

City of Lawrence

Traffic Safety Commission

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

E-mail: traffic@lawrenceks.org

Telephone: 785-832-3034

October 3, 2016 Agenda

7:00 PM - City Commission Room, City Hall

COMMISSION MEMBERS: Chris Storm, Chair; Steven Koprince, Vice-Chair; Dave Crawford; Ryan Devlin; Travis Harrod; Jason Hoskinson; Tony Jones; and, John Ziegelmeyer Jr.

Anyone who wishes to be notified when an item will be heard by the City Commission must provide their name and a telephone number or an e-mail address.

ITEM NO. 1: Review and approve the minutes of the Traffic Safety Commission meeting, August 1, 2016.

ITEM NO. 2: Consider request to establish NO PARKING along the west side of Tennessee Street, north of 18th Street.

Staff Report:

1. At the time of this request, pedestrians walking east on 18th Street had no place to wait to cross the street, except in the roadway; this would require a substantial amount of restricted parking north of the intersection.
2. This past summer, a new sidewalk and ramp were constructed to provide pedestrians a place to walk and cross the street that reduces the amount of restricted parking needed north of the intersection.

3. Parking is currently restricted at other intersections along Tennessee Street, 12th Street to 17th Street, from 90 feet to 190 feet, with 125 feet being the most common.
4. Restricting parking for a distance of 85 feet north of the intersection would place the sign at the property line between the 2nd & 3rd property at a point approximately 130 north of the pedestrian crossing point.

ITEM NO. 3: Consider request for TRAFFIC CALMING on North Street between 5th Street & 7th Street.

Staff Report:

1. North Street is classified as a “collector” street in a residential area, paved approximately 18 feet wide, with a speed limit of 30 mph, as provided in State Law.
2. The City’s Traffic Calming Policy permits traffic calming devices (except Speed Humps) on “collector” streets if the 85th percentile speed of traffic is 5 mph or greater over the speed limit; if the 24-hour 2-way traffic volume is greater than 3000; if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day; or, if more than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question.
3. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question; therefore, this roadway meets the criteria for consideration of traffic calming.

ITEM NO. 4: Consider request to establish NO PARKING along St. Andrews Drive from Bob Billings Parkway to a point approximately 790 feet south of the centerline of Seminole Drive.

Staff Report:

1. St. Andrews Drive is classified as a “local” street in a residential/office area, paved approximately 26 feet wide.
2. Parking is currently permitted along both sides of St. Andrews Drive.

ITEM NO. 5: Consider request to CLOSE Haskell Lane at 29th Street.

Staff Report:

1. When Haskell Avenue was relocated as a part of the South Lawrence Trafficway, the old portion was designated as Haskell Lane and a connection to 31st Street was maintained.
2. Haskell Lane is classified as a "local" street intended only for access to adjacent properties.
3. Traffic traveling between Haskell Avenue and 31st Street should be using the new signalized intersection instead of cutting-through on the "local" street.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items.

ITEM NO. 8: Staff Items.

City of Lawrence
Traffic Safety Commission
October 3, 2016 Minutes

MEMBERS PRESENT: Chris Storm, Chair; Steven Koprince, Vice-Chair; Dave Crawford; Ryan Devlin; Travis Harrod; Jason Hoskinson; Tony Jones; and, John Ziegelmeyer, Jr.

MEMBERS ABSENT: None

STAFF PRESENT: David Woosley, Public Works Department

PUBLIC PRESENT: Sharon Ashworth, Diane Menzie, Bob Schumm, Mack McLendon, Robert Johnson, Shari Johnson, Michael Almon, Wesley Smith, and, Scott Zaremba

The meeting was called to order by Chris Storm 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, August 1, 2016.

MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER KOPRINCE, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, AUGUST 1, 2016; THE MOTION CARRIED, 6-0-2.

ITEM NO. 2:

Consider request to establish NO PARKING along the west side of Tennessee Street, north of 18th Street.

Woosley reviewed the information provided in the staff report.

Public Comments:

Sharon Ashworth, 1714 Mississippi Street: We really appreciate that new sidewalk spur and the new crossing area, it lessens the crossing length across the street and we no longer have to wait right aside the traffic; I'm here to support the No Parking just north of the intersection, just because it gives a little more sight distance; we have short people crossing that road a lot of times and we often have to lean-out into traffic to see the traffic coming down Tennessee; having No Parking there would be really appreciated.

Commission Discussion:

Commissioner Devlin asked if there had been a study of how often vehicles are parked in the area; Woosley advised that there had not been any studies.

Commissioner Hoskinson: I think it is a reasonable request; traffic should be parked away from an intersection for safety purposes.

MOTION BY COMMISSIONER HOSKINSON, SECOND BY COMMISSIONER JONES, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE WEST SIDE OF TENNESSEE STREET FOR A DISTANCE OF 85 FEET NORTH OF 18TH STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 3:

Consider request for TRAFFIC CALMING on North Street between 5th Street and 7th Street.

Woosley reviewed the information provided in the staff report.

