryan, MPA, Community Health Planner of the Lawrence-Douglas County Health Department

He informs us that the Safe Routes to School project involves routinely collecting and analyzing data on student travel patterns and parent concerns regarding safety of children walking and biking to school. Also that in the fall of last year, they collected data on student travel (e.g., % walking, biking, etc.) and received input from parents through a parent survey at 18 public and private schools in Lawrence.

There was a parent survey that Broken Arrow Elementary and South Middle School both participated in the data collection last fall.

The direct links to the reports are as follows:

[Broken Arrow travel tally](#)

[Broken Arrow parent survey](#)

[South Middle travel tally](#)

[South Middle parent survey](#)

To view data from other participating schools and learn more about the SRTS program, you can also visit <http://ldchealth.org/safe-routes-school/>.

Following is the hand out that provides a brief summary of that data and an overview of the project.

Laura Gloeckner



LAWRENCE

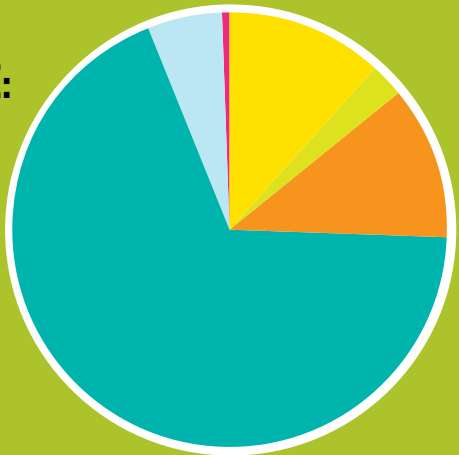
Safe Routes to School

With Safe Routes to School we can build a healthier community where kids can arrive at school safe, on time, and ready to learn.



K-8th STUDENT MORNING TRAVEL MODE:
Fall 2014

-  walk
-  bike
-  carpool
-  school bus
-  family vehicle
-  other



In Lawrence, only **14.2%** of students walk or bike to school in the mornings¹

INCREASING WALKING AND BIKING CAN lead to...

Healthier KIDS

- Kids who start walking and biking to school before the 1st grade are more likely to maintain a healthy weight throughout their early school years²
- Exercise before school helps children arrive focused and ready to learn
- Regular exercise helps students stay healthy and miss less school
- Students who bicycle frequently when they are young are more confident bicyclists as adults

Healthier Community

- More walking and biking in your neighborhood will lead to tighter-knit communities and safer streets
- Fewer cars on the road means less traffic and congestion, and cleaner air

¹ Data from Fall 2014 Lawrence Safe Routes to School Student Travel Tally. Results include only morning travel data from grades kindergarten through 8. Includes data from 16 public schools in USD 497 and Raintree Montessori School. Date range of data collection: 9/28/2014 to 12/2/2014.

² Pabayo, R., Gauvin, L., Nikiémac, B., Séguin, L., & Barnett, T. A. (2010). Sustained Active Transportation is associated with a favorable body mass index trajectory across the early school years: Findings from the Quebec Longitudinal Study of Child from www.sciencedirect.com.ezproxy.bu.edu/science/article/pii/S0091743509004393

³ McDonald, N. C., Steiner, R. L., Lee, C., Rhoulac Smith, T., Zhu, X., & Yang, Y. (2014). Impact of the Safe Routes to School Program on Walking and Bicycling. *Journal of the American Planning Association*, 80(2), 153–167. doi: 10.1080/01944363.2014.956654

WHAT IS THE SAFE ROUTES TO SCHOOL PROGRAM?



The Safe Routes to School program uses a comprehensive approach to make walking and biking to school safe and fun for students.

In Lawrence, we use **EVALUATION, EDUCATION, ENCOURAGEMENT, ENFORCEMENT, ENGINEERING, AND EQUITY** to prioritize Safe Routes decision-making.

EVALUATION: Yearly parent surveys and student tallies provide feedback on Safe Routes projects and priorities. In Fall 2014 we collected more than 1,600 parent surveys! Student travel tallies were collected from more than 350 classrooms.

EDUCATION: All students, parents, and community members should learn to walk, bike, wheel, and drive safely around Lawrence.

ENCOURAGEMENT: These programs and events help students realize how fun and exciting it is to walk and bike to school.

ENFORCEMENT: The whole community can work to make sure that everyone on the roads and sidewalks are following the safety guidelines.

