

City of Lawrence

Traffic Safety Commission

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

E-mail: traffic@lawrenceks.org

Telephone: 785-832-3034

November 7, 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, October 3, 2016.

ITEM NO. 2: Consider request for TRAFFIC CALMING on Arkansas Street between 24th Street & 27th Street.

Staff Report:

1. Arkansas Street is classified as a "local" street in a residential area, paved approximately 26 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 on "local" streets if the 85th percentile speed of traffic is 5 mph or greater over the speed limit; if the 24-hour two-way traffic volume is greater than 1000; or, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day.

3. Traffic data obtained on Arkansas Street during April 2016, found the 85th percentile speed of traffic to be approximately 31.8mph, and, the 24-hour two-way traffic volume to be approximately 260. Traffic data obtained during October 2016, found the percentage of cut-through traffic during the peak hour, 5-6pm, to be approximately 14%.
4. Therefore, Arkansas Street does not meet the minimum criteria for consideration of Traffic Calming.

ITEM NO. 3: Consider request for TRAFFIC CALMING on 3rd Street between Lyon Street & North Street.

Staff Report:

1. 3rd Street is classified as a "local" street in a residential area, paved approximately 30 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 on "local" streets if the 85th percentile speed of traffic is 5 mph or greater over the speed limit; if the 24-hour two-way traffic volume is greater than 1000; or, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day.
3. Traffic data obtained on 3rd Street during May 2016, found the 85th percentile speed of traffic to be approximately 34.4mph, and, the 24-hour two-way traffic volume to be approximately 500. Traffic data obtained during October 2016, found the percentage of cut-through traffic during the peak hour, 1-2pm, to be approximately 40%.
4. Therefore, 3rd Street does not meet the minimum criteria for consideration of Traffic Calming.

ITEM NO. 4: Consider request for a MULTI-WAY STOP at the intersection of 21st Street & Tennessee Street.

Staff Report:

1. 21st Street is classified at a "collector" street and Tennessee Street is classified as a "local" street, both in a residential area.
2. 21st Street currently stops for Tennessee Street.

3. The *Manual on Uniform Traffic Control Devices* provides the following criteria for consideration of a Multi-Way Stop sign installation: "Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation".
4. Traffic crash data obtained from the Police Department found that there were five reported crashes at the intersection during the period October 2014-September 2015; in addition, there have been 11 reported crashes at the intersection during the period 2014-2016.
5. Therefore, this intersection meets the minimum criteria for consideration of a Multi-Way Stop installation.

ITEM NO. 5: Consider request to establish NO RIGHT TURN 7-9AM 3-6PM MON-FRI for westbound traffic on 15th Street at Elmwood Street, Summit Street, Prospect Avenue, Prairie Avenue, Brook Street and Maple Lane.

Staff Report:

1. Part-time turn restrictions have been used at several locations including 23rd Street between Louisiana Street and Massachusetts Street, and, on Tennessee Street at 23rd Street
6. Part-time turn restrictions have the potential to solve a cut-through traffic problem without using more expensive traffic calming devices. .

ITEM NO. 6: Consider request to establish NO LEFT TURN 7-9AM 3-6PM MON-FRI for southbound traffic on Haskell Avenue at 12th Street and 13th Street.

Staff Report:

2. Part-time turn restrictions have been used at several locations including 23rd Street between Louisiana Street and Massachusetts Street, and, on Tennessee Street at 23rd Street
3. Part-time turn restrictions have the potential to solve a cut-through traffic problem without using more expensive traffic calming devices.

ITEM NO. 7: Consider request to establish a 20MPH SPEED LIMIT on East Glenn Drive between Harper Street and Maple Lane.

Staff Report:

1. East Glenn Drive is classified as a "local" street, paved approximately 26 feet wide, and, a speed limit of 30mph, as established by State Law.
2. State Law permits a city to decrease a speed limit within an urban district, on the basis of a traffic investigation, but, not to less than 20mph.
3. Traffic data collected on East Glenn Drive found the 85th percentile speed of traffic to be approximately 34.2mph.
4. East Glenn Drive does not have sidewalks on either side of the street, therefore, all pedestrians, including children walking to school, must walk in the street.

ITEM NO. 8: Public Comment.

ITEM NO. 9: Commission Items.

ITEM NO. 10: Staff Items.

David Woosley

From: Jan Holmer <janetholmer@gmail.com>
Sent: Thursday, April 07, 2016 3:55 PM
To: David Woosley
Subject: speed control

Hi, the Lawrence Police department and Traffic control department gave me your email address. We have a speeding problem on our street. We live at 2449 Arkansas and I believe that most of the time the drivers are cutting through the neighborhood to get from 23rd street to 27th street and vice versa. They are most frequent during the morning and evening hours, but, weekends are often times we see fast driving. This is a family oriented neighborhood with children walking to and from school, dog walkers and some residents that have been here since their houses were built in the 60's. It is very unsafe for all of us to have this kind of activity endangering our lives. Can you help us? My phone number is 785-749-2084 and my name is Jan Holmer!



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.



Eddingham Dr

W 24th St

W 24th St

Naismith Dr

Cedarwood Ave

W 25th St

Ousdahl Rd

Ousdahl Rd

W 25th Ct

W 26th St

Manor Ter

W 27th St

Naismith Valley Park



Arkansas St

Missouri St

W 25th St

Jasur Dr

Alabama St

Alabama St

Belle Crest Dr

Belle Haven Dr

Belle Meade Pl

Bardin Ct

W 27th Ter

Belle Haven Dr

Naismith Valley Park

David Woosley

From: Sean Ingram <seanmingram@gmail.com>
Sent: Wednesday, April 20, 2016 3:15 PM
To: David Woosley
Subject: North 3rd Street data collection request for traffic calming consideration

Hello, I would like to formally request that North 3rd street have data collection actioned for consideration of traffic calming solutions. North 3rd street has heavy pedestrian and automobile traffic, and it's common place to have cars traveling in excess of 55 miles per hours on this residential street with kids and pedestrians at the same time.