Public Comments:

Diane Menzie, 509 North Street: We really need a calming device there; there are a couple of people that don't want it near their home, I don't care if it is near my home, and, three of my neighbors don't care if it is near their home; we've had a number of animals hit and killed; so far, we haven't had any children injured; there are no sidewalks on North Street, and, it is barely wide enough for two vehicles; it's nothing to see a 60 mile an hour vehicle running down there; so, we would prefer to have a traffic calming device.

Commission Discussion:

MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER KOPRINCE, TO RECOMMEND APPROVAL OF TRAFFIC CALMING ON NORTH STREET BETWEEN 5TH STREET AND 7TH STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 4:

Consider request for NO PARKING along St. Andrews Drive from Bob Billings Parkway to a point approximately 790 feet south of the centerline of Seminole Drive.

Woosley reviewed the information provided in the staff report and noted receipt of additional correspondence.

Public Comments:

Bob Schumm, 1720 St. Andrews Drive: We never had a parking problem until KU took over one of the buildings; this afternoon I counted 11 cars parked in the area; sometimes only one car can get through at a time; the whole thing could be solved if people working in the neighborhood parked in the parking provided, but, I don't know how you get them to do that; the safety issue for our neighborhood is pretty important to us.

Bob Schumm read a statement provided by Kathleen Hodge, adjacent property owner: The cars parked on the east side of St. Andrews Drive between Seminole and Bob Billings are a safety hazard. I'm a business property owner of the Alvamar Professional Building, 1611 St. Andrews; our employees have complained about visibility problems and said this should be a No Parking zone; I agree; thank you.

Mack McLendon, 1621 St. Andrews Drive: My wife and I believe that it should be No Parking on either side of the street, from 8 to 5, Monday through Friday; safety is one of the major reasons for this; when you are coming up the hill, with cars parked on the east side of the street, you cannot see anybody coming at you; people speed on that street quite a bit; yesterday, I there were two going at least 50 miles per hour.

Robert Johnson, 1616 St. Andrews Drive: I concur very much with what Bob said; now that KU has moved-in, they have brought a lot more traffic and a lot more parking; they park on both sides of the street; there is plenty of off-street parking in the area.

Shari Johnson, 1616 St. Andrews Drive: We are very much in favor of this being a daytime only restriction, because we have no problems in the evening; it is all brought about by the University; if it's 24 hours a day, then, it's punishing us.

Commission Discussion:

Commissioner Harrod: I office in the Alvamar Building and I have noticed what the speakers have been talking about; I do think there's a need to clean that up.

Commissioner Devlin: That street is not wide enough to accommodate the parking; visibility is an issue and the hill presents an issue too.

Commissioner Crawford: I would just like to mention when you have a street with no parking, you may have more speeding.

Commissioner Koprince: This request may exacerbate the speeding, but, help the visibility problem; I would recommend approving the request if it is the will of the neighborhood.

MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND ESTABLISHING NO PARKING 8AM-5PM MON-FRI ALONG BOTH SIDES OF ST. ANDREWS DRIVE FROM BOB BILLINGS PARKWAY TO A POINT 790 FEET SOUTH OF THE CENTERLINE OF SEMINOLE DRIVE; THE MOTION CARRIED, 7-0-1.

ITEM NO. 5:

Consider request to CLOSE Haskell Lane at 29th Street.

Woosley reviewed the information provided in the staff report and noted receipt of additional correspondence supporting the request.

Public Comment:

Michael Almon, 1311 Prairie Avenue: This year, the City Commission, decided to build a connection of the "Lawrence Loop" along 29th Street, to connect the south end of the Burroughs Creek Trail with the South Lawrence Trafficway Shared-Use Path; the trouble is where the Lawrence Loop crosses Haskell Lane; that is why we proposed that the north end of Haskell Lane be permanently closed for the safety of bicyclists, when the bicycle track is completed; businesses will still be able to enter and exit the area from the arterial, 31st Street; we feel it is a bicycle and pedestrian safety issue.

Wesley Smith, 900 Massachusetts Street, Suite 500: attorney representing Kevin & Lisa Fredrickson, owners of Eagle Trailer Company, 920 E. 30th Street: They are very much against any closure of Haskell Lane; the traffic will decrease once the South Lawrence Trafficway is opened; it is premature to use a traffic count before the SLT opens; Capital City Oil is used by all the County vehicles; the Trail came after the design of this area was approved.

Bob Schumm, 1720 St. Andrews Drive: As a bicycle enthusiast, I don't know what the right solution is, one has been presented, but, there may be another one, so, my request would simply be to look at all the alternatives and try to come up with something that works; this intersection is cause for concern and needs to be looked at and handled properly; I don't know what the solutions is, but, you're going to see a lot more bicycle traffic as soon as it opens up.

Scott Zaremba, 718 E. 1300 Road: Putting all the traffic down to the south makes it extremely dangerous to get in and out of there; we are working on developing this entire area, which will change all the access points and have safer interactions; all I ask is that we table this for now, until we're able to develop this area.

Commission Discussion:

Commissioner Harrod: I would like to hear from the County as to how this closure would affect their operations.