ENGINEERING: From new signs to new streets, these infrastructure changes lead to a safer environment for walkers and bikers.

EQUITY: No matter the program, policy, or strategy, every student, no matter their background or situation, should have the opportunity to safely walk and bike to school.



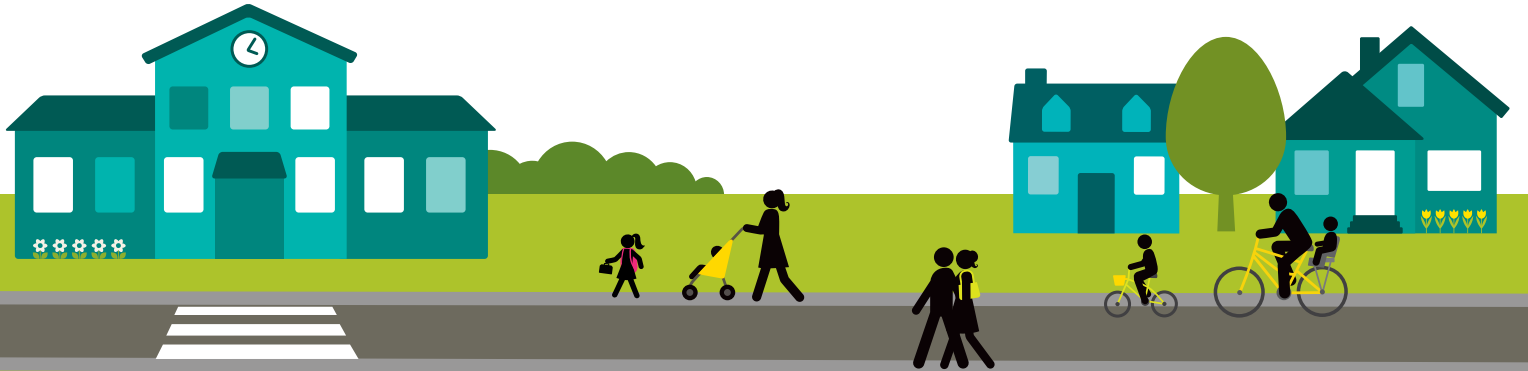
it WORKS!

One study of 801 schools showed that Education and Encouragement programs increased biking and walking rates by 5% each year, for a 25% increase over 5 years.³

↑ 25%

increase over 5 years
in biking + walking

HOW CAN I get involved in LAWRENCE?



Lawrence Safe Routes to School is a city-wide collaboration among the Lawrence Public Schools, the Lawrence-Douglas County Metropolitan Planning Organization, the City of Lawrence, and the Lawrence-Douglas County Health Department.

All K-8 schools are invited to participate in the Safe Routes to School program! Eighteen public and private elementary and middle schools started their Safe Routes to School planning in 2014.

With neighborhood schools and an active community, Lawrence is perfectly positioned to increase student walking and biking rates.

Contact your neighborhood school, visit <http://ldchealth.org/safe-routes-school/> or email Rebecca Garza at rgarza@ldchealth.org to join the movement.

START WALKING OR BIKING TO SCHOOL!

LAST UPDATED January 14, 2015

LAWRENCE PEDESTRIAN COALITION PRESENTS

SAFE ROUTES

➤ FOR ALL ➤

TOWN HALL

MARCH 25TH
7-9 PM
LIBERTY HALL
DOORS AT 6:30 PM



FREE ADMISSION • BIKE VALET PARKING • DOOR PRIZES • REFRESHMENTS

ROBERT PING

Speaker from the Walkable and Livable Communities Institute

REGIONAL PANEL DISCUSSION

Listen to how experts from Lincoln, NE, Topeka, Manhattan, and Columbia MO are improving bicycle and pedestrian infrastructure in their communities.

ASK A COMMISSIONER

City commissioners and the city commission candidates for the general election are invited to attend and will be given a few minutes to present their plan to improve active transportation options in Lawrence and answer questions from the public.

COME LEARN ABOUT AND SHOW YOUR SUPPORT FOR BICYCLE AND PEDESTRIAN INFRASTRUCTURE THAT IS SAFE, AND ACCESSIBLE FOR ALL AGES AND ABILITIES.

WWW.LAWRENCEWALKS.ORG

 /LawrencePedestrians