Please advise if any other action is required of me to initiate this. I appreciate your attention to this matter.

-Sean Ingram
727 N 3rd Street
Lawrence, Ks. 66044
816-668-3582



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.



Riverfront Park

N 1st St

N 2nd St

40/59

N 3rd St

North St

N 1700 Rd

N 4th St

Maiden Ln

Funston Ave

Lyon St

David Woosley

From: pblackman <jax_x@yahoo.com>
Sent: Friday, October 07, 2016 12:07 PM
To: David Woosley
Subject: stop sign need

Hi, I got your name from Lisa Larsen. I live near an intersection where many accidents happen: 21st & Tennessee. I believe a 4-way stop rather than a 2-way stop would be helpful.

People think it's a one-way street because it was one-way before they crossed 19th street coming south. Other people think it's a 4-way stop and continue out into the speeding traffic. There are accidents about once a month and pedestrians/bicyclists tend to cross the street without realizing how dangerous it is. People speed down the street as well and animals have been killed. Just pulling out of our driveways can be dangerous.

A few weeks ago a drunk driver plowed into a tree in my front yard. He said he saw a squirrel. I believe he saw a car and was on the wrong side of the road at 2am, going too fast.

I fear that someone is going to be injured or killed if the traffic isn't slowed down.

Thank you,
Perrin Blackman
2111 Tennessee

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
Crash Diagram



Location: 21st Street & Tennessee Street

Date: 2013-2016



Tennessee Street

17-Apr-14
2-Mar-14
30-Dec-14
28-Mar-15
15-Jul-16
2-Oct-16



4-May-15
28-Aug-15

29-Oct-14

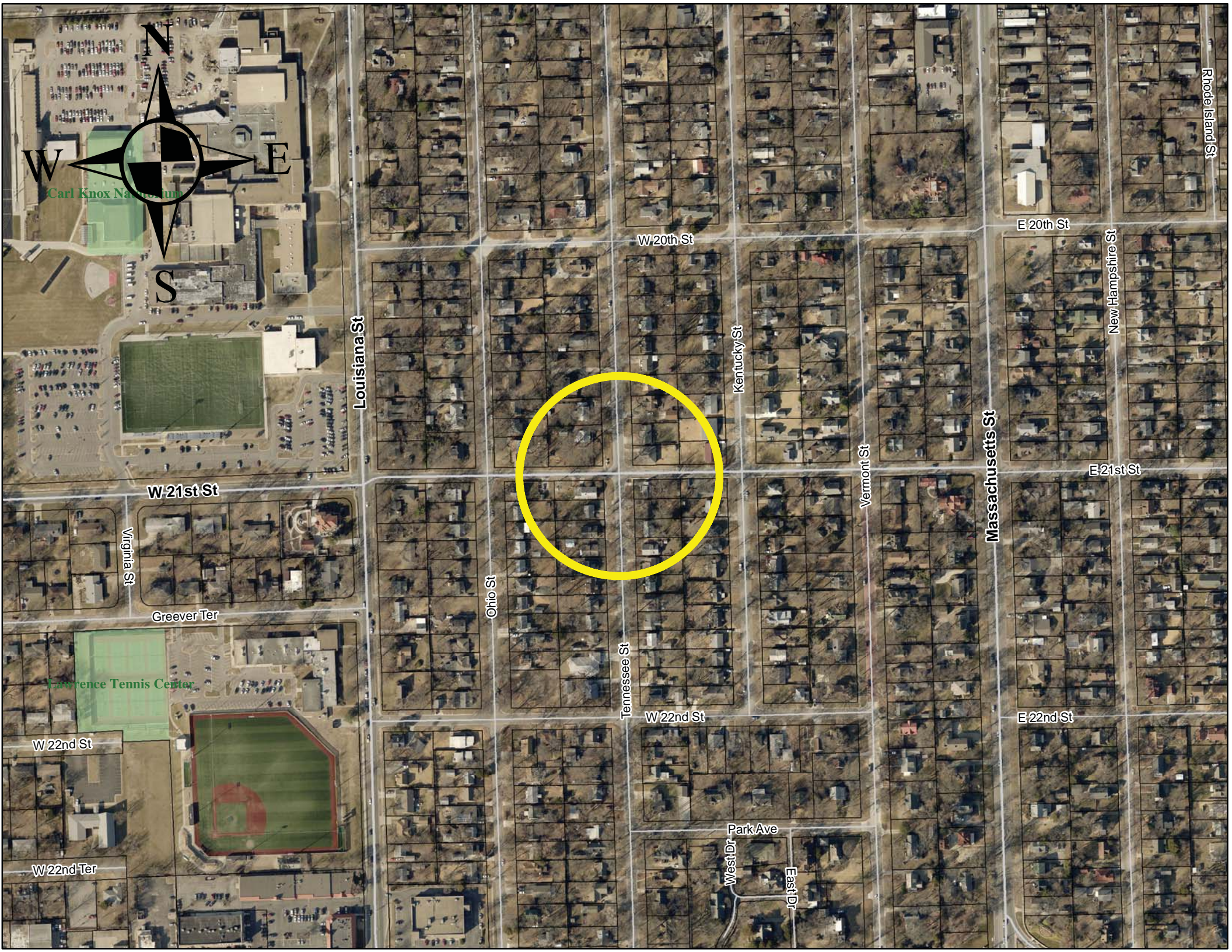
27-Apr-16

12-Apr-16



21st Street

Notes: _____



Carl Knox Natatorium

Lawrence Tennis Center

Louisiana St

W 21st St

Virginia St

Greever Ter

W 22nd St

W 22nd Ter

W 20th St

Kentucky St

Tennessee St

W 22nd St

Park Ave

West Dr

East Dr

Vermont St

Massachusetts St

E 20th St

New Hampshire St

E 21st St

E 22nd St

Rhode Island St



Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

24 October 2016

re: Request #1: cut-through speeder deterrence on Maple Ln., Oak Hill Ave. and adjacent streets