Commissioner Ziegelmeyer: I would like to hear from Emergency Services as to how this closure would affect their operations.

Commissioner Storm asked when the Trail would be constructed; Almon advised that it should be this fall.

Commissioner Devlin: I'm inclined to believe that until we hear from the other businesses and until we get a good, solid indication of how this is going to impact our emergency personnel, I'm inclined to believe that we should table this until we have a better idea from the developers and we get an idea from our 911 response personnel.

Commissioner Koprince: I think closing a road is a pretty drastic measure; I don't think we have enough facts at this time; I agree that this is premature.

Commissioner Storm: I think when everything's opened up, people will learn the right way of doing things; I think traffic will drastically change in this area and we really have to see what will happen; I think we should wait and see how things change.

MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER CRAWFORD, TO TABLE THE REQUEST FOR 6 MONTHS; THE MOTION CARRIED, 8-0.

ITEM NO. 6:

Public Comment.

No Public Comment.

ITEM NO. 7:

Commission Items.

No Commission items.

ITEM NO. 8:

Staff Items:

Woosley updated the Commission on the status of a Transportation Commission, replacing the Traffic Safety Commission and the Bicycle Advisory Committee.

Woosley updated the Commission on correspondence concerning a request for No Parking along Elm Street.

The meeting adjourned at 8:15 p.m. The next scheduled meeting of the Traffic Safety Commission is Monday, November 7, 2016.

Respectfully submitted,

David E. Woosley

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

David Woosley

From: **Sharon Ashworth** <sharonashworth97@gmail.com>

Date: Mon, Mar 7, 2016 at 4:37 PM

Subject: 18th and tennessee, try again

To: dcronin@lawrenceks.org

Dear David Cronin,

I spoke with you briefly after the bike-ped task force public meeting at City Hall. We discussed my reporting of an unsafe crossing at 18th and Tennessee. The pictures are on the west side of the street, walking from west to east.

This crossing is used by Cordley Elementary school students, Central Middle School students and KU student. 18th is a very crowded 2-way street with lots of pedestrians and no sidewalks. Kids must lean out into the street to see oncoming traffic while also keeping an eye on cars turning onto Tennessee from 18th (often drivers are not looking to the right to see the pedestrian stepping off the curb).

My thoughts for a relatively simple, inexpensive temporary fix would be to disallow parking close to the intersection with a sign and some yellow paint. Ideally we would love sidewalks, but I know that is a much more involved project.

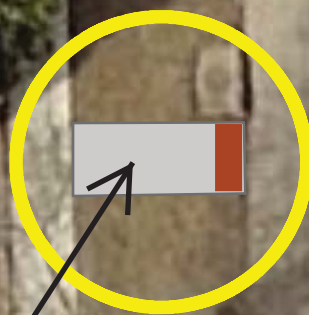
Thank you for your attention to the is matter,

Sharon

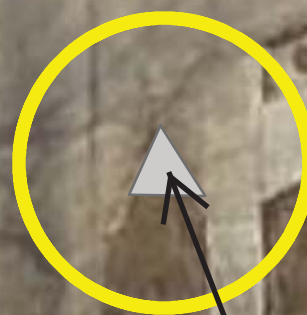


Tennessee St

W 18th St



New sidewalk
and ramp
constructed



Existing ramp
widened

Dole Center Dr

Sunnyside Ave

The University of Kansas

Illinois St

Sunflower Rd

Pearson Pl

Sunnyside Ave

Court St

Edgehill Rd

W 16th St

W 16th St



W 17th St

Indiana St

Louisiana St

W 17th St



W 18th St

Tennessee St

Kentucky St

Vermont St

W 18th St



Veterans Park

W 19th St

Louisiana St

Tennessee St

Kentucky St

Alabama St

LAWRENCE

NORTH LAWRENCE IMPROVEMENT ASSOCIATION

LAWRENCE, KANSAS

July 17, 2016

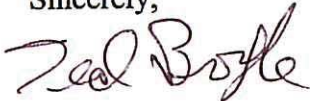
To Whom It May Concern:

The residents of North Lawrence have complained about speeding vehicles on Walnut, Lincoln, North, and Elm Street. In a 2015 traffic study, performed on Elm Street, it showed a traffic count of 1,120 cars in a 24-hour period, and 85% of those cars were speeding at 34.8 mph from North 2nd to North 7th Streets.

As a result, there was a traffic calming device that was installed in the 300 block of Elm Street. This device had the desired effect and the vehicle traffic in the area was slowed down to a safe speed.

The residents of North Street would like to slow traffic down by installing a speed hump in the 500 block. The traffic calming device will be paid for with money NLIA received from CDBG for this purpose, and the cost of the device will be \$3,500. The NLIA and North Lawrence residents are asking the City of Lawrence to install this traffic calming device, and greatly appreciate your consideration.

Sincerely,



Ted Boyle, President
North Lawrence Improvement Association
310 Elm Street, Lawrence KS 66044
785-842-7232



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.