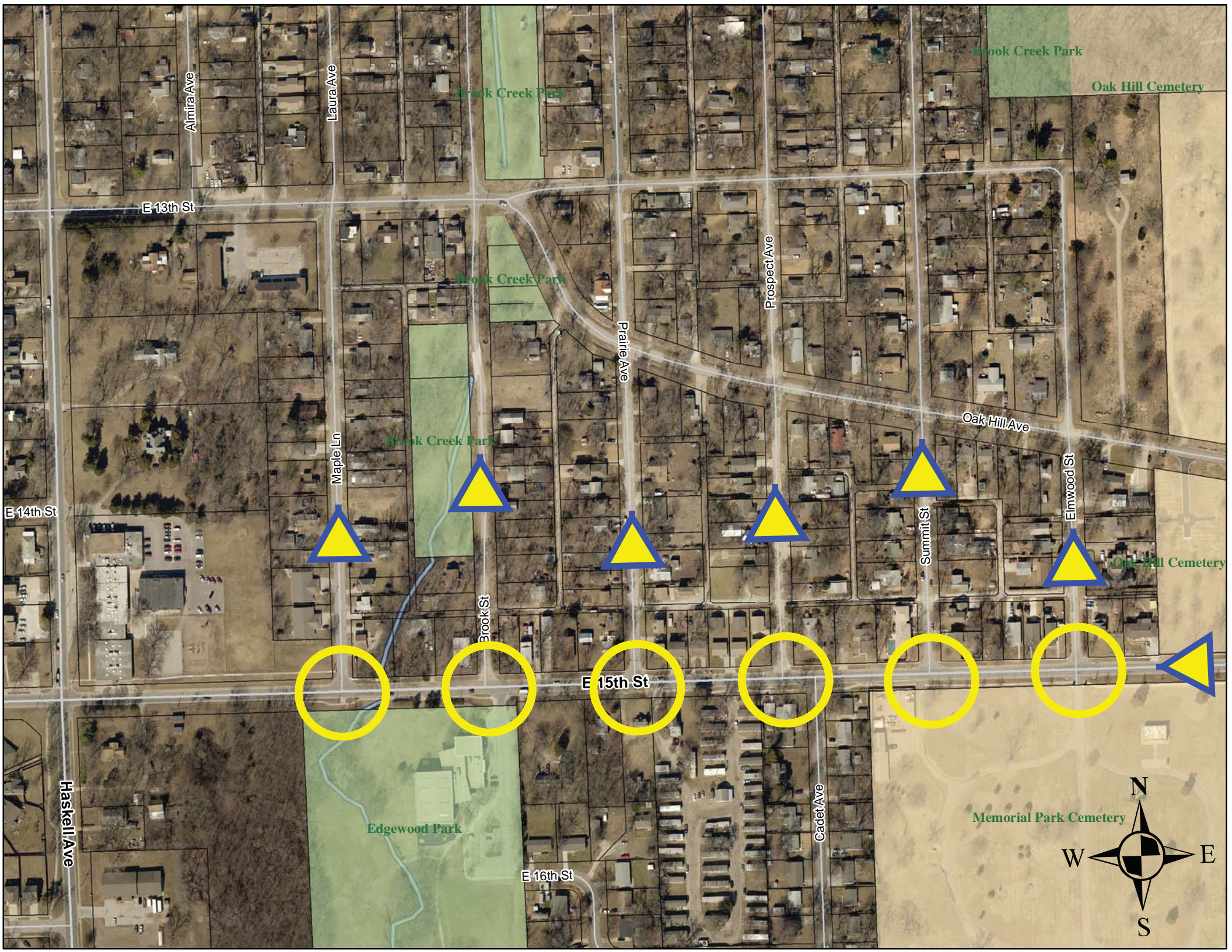
Dear Mr. Devlin:

The Brook Creek Neighborhood Association is requesting consideration for traffic control devices to deter cut-through speeding commuters on Oak Hill Ave. and the north-south streets off of 15th St., east of Haskell Ave. Many westbound commuters use this route as a shortcut to avoid the Haskell & 15th St. intersection. At the instruction of the City Commission, we have met with David Woosley to explore the options, and we agreed that the most practical and cost-effective solution would be "designated-hour no-turn signs" at all the corners of 15th St. and the aforementioned streets.

Therefore, we are requesting signs be posted at the corners of 15th St. and Elmwood St., Summit St., Prospect Ave., Prairie Ave., Brook St., and Maple Ln. that would read "No Right Turn, M-F, 7-9am, 3-6pm". This would keep the westbound commuters on the Collector street of 15th, and prevent them from cutting through and speeding on our residential streets. For any one of these signs to be effective, all signs need to be in place as a whole system control.

Thank you very much,

Melissa Fahrenbruch, President
Brook Creek Neighborhood Association





Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

24 October 2016

re: Request #2: cut-through speeder deterrence on 12th St., Brook St., and Oak Hill Ave.

Dear Mr. Devlin:

The Brook Creek Neighborhood Association is requesting consideration for a traffic control device to deter cut-through speeding commuters on 12th St., Brook St., and Oak Hill Ave. Many eastbound commuters use this route as a shortcut to avoid the Haskell & 15th St. intersection. At the instruction of the City Commission, we have met with David Woosley to explore the options, and we agreed that the most practical and cost-effective solution would be a "designated-hour no-turn sign" at the corner of Haskell Ave. and 12th St.

Therefore, we are requesting a sign be posted for southbound motorists at the corner of 12th St. and Haskell Ave. that would read "No Left Turn, M-F, 7-9am, 3-6pm". This would keep the eastbound commuters on the Arterial street of Haskell Ave., and prevent them from cutting through and speeding on our residential streets. This sign would be complimentary to no-turn signs at 13th and Haskell and on 15th St. that we submitted in separate requests.

Thank you very much,

Melissa Fahrenbruch, President
Brook Creek Neighborhood Association



Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

24 October 2016

re: Request #3: cut-through speeder deterrence on 13th St. and Oak Hill Ave.