N 1703 Rd

E 1500 Rd

N 1700 Rd

North St

North St

N 7th St

Hickory St

N 5th St

David Woosley

From: David Ice <iceassociates@sunflower.com>
Sent: Tuesday, July 26, 2016 9:54 PM
To: David Woosley
Cc: David Ice
Subject: Parking concern On St. Andrews Dr.

Categories: Refer to TSC

Members of the Traffic Safety committee:

I had a telephone conversation today with David Woosley about this issue and he advised me to write to you.

I would like to raise a concern on a traffic safety/parking issue on Saint Andrews Drive. I request that the issue be reviewed as soon as possible, and action taken to mitigate the problem.

The Problem:

Vehicles are parked along St. Andrews Drive, restricting traffic flow, and due to their position, creating a potential accident condition for the residents and traffic flowing through the area.

Background;

I have been a resident of the address shown below since April 2000. Traffic from residents and those on adjacent streets have flowed unimpeded until early 2016. Since that time, cars have begun to be parked in two separate areas at the north end of St. Andrews Drive, often on both sides of the street. This parking condition begins about 8 AM and is over at about 5 PM, Monday through Friday.

This portion of St. Andrews Drive is hilly and contains several curves, making visibility of oncoming traffic difficult, from either North to South or South to North.

The dangerous blind spot #1

Today for example, at 2:50 PM there were eight cars parked on the east side of Saint Andrews Drive facing toward Bob Billings Parkway on a curve that exists at that part of the Drive. Due to the fact that these cars appear at about 8 AM and leave at about 5 PM and are adjacent to Arbor Court, my thinking is that they must be employees of Arbor Court. I took a tour of the Arbor Court parking lot and found 21 empty parking spaces on their property. I am wondering therefore why these cars are parked on Saint Andrews Drive when there appears to be ample space on the Arbor Court owners property.

Residents and others passing through headed northbound to Bob Billings Parkway are forced into the middle of the drive (left of center) on a curve and often find themselves nose to nose with southbound traffic who cannot see them coming. Because of the cars parked on the east side of the Drive, southbound traffic on St. Andrews cannot see oncoming traffic until the cars are in front of them due to the curve of the street

Dangerous blind spot #2.

Cars are often parked on both sides of St. Andrews Drive adjacent to the entrance to the KU Saint Andrews Research Facility. Traffic headed north toward Bob Billings Parkway must tread their way through the park cars, at the bottom of the hill and on a curve. This condition is literally an accident waiting to happen. I took a tour of the KU research facility parking lot today as well and found 11 empty parking spaces on the property. Why are people parking on the street?

Please review this situation at your earliest possible time and provide some plan of action to relieve the situation.

David R. Ice
1713 St. Andrews Drive
Lawrence, KS 66047-1703
785-842-0804 cell 215-870-0403
email: daveice@sunflower.com