Dear Mr. Devlin:

The Brook Creek Neighborhood Association is requesting consideration for a traffic control device to deter cut-through speeding commuters on 13th St. and Oak Hill Ave. Many eastbound commuters use this route as a shortcut to avoid the Haskell & 15th St. intersection. At the instruction of the City Commission, we have met with David Woosley to explore the options, and we agreed that the most practical and cost-effective solution would be a "designated-hour no-turn sign" at the corner of Haskell Ave. and 13th St.

Therefore, we are requesting a sign be posted for southbound motorists at the corner of 13th St. and Haskell Ave. that would read "No Left Turn, M-F, 7-9am, 3-6pm". This would keep the eastbound commuters on the Arterial street of Haskell Ave., and prevent them from cutting through and speeding on our residential streets. This sign would be complimentary to no-turn signs at 12th and Haskell and on 15th St., that we submitted in separate requests.

Thank you very much,

Melissa Fahrenbruch, President
Brook Creek Neighborhood Association



Brook Creek Park

Oak Hill Cemetery

Oak Hill Cemetery

Memorial Park Cemetery

Edgewood Park

Brook Creek Park

Burrough's Creek Trail & Bear Park

Askelf

E 12th St

Almira Ave

Laura Ave

E 13th St

Maple Ln

Brook St

E 15th St

Prairie Ave

Prospect Ave

Summit St

Oak Hill Ave

Elmwood St

E 12th St

E 14th St



Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

24 October 2016

re: Request #4: speeder deterrence on East Glenn Dr.

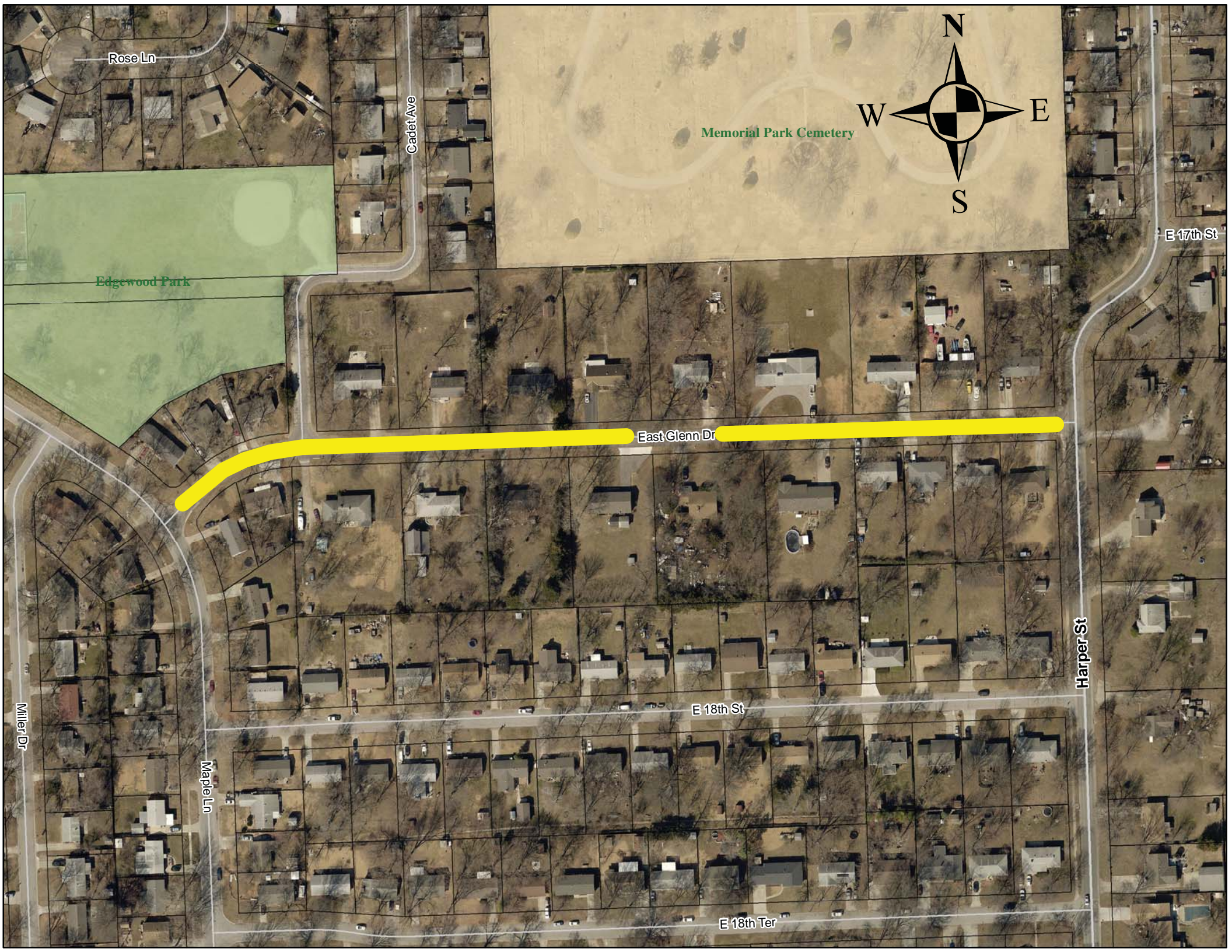
Dear Mr. Devlin:

The Brook Creek Neighborhood Association is requesting consideration for speed limit reduction on East Glenn Dr. An unacceptable number of motorists travel this street at high speed, endangering the numerous small children who live and play there. KSA 8-1560 allows localities to lower speed limits on local streets to 20 mph, if an investigation by the Traffic Engineer determines it is appropriate for the existing conditions. At the instruction of the City Commission, we have met with David Woosley to explore the options, and we agreed that a speed limit reduction could limit excessive speeding.

Therefore, we are requesting that the 24-hour speed limit for East Glenn Dr. be set at 20 mph, and that signs be posted at the east end and the west end of the street.