Bob Billings Pkwy

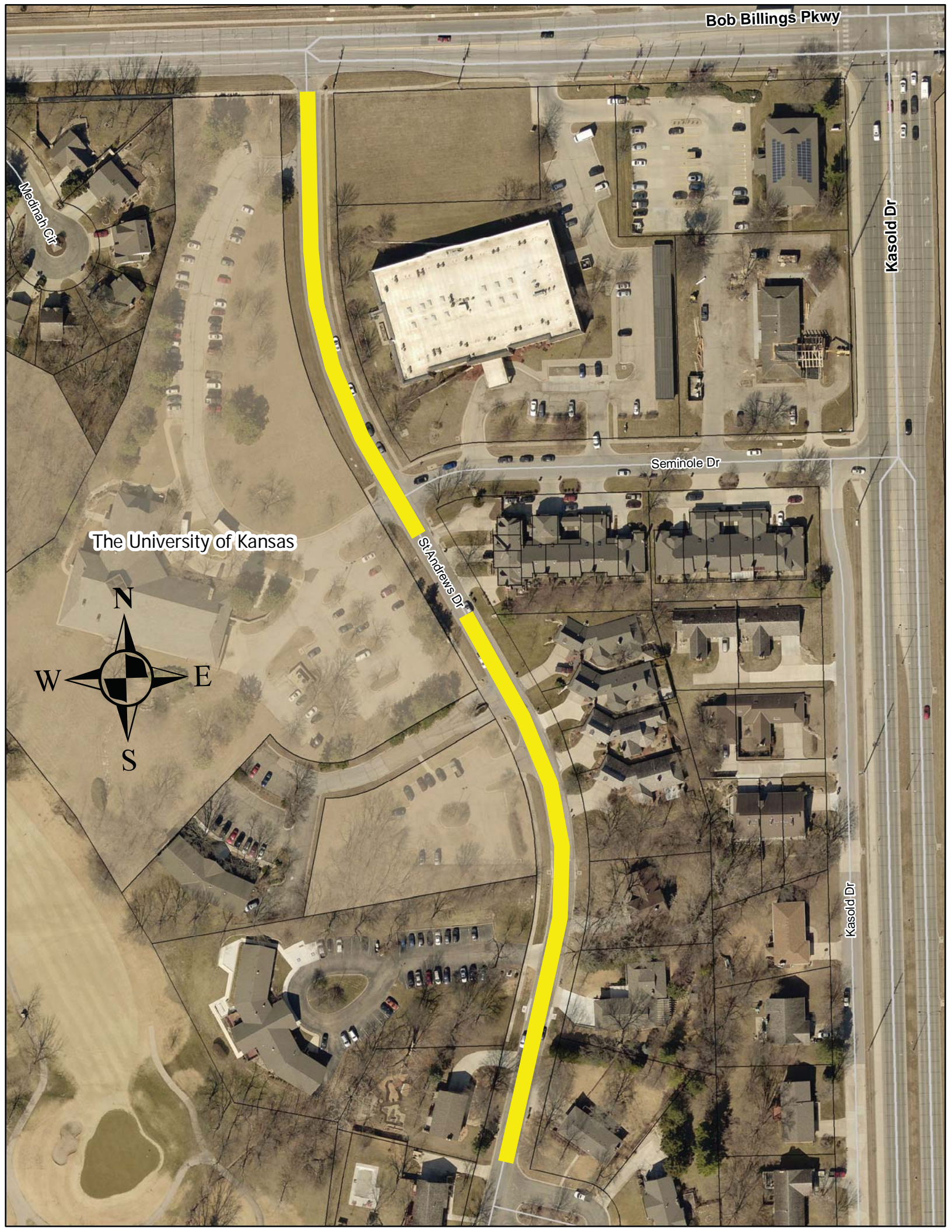
Kasold Dr

Seminole Dr

Kasold Dr

The University of Kansas

St Andrews Dr



**Sustainability
Action
Network**



Local Solutions
for Transition to
a Sustainable
Economy

P.O. Box 1064, Lawrence KS 66044
a Kansas 501(C)(3) not-for-profit

Traffic Safety Commission
C/O David Woosley
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

30 August 2016

re: closure of north end of Haskell Ln. at East 29th St.

Hello:

At the prompting of the City Commission on 7 June 2016, we are requesting the Traffic Safety Commission accept an agenda item to consider permanently closing the north end of Haskell Lane at East 29th St.

Sustainability Action has been engaged at times with design considerations for segments of the Lawrence Loop, the 22.4 mile bicycle-pedestrian circumferential trail around the City of Lawrence. About 75% of the Loop is complete, but one of the gaps is along East 29th St. When completed, this 3/16 mile segment will connect the south terminus of the Burroughs Creek Trail with the northern extent of the SLT shared use path.

On 7 June of this year, the City Commission approved moving forward with design and construction of the 29th St. segment, in the form of a bicycle track along the south side of 29th St. This will provide a facility for bicyclists that is safely removed from commercial traffic along 29th St. However, where the bicycle track will cross the north end of Haskell Ln., cyclists will encounter very dangerous bicycle-auto conflicts at this intersection. Haskell Lane is being dangerously and unnecessarily used by cut-through traffic traveling south, and then west onto 31st Street.

The large majority of southbound vehicles on Haskell Ave. who intend to turn west onto 31st St. don't take the new Haskell Ave. Instead they make a dangerous S-curve maneuver at 29th St., consisting of a rapid right turn onto 29th St., followed immediately by a rapid left turn onto Haskell Ln. Then at 31st and Haskell Ln., they turn right onto westbound 31st St. The same cut-through route is used by eastbound 31st St. drivers intending to go north on Haskell Ave.

If the north end of Haskell Ln. is closed, it will not harm local businesses. The few daily trips from the three businesses on Haskell Ln. can more appropriately be handled at its south intersection with 31st St. Likewise, the four businesses on East 29th St. could enter and exit via 29th St. at the new Haskell Ave., just as they do now. Please see attached maps, photos, and traffic counts for these intersections.

Michael Almon



Lawrence Loop Trail - S.E. portion

East 29th Street segment to connect the Burroughs Creek Trail and the SLT Shared Use Path



Safety Reasons for Closing the North End of Haskell Lane

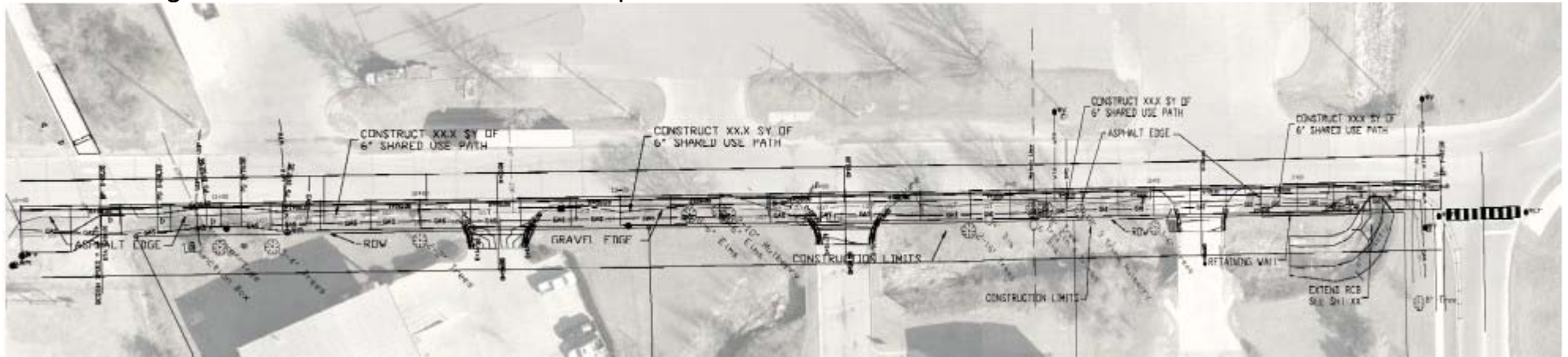
Rapid S-curve maneuver
from Haskell Ave. to
29th St. to Haskell Ln.
(looking east)