Thank you very much,

Melissa Fahrenbruch, President
Brook Creek Neighborhood Association



Rose Ln

Cadet Ave

Memorial Park Cemetery



Edgewood Park

E 17th St

East Glenn Dr

Harper St

E 18th St

E 18th Ter

Maple Ln

Miller Dr

City of Lawrence
Traffic Safety Commission
November 7, 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
David Cronin, Public Works Department

PUBLIC PRESENT: Michael Almon, Ronald Bishop, Torrie Brinson, Kathy Coffey, Kenneth Coffey, Melissa Fahrenbruch, Dickie Heckler, Jarrod Holt, Sean Ingram, Beth Anne Mansur, Jennifer Meyer, Susan Miller, Julie Mitchell, Aimee Polson, Julia Radley, Andrea Repinsky, Sharon Vaughn, and, Byron Wiley

The meeting was called to order by Chair 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, October 3, 2016.

MOTION BY COMMISSIONER HOSKINSON, SECOND BY COMMISSIONER DEVLIN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, OCTOBER 3, 2016; THE MOTION CARRIED, 8-0.

ITEM NO. 2:

Consider request for TRAFFIC CALMING on Arkansas Street between 24th Street and 27th Street.

Woosley reviewed the information provided in the staff report.

Public Comments:

Julia Radley, 2542 Arkansas Street: When 23rd & Iowa was closed, there was a ton of traffic; I suspect some people figured-out to use our street at that time; people go fast; it's dangerous; please consider it even if the numbers aren't exactly right, they don't quite tell the whole story.

Jarrold Holt, 2448 Arkansas Street: I don't think they're necessary, but, I don't have small kids; I was just curious as to what is proposed; I'm only two houses from the corner, so, I don't see as much speed.

Commission Discussion:

Commissioner Storm noted that city staff received one (1) telephone call from residents supporting the request.

Commissioner Crawford asked if there was parking on both sides of the street; he was advised that parking is not permitted on the east side of the street.

Commissioner Koprince: I think our hands are tied by the policy, so, I would have to reluctantly move to deny the request.

MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER HARROD, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING ON ARKANSAS STREET BETWEEN 24TH STREET AND 27TH STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 3:

Consider request for TRAFFIC CALMING on 3rd Street between Lyon Street and North Street.

Woosley reviewed the information provided in the staff report, and, noted receipt of two (2) e-mail's in opposition to the request.

Public Comments:

Kenneth Coffey, 745 N. 3rd Street: I can sit in my living-room and see cars come by at 50 or 60 miles per hour; I'm all for someone trying to do something to slow traffic down.

Kathy Coffey, 745 N. 3rd Street: This does happen; it escalates during the summer; whenever N. 2nd is shut-down, all the traffic uses N. 3rd; there are no sidewalks on either side of the street, the only place for people to walk is in the street; there are problems here.

Sean Ingram, 727 N. 3rd Street: There are many children living on Maiden Lane that ride their bikes and use 3rd Street; the high speed goes both ways; this is used as a walkway for the neighborhood.

Aimee Polson, 721 N. 3rd Street: There's a lot of pedestrian traffic on 3rd Street, and, no sidewalks; it's a multi-use street, it's for cars, parking and people.

Commission Discussion:

Commissioner Koprince noted that it may meet the criteria for 80% of two (2) or more of the criteria.

Commissioner Harrod: I would be inclined to recommend this to the City Commission.

MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER KOPRINCE, TO RECOMMEND APPROVAL OF TRAFFIC CALMING ON 3RD STREET BETWEEN LYON STREET AND NORTH STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 4:

Consider request for a MULTI-WAY STOP at the intersection of 21st Street and Tennessee Street.

Woosley reviewed the information provided in the staff report.

Public Comments:

None.

Commission Discussion:

Commissioner Jones: Sometimes the street is very busy and sometimes there is not a sole on it; I can certainly understand if we can do something preventative, it would be advantageous to do so, at minimal cost.

Commissioner Koprince: It seems like the crash history speaks for itself, a lot of crashes at the same intersection in a short period of time.

MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER CRAWFORD, TO RECOMMEND ESTABLISHING A MULTI-WAY STOP AT THE INTERSECTION OF 21ST STREET AND TENNESSEE STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 5:

Consider request to establish NO RIGHT TURN 7-9AM 3-6PM MON-FRI for westbound traffic on 15th Street at Elmwood Street, Summit Street, Prospect Avenue, Prairie Avenue, Brook Street, and Maple Lane.

Woosley reviewed the information provided in the staff report and noted receipt of numerous e-mail's concerning the request.

Public Comment:

Dickie Heckler, 1217 Prospect Avenue: I vote "no" on this item; I don't think this is the answer.

Byron Wiley, 1200 Almira Avenue, Vice-President of the Brook Creek Neighborhood Association: This is an attempt to address cut-through traffic during the busy times of the day; ideally, we would want to have speed humps; we will be having a neighborhood meeting in February to discuss this issue.

Julie Mitchell, 1231 Brook Street: Some of it is cut-through traffic, a lot of it is local traffic; a lot of the speeders are neighbors; this has not been discussed by the neighborhood; it doesn't make sense for residents to have to back-track through the neighborhood at peak times, it isn't logical; we do have a problem with speeding, we have a problem with people running the 4-way stop; however, this is not the answer; I would ask that you deny the request.

Jennifer Meyer, 1227 Brook Street: This isn't going to work; this isn't the answer; we have cut-through traffic, we have people speeding; we have people ignoring the 4-way stop; this isn't the answer.

Sharon Vaughn, 1242 Prairie Avenue: I don't think that signage is the answer, people ignore the signs we already have; I am a proponent for speed humps, they do slow people down; this would route all the traffic to 15th & Haskell and exacerbate the problem there.

Andrea Repinsky, 1222 Almira Avenue, member of the Brook Creek Neighborhood Association Board: This is negatively affecting the Association; we do need traffic calming; I would suggest tabling this request, it hasn't been well thought-out.

Michael Almon, 1311 Prairie Avenue: I fully support these restrictions; I'm willing to live with the temporary inconvenience, for the safety of our children and pedestrians and bicyclists; we still like the idea of speed humps, but, they would be expensive, as would chicanes; the least intrusive, the least expensive would be the turn restrictions; we would like this done on a temporary trial basis; I think a roundabout at 15th & Haskell would solve our problems; we all agree on the problem, how we solve it is where we disagree.

Beth Anne Mansur, 1217 Prospect Avenue: I don't think we should settle for signs, just because of cost, since we know signs don't work; it will be way too easy for people to ignore these signs too; why can't we be put on a list for speed humps.

Susan Miller, 1235 Prairie Avenue: I hope you deny this request.

Commission Discussion:

Commissioner Storm asked if the city had ever installed any similar No Right Turn restrictions; Woosley advised that he was not aware of any.

Commissioner Devlin: I think the No Right Turn is a solution looking for a problem.

Commissioner Harrod: I feel that there is a speeding and cut-through problem in the Brook Creek Neighborhood, but, there is no clear consensus within the neighborhood as to what to do about it.

Commissioner Koprince: I don't want to push something through prematurely.

MOTION BY COMMISSIONER HARROD, SECOND BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO RIGHT TURN 7-9AM 3-6PM MON-FRI ON WESTBOUND 15TH STREET AT ELMWOOD STREET, SUMMIT STREET, PROSPECT AVENUE, PRAIRIE AVENUE, BROOK STREET AND MAPLE LANE; THE MOTION CARRIED, 8-0.

ITEM NO. 6:

Consider request to establish NO LEFT TURN 7-9AM 3-6PM MON-FRI for southbound traffic on Haskell Avenue at 12th Street and 13th Street.

This request was withdrawn prior to the meeting.

ITEM NO. 7:

Consider request to establish a 20MPH SPEED LIMIT on East Glenn Drive between Harper Street and Maple Lane.

Woosley reviewed the information provided in the staff report.

Public Comment:

Sharon Vaughn, 1242 Prairie Avenue: I would like to support the neighbors on East Glenn, I would like to support this proposal; not only does East Glenn not have sidewalks, but, this whole area does not have sidewalks.

Ronald Bishop, 1601 East Glenn Drive: Part of the problem is cut-through; there are no sidewalks; it's a dragstrip sometimes; there are four (4) families with kids under five (5) in the center of the block; there are three (3) other families with teenagers; most of the rest of the people on the block are retired; it is a traffic hazard; we also have a lot of foot traffic through the neighborhood.

Beth Anne Mansur, 1217 Prospect Avenue: I used to walk that street many years ago and there wasn't much traffic; however, when I've been by it lately, I am surprised how much traffic there is and how fast, and, I would support the neighbors on this.

Melissa Fahrenbruch, 1322 Maple Lane, President of the Brook Creek Neighborhood Association: I definitely support the East Glenn reduction in speed.

Dickie Heckler, 1217 Prospect Avenue: I support the 20 mph speed limit in this neighborhood.

Andrea Repinsky, 1222 Almira Avenue, member of the Brook Creek Neighborhood Association Board: I support the people from the East Glenn Drive area.

Torrie Brinson, 1502 East Glenn Drive: I'm one (1) of the families with young kids and I also support it.

Commission Discussion:

Commissioner Koprince: It looks like we have consensus on this item.

MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER JONES, TO RECOMMEND ESTABLISHING A 20MPH SPEED LIMIT ON EAST GLENN DRIVE BETWEEN HARPER STREET AND MAPLE LANE; THE MOTION CARRIED, 8-0.

ITEM NO. 8:

Public Comment.

No Public Comment.

ITEM NO. 9:

Commission Items.

No Commission items.

ITEM NO. 10:

Staff Items:

David Cronin, City Engineer, briefed the Commission on the new Transportation Commission and how to apply for a position.

The meeting adjourned at 8:45 p.m. The next scheduled meeting of the Traffic Safety Commission is Monday, December 5, 2016.

Respectfully submitted,

David E. Woosley

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

David Woosley

From: Bob Moody [<mailto:bmoody51@gmail.com>]

Sent: Monday, October 31, 2016 1:24 PM

To: David Woosley

Subject: TSC 11/7/16 agenda, Item 3

Re: TSC Item 3, 11/7/16 agenda

I have reviewed the 4 warrants to be considered for implementation of traffic calming devices on local streets. It is my understanding the city's study of this .3 mile stretch of street indicates none of the 4 warrants have been met.

I live at the corner of Lyon and N. 3rd St. The amount of traffic on N. 3rd Street is incredibly small, in comparison to the amount of traffic on Lyon St. Because N. 3rd St. is truncated by stop signs at Lyon and North streets, the speeds of the vehicles are nominal, especially in consideration of the speeds on Lyon Street.

Therefore, I trust the Traffic Safety Commission will agree with my position that any traffic calming devices on N. 3rd St. between Lyon and North streets are not warranted and would be a waste of taxpayer funds. I encourage the Traffic Safety Commission to agree with the city position that such devices are unwarranted at this time.

Thank you for your consideration,

Bob Moody
703 N. 3rd St.
Lawrence, KS

[785 841-5946](tel:7858415946)

David Woosley

From: David Woosley
Sent: Wednesday, November 02, 2016 11:35 AM
To: Crawford, Dave; Harrod, Travis; Hoskinson, Jason; John Ziegelmeyer Jr; Jones, Tony ; Koprince, Steven; Ryan Devlin; Storm, Chris ; David Woosley
Subject: Arkansas Street (Mr. & Mrs Jones, 843-1554)

8:00am, October 31, 2016

Telephone message from Mr. & Mrs. Jones, 2607 Arkansas Street; in favor of traffic calming on Arkansas Street.