29th Street Bicycle Track

from Burroughs Creek Trail to SLT shared use path

awkward nexus of Haskell Ave. and north end of Haskell Lane



credit: Engineering Division, Lawrence Public Works Dept.

Comparative Motor Vehicle Traffic Counts Haskell Avenue vs Haskell Lane, at 29th St. and at 31st St.

When KDOT designed the South Lawrence Trafficway in the 1990's, they had yet to incorporate roundabouts into their tool box. If the project were to be designed today, they would have placed a roundabout at the very awkward and problematic nexus of the two intersections of Haskell Ave. at East 29th St., and Haskell Ln. at East 29th St. These two intersections are only 130 feet apart, and not functioning as intended.

A large majority of drivers are making inappropriate use of Haskell Ln. that has old pavement with a PCI of 75, instead of using the new Haskell Ave. that has new full-depth concrete pavement with a PCI of 100. The reason is because drivers perceive Haskell Ln. as a short-cut around the signal-controlled intersection at 31st and Haskell Ave.

86% of southbound drivers on Haskell Ave. intending to go west on 31st St. make a dangerous S-curve maneuver at 29th St., consisting of a rapid right turn onto 29th St., followed immediately by a rapid left turn onto Haskell Ln. Then at 31st and Haskell Ln., they turn right onto westbound 31st St. Only 14% of drivers stay on Haskell Ave. to turn west at 31st St. This phenomenon is also true of eastbound drivers on 31st St. intending to go north on Haskell Ave. 69% of drivers cut up Haskell Ln. instead of turning left at Haskell Ave.

The City Traffic Engineer has taken traffic counts at these four intersections, demonstrating the aforementioned driving patterns. They are as follows (see map below):

Southbound Haskell Ave. going west on 31st St.

Total southbound	400	100%	
Right turn onto 29th St.	245	61.25%	(155 or 37.5% continue south)
Left turn south onto Haskell Ln.	236	59%	
Right turn onto 31st St.	253	63.25%	(difference is locally generated)
Haskell Ave. continuing south	155	37.5%	
Right turn onto 31st St.	38	9.5%	(140 or 35% continue south or go right)

Right onto 31st: from Haskell Ln. **236** + Haskell Ave. **38** = **274** turning west onto 31st St.

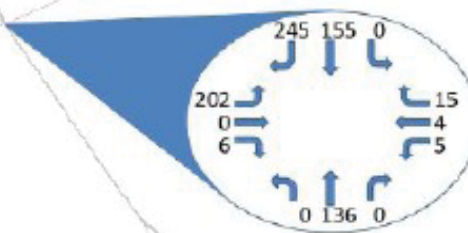
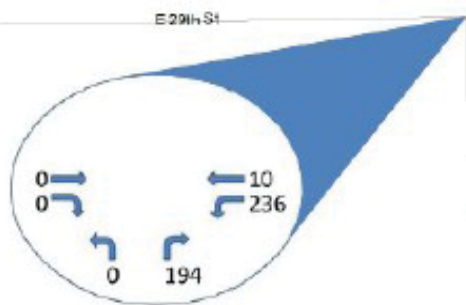
Right onto 31st: from Haskell Ln. **86%** + Haskell Ave. **14%** = 100% of turning traffic

Eastbound 31st St. going north on Haskell Ave.

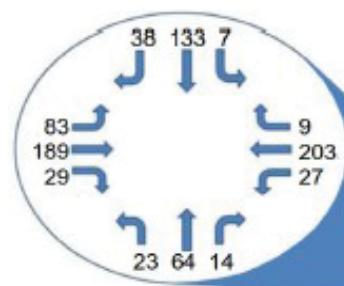
Total eastbound	459	100%	
Left turn north onto Haskell Ln.	188	40.96%	
continuing east on 31st St.	269	59.61%	
Right turn onto Haskell Ln.	2	0.44%	
Left turn north onto Haskell Ave.	83	18.08%	
continuing east on 31st St.	189	41.18%	
Right turn onto Haskell Ave.	29	6.32%	

Left turn from 31st St.: onto Haskell Ln. **188** + Haskell Ave. **83** = **271** turning north

Left turn from 31st St.: onto Haskell Ln. **69%** + Haskell Ave. **31%** = 100% of turning traffic