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



Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

3 November 2016

re: withdraw of item #6 on agenda of 7 November

Mr. Devlin:

The Brook Creek Neighborhood Association has decided to withdraw next Monday's agenda item #6, which was our request for turn restrictions at Haskell Ave. and 12th St and Haskell Ave. and 13th St.

We still want the Traffic Safety Commission to hear our two other requests, item #5 and item #7.

thank you,

Michael Almon, Secretary
Brook Creek Neighborhood Association

David Woosley

From: Steve Rector <rector123@gmail.com>
Sent: Friday, November 04, 2016 12:43 PM
To: David Woosley
Subject: TSC Item 3, 11/7/16 agenda

Dear Mr. Woosley,

I live at the corner of N 3rd and Lyon Streets. Bob Moody forwarded the warrants for traffic calming devices and I, too, fail to see where any such device is warranted. I have lived in this neighborhood for over 20 years and traffic volume on N 3rd street is relatively light. Since N 3rd Street was blocked on the north end many years ago (near the Lawrence sign on N 2nd), I do not feel speeding or traffic volume are issues on this section of N 3rd Street. I am probably more cognizant of traffic than the average citizen having previously served as a police officer, sheriff's deputy, and traffic accident reconstructionist.

If I felt the traffic situation on N 3rd Street was unsafe I'd be the first to support such a measure, but I can not do so in this case. To be quite honest, I am baffled that anyone would make such a request. I do not support this request. It does not appear to meet any of the criteria for a traffic calming device, and would be a waste of city time and taxpayer money. I encourage the Traffic Safety Commission to follow the the city position and deny the request for traffic calming devices on N 3rd Street between Lyon and North Streets.

Thank you for your time and consideration,

Steve Rector
702 N 3rd Street
Lawrence, KS 66044

[\(785\) 764-3663](tel:(785)764-3663)

David Woosley

From: Richard Heckler <rheckler2002@yahoo.com>
Sent: Friday, November 04, 2016 10:07 AM
To: David Woosley
Subject: Brookcreek Neighborhood Concern

Traffic Calming for Brookcreek Neighborhood Assoc:

Now that we have studied the item on the December 7 Traffic Safety Commission Agenda some thoughts on the item have surfaced:

The no right turn approach off 15th street does not seem the most workable.

It forces those that live in the neighborhood to 15th and Haskell at rush hour which is not necessarily the best option. 15th and Haskell at rush hour is a nightmare no matter what. Why add a few more neighborhood cars to that nightmare?

The no right turn approach off 15th street is only as effective as enforcement allows. LPD cannot effectively enforce this traffic calming device 24/7. It's that simple. It stands to reason that this traffic calming device will be violated frequently. Not only that there is no other way for Brookcreek residents to enter the neighborhood until 13th and Haskell which in and of itself is also a rush hour nightmare.

Are game day drivers going to obey this obstacle? Most likely no although some will but that is not enough.

What to do?

Speed bumps had previously been approved for this area. We believe this is the most effective tool because it provides the neighborhood with 24/7 impact. Cut through traffic is not restricted to rush hour. Let's get real. Game days do bring on fast and reckless cut through traffic, no question about it.

Speed Bumps YES! Why not place speed bumps on : Elmwood/Summit/Prospect/Prairie/Brook/Maple/Oak Hill/ 13th Street as the neighborhood is entered at Haskell?

Yes speed bumps can be annoying if one is in a big hurry which is exactly the type of annoyance Brookcreek needs to improve our quality of life.

Let's get the speed bumps back on the table!

In the interest of safety and quality of life,

The Heckler/Mansur household
1217 Prospect - Lawrence 66044

David Woosley

From: marilyn wiggins [<mailto:marilyn.wiggins@sbcglobal.net>]

Sent: Saturday, November 05, 2016 9:04 PM

To: David Woosley

Subject: Brook Creek Neighborhood Traffic Calming Requests

I have been living in the Brook Creek neighborhood for thirty seven years and in all those years have not seen as much cutting through as the neighborhood association claims. Granted there is some but the majority travel on Oak Hill which goes by the home of the man that is pushing this agenda. We are getting ready Wednesday to open the new bypass and that will reduce traffic on 23rd st. Which will cause more drivers to stay on 23rd. The Brook Creek Association should have contacted some of the home owners and asked how they feel about such a change. They have a very few in Brook Creek group that seems to think they can speak for the majority. I and many of my neighbors and friends are completely against a move to restrict traffic flow. They want to use 23rd st. as a example for no left turns on Louisiana, Massachusetts and Tennessee streets. Cut through was not the problem there it was the backup on 23rd which was the problem We could agree on the AM proposal but completely disagree with the PM proposal. The PM idea will create more pass through traffic than the Am idea with people trying to get back to their homes off 15th. Can anyone tell me how creating more traffic at the 15th st intersection can help anything? Traffic is backed up for a block each of the four ways during those time periods. Which is one of the reasons drivers cut through the neighborhood.

We will see you Monday evening.

Thanks

Russell Wiggins
1223 Laura Lawrence Ks.

David Woosley

From: superior printing <1ryan.hutton@gmail.com>
Sent: Sunday, November 06, 2016 2:32 PM
To: David Woosley
Subject: "traffic calming"

Hi,

I am the owner of 1306 E 13th St. I would like to vote against the proposed traffic calming plan that our sneaky neighbor Michael came up with.

Regards,

Ryan Hutton
785.331.9360

David Woosley

From: Douglas Miller <dgsbmiller@hotmail.com>
Sent: Monday, November 07, 2016 10:42 AM
To: David Woosley
Subject: Opposed to the signage for the Brook Creek Neighborhood

I am Douglas G. Miller at 1235 Prairie Avenue.

I am opposed to establishing no right turns for westbound traffic on 15th Street at Elmwood Street, Summit Street, Prospect Avenue, Prairie Avenue, Brook Street and Maple Lane. This would unnecessarily increase traffic at 15th and Haskell and would be inconvenient for those residents that drive and live in this area.