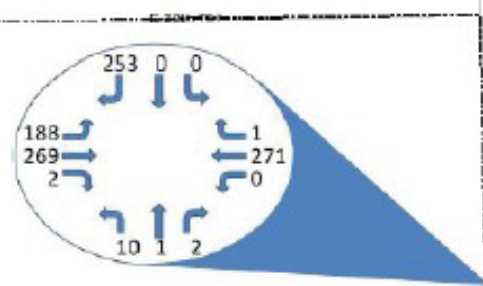


Date / Time:
2 March 2016
5:00-6:00 PM



Date / Time:
1 March 2016
5:00-6:00 PM

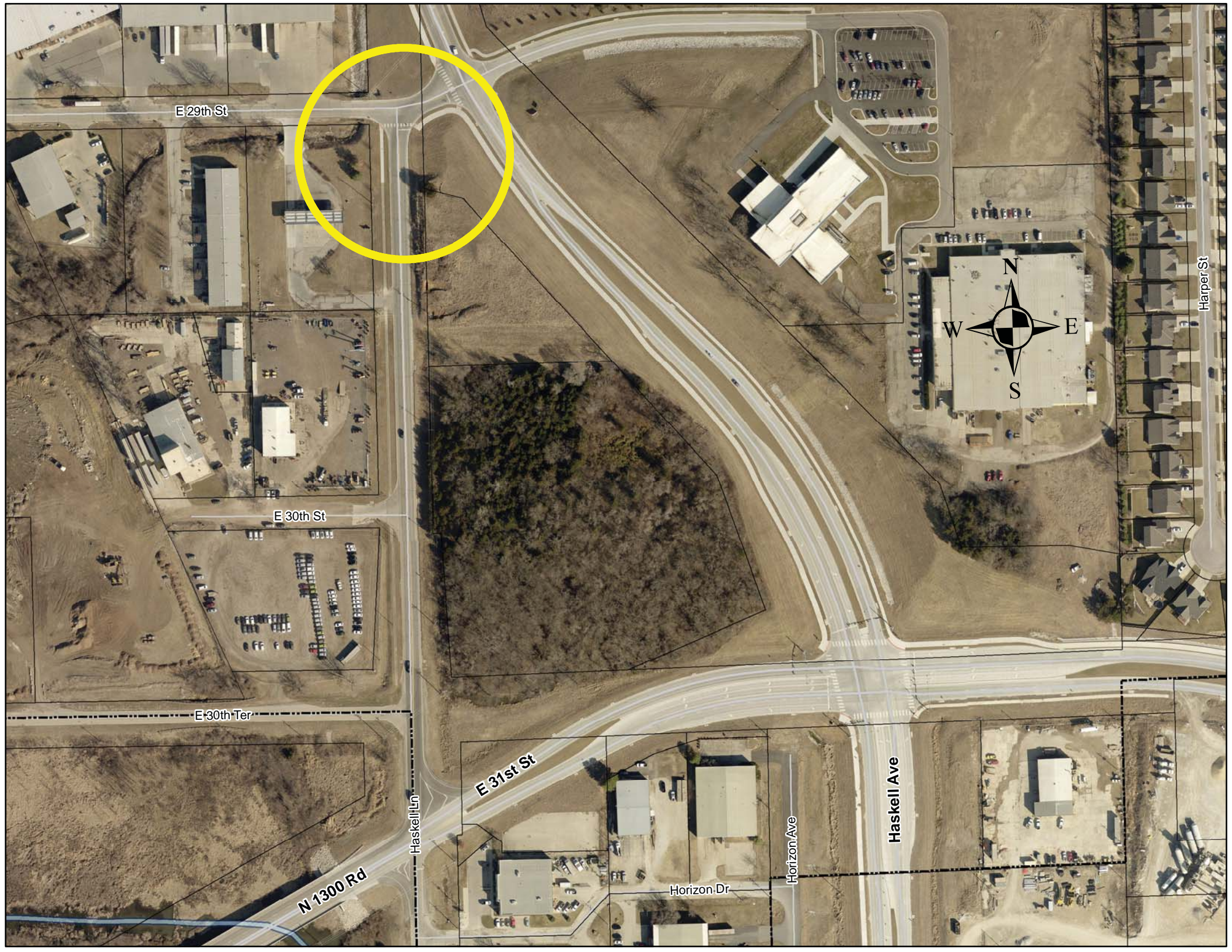
Haskell Ave.
at 31st St.



E 31st St

N 1300 Rd

Horizon Dr



E 29th St

E 30th St

E 30th Ter

E 31st St

N 1300 Rd

Horizon Dr

Haskell Ave

Harper St

TO: City of Lawrence Traffic Safety Commission

FROM: Gordon & Karen Abernathy, 1530 St. Andrews Drive, Lawrence, KS 66047

DATE: September 26, 2016

RE: October 3, 2016 Agenda

Item No. 4: Consider request to establish NO PARKING along St. Andrews Drive from Bob Billings Parkway to a point approximately 790 feet south of the centerline of Seminole Drive.