I am opposed to establishing no left turns for southbound traffic on Haskell at 12th and 13th Street. This would unnecessarily increase traffic at 15th and Haskell. This would also create a traffic hazard because the east bound traffic on 15th St. would then have to turn in front of the increased west bound traffic on 15th Street.

I hope that you will deny these two proposed traffic changes. Sincerely, Douglas G. Miller

David Woosley

From: Matt Jones <matt@structrestruct.com>
Sent: Monday, November 07, 2016 5:35 PM
To: David Woosley
Subject: time restrictions on turning onto 12th St.

David Woosley and those concerned,

I wanted to voice my concern about restrictions on southbound Haskell traffic at 12th and [13th st.](#) I am an owner of Struct/restruct with office/shop at 1146 Haskell. We are getting started with the development of nine residential lots just east of Haskell on [12th st.](#) behind our office. Under these proposed restrictions residents of these properties could not turn directly onto their street when headed south on Haskell. They would have to go to 15th before entering the neighborhood. This restriction would actually serve to increase traffic through the neighborhood as they would not be able to turn directly onto 12th. The examples on [23rd street](#) where time restrictions are in place seem quite different from the situation in Brook Creek. On 23rd if a vehicle waits to turn across traffic it can create significant traffic backups. Those restrictions seem to be in place to keep traffic flowing, not to restrict traffic from access to adjacent neighborhoods. I have not witnessed significant delays in traffic flow due to vehicles waiting to turn across traffic in the Brook Creek Neighborhood. 13th is already a four way stop so everyone gets a turn, creating no dramatic backups. I believe keeping traffic flowing smoothly is more important than restricting access to neighborhoods.

Thank you,
Matt Jones

David Woosley

From: JILL JEVENS <jevensjill@yahoo.com>
Sent: Monday, November 07, 2016 3:59 PM
To: David Woosley
Subject: The Brook Creek Neighborhood traffic calming measures

I am writing to object to the current proposal for traffic calming measures in the Brook Creek Neighborhood.

I own my house, which is 1301 Prospect Ave, at the corner of 13th and Prospect in the Brook Creek Neighborhood. I have lived there for 17 years.

Traffic can certainly be a problem in our neighborhood, and I've long worried about the amount, speed, and sometimes general recklessness of those who pass through but do not live there, especially considering we have no sidewalks for pedestrians and lots of children around.

However, I don't think the current proposal blocking certain turns into the neighborhood at certain times is the answer. This becomes a problem for those of us who live there to get to our homes, too, and it doesn't really take care of the biggest aspects of our traffic problem. Traffic is dangerous in our neighborhood at all hours. Many times in the middle of a Saturday or later on a weekday evening, I see cars fly through like they don't care at all that it's someone's neighborhood.

The traffic calming we need must be based on slowing traffic down anytime it's in our neighborhood. Those of us who live there do not speed through, so this will be no inconvenience to us, unlike the turn limiting measure being considered right now.

Also, I want to mention that those from the Brook Creek Neighborhood Associate are NOT really speaking on behalf of the neighborhood in general. Our neighborhood association has been highjacked by a minority of individuals with their own personal agendas.

Please DO NOT pass this traffic calming measure as it is planned right now.

(Would you please reply whether or not you received this in time for this evening's meeting?)

Thank you.

Jill Jevens
785-831-3621

David Woosley

From: ryan wise <wiseisswell@gmail.com>
Sent: Monday, November 07, 2016 6:22 PM
To: David Woosley
Subject: Brook Creek Traffic Calming Request

Hello,

My name is Ryan Wise. I live at 1226 Prairie Ave, Lawrence KS, 66044. I am emailing to state that my household is staunchly opposed to the new traffic calming measures in Brook Creek. Particularly the no right and left turns off of Haskell between certain times. We feel like this would further back up Haskell as well the four way at 15th and Haskell.

Please contact me if you have any questions.

Sent from my iPhone

David Woosley

From: Shelby Miller <slmiller@ksu.edu>
Sent: Monday, November 07, 2016 7:45 AM
To: David Woosley
Subject: Brook Creek Neighborhood

To whom it may concern,

We are AGAINST the proposal of the calming requests that will be brought to your attention this evening. This would make getting to our place after work extremely difficult. I do not approve of the implications that David Woosley is wanting to see happen. This will cause such a huge headache for anyone living in this area and do not believe it will be worth the time of the city to make this happen. People in the neighborhood are not pleased by this proposal.

-Shelby

David Woosley

From: Jim Martin <pteravisions@gmail.com>
Sent: Monday, November 07, 2016 10:18 AM
To: David Woosley
Subject: Brook Creek Neighborhood Traffic Calming Request

Hello,

I would like to oppose this proposition. I live on 1140 E 13th St. and do not see the need to establish a no right or left turn within the given hours in our neighborhood. I understand why the request was made, although the hours set in this request conflict with my weekly work/school hours. If the proposition should become law, it will add needless time to my drive home when picking my son up from school and returning home, and also cause directional confusion for my Airbnb guests, whom arrive at various times throughout the day/evening.

Also, I was not properly notified by my Neighborhood Association about this request, nothing in the mail, no door to door relay of information. I find this upsetting, as I am not in favor of this proposition.

I am in favor to establish a 20mph limit throughout the neighborhood. Not just on East Glenn Drive between Harper St. and Maple Lane, but for 12th, 13th and neighbouring cross streets.

I will be at the meeting tonight to voice my concerns.

Sincerely,
Jim Martin

David Woosley

From: Wendy Traul <wendytraul@yahoo.com>
Sent: Monday, November 07, 2016 7:56 AM
To: David Woosley
Subject: NO LEFT TURNS OFF HASKELL AVE BETWEEN 12TH & 15TH

My husband and I live at 1228 Laura Ave.
We have not seen an influx of traffic on our street due to commuters avoiding 19th and 23rd to get to K-10. We vote **NO** on "no left turns off Haskell between 12th and 15th streets".

Wendy Traul
"Be kind, for everyone you meet is fighting some kind of battle."