We live just a half block south of the intersection of Seminole Drive and St. Andrews Drive. We have seen this parking problem evolve ever since KU bought the property at the corner of Bob Billings and St. Andrews Drive. Although the KU building has ample parking available in their parking lots for all their employees and the users of the building, they charge a fee for parking and their employees and users opt for on-street parking to avoid paying the fee. If this request is granted, then those people will move south on St. Andrews for their parking, thus creating a problem for those of us who live on St. Andrews, interfering with mail delivery as well as creating an eyesore and creating unwanted and unnecessary congestion in a pleasant residential area. I submit that the parking problem is KU's problem and that they should cooperate with you to arrive at a solution other than on-street parking.

If this request is granted, then I would request that it be extended to prohibit on-street parking on St. Andrews Drive from Bob Billings Parkway to Tam-O-Shanter Drive.

We need to be gone from the City on October 3rd so we cannot appear and voice our concerns. I hope this memo will serve to voice our strong concern.

David Woosley

From: Sandy Praeger <sandy21@sunflower.com>
Sent: Tuesday, September 27, 2016 2:14 PM
To: David Woosley
Subject: Parking item on the Oct. 3 agenda

Traffic safety commissioners:

I noticed that you are considering an item to remove parking on a portion of St. Andrews Dr. adjacent to KU Continuing Ed building (the old Maupintour Headquarters). It is my understanding that when KU moved some of their continuing education services to the Regents campus in Johnson County other services were moved to this location. Since that time there have been numerous cars parked on the east side of St. Andrews, up to 10 or 12 at a time. It does create a vision problem as this is on a curve and for cars traveling north towards Bob Billings Parkway they can't always see as they move out into the southbound lane to get passed these parked cars.

I know you cannot require the KU administration to take action to require these individuals to buy a KU parking pass so they can park in the KU lot associated with the continuing ed office. There is ample parking in their lot. That would be the best solution so that occasional parking might still be allowed on St. Andrews. But absent that the best solution is the one under consideration, to post no parking signs and enforce the restriction on that stretch of St. Andrews. On to the south is another KU facility which also has employees or students parking on the street. In this area they are often on both sides of St. Andrews which causes some congestion. The sight distances here are not the same problem as the area further to the north. It is, however, a residential area and having these cars parked on the street in both locations is not compatible with the residential traffic.

I hope you will recommend that no parking be posted and enforced along St. Andrews in the area under review.

Thank you for your thoughtful consideration of this agenda item.

Sincerely,

Sandy Praeger
3601 Quail Creek Court
Lawrence, Kansas 66047
785-841-3554

David Woosley

From: David Hamby [<mailto:davidhamby2000@yahoo.com>]

Sent: Friday, September 30, 2016 8:40 AM

To: David Woosley

Subject: TSC, Item 5 - October 3, 2016 Agenda

David & Members of the Traffic Safety Commission,

I am writing to express my support for the closure of Haskell Lane at 29th Street. As a current member of the Lawrence - Douglas County Bicycle Advisory Committee and a former member of the Traffic Safety Commission it is important to me that we recognize and discuss concerns that are brought before our advisory boards. The letter from the Sustainability Action Network points out a concern with traffic using Haskell Lane as a cut-through street instead of remaining on the main thoroughfare of Haskell Avenue. When cut-through traffic occurs, it can create numerous negative side effects. One of those side effects in this area is the conflict between bicycles and vehicles. I have ridden my bicycle along 29th Street many times and the intersection with Haskell Lane/29th Street/Haskell Avenue can be a challenge with the large amount of cut-through traffic. With the proposed construction of the bicycle track along 29th Street, this area will become even more heavily congested with bicycle movements. I request that you consider supporting the closure of Haskell Lane at 29th Street. Thank you for your service.

David Hamby
2329 Brett Drive

David Woosley

From: Robert Dinsdale [<mailto:rcdins@gmail.com>]

Sent: Friday, September 30, 2016 8:52 AM

To: David Woosley

Subject: closure of haskell lane at 29th

I support the proposed closure. thank you. Robert C. Dinsdale

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rcdins@gmail.com

David Woosley

From: Emily Mulligan <emulligan10@gmail.com>
Sent: Monday, October 03, 2016 6:32 PM
To: David Woosley
Subject: 18th and Tennessee

Hello, Mr. Woosley.

I am unable to attend the Traffic Safety Commission meeting tonight. I would have been there in support of the parking changes proposed for 18th and Tenn. streets. I wanted to also mention and suggest that there be a crosswalk painted on the street, with an accompanying "Children Crossing" sign. The curb cuts and ramp were installed, and at the moment they look like a walkway to nowhere, because there is no other indication to traffic that people would be crossing the street there. We have many elementary and middle school students who cross there, as well as KU students and staff. In an ideal world, there would be a crosswalk like the one at 18th and Kentucky, but that is probably a larger budget discussion than would be covered tonight. But, is that a possibility at some point?

Again, thank you for at least addressing the parking at the intersection. I hope you and the commission will consider the other additions at some point, as well.

Best,
Emily Mulligan
1616 Indiana St.
(785) 691-9362