

Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: Nick Voss, Project Engineer
DATE: October 13, 2017
RE: Agenda Item for Transportation Commission 11/6/2017:
Traffic Calming Request – Cedarwood Ave 25th to 26th Street

Background

In May 2017, the Transportation Commission received a request for traffic calming on Cedarwood Ave. between 25th Street & 26th Street. The requestor cited in increase in traffic, speeding and reckless driving as reasons for the requests.

Details

Cedarwood 25 th to 26 th Street						
Street Classification	Posted Speed Limit	Safe Route to School	Bus / Transit Route	Douglas County Bikeway Plan Route	Sidewalk along Street	Street Cross Section/Pavement Data
Local	30 mph	No	No	No	North Half – West Side South Half – No Sidewalk	Curb and Gutter, 26-foot width, residential area

Traffic counts, 85th percentile speed, and cut through data was obtained for Cedarwood Ave in this region during October of 2017. The 85th percentile speed of traffic on Cedarwood was 31 mph, the 24-hour two-way traffic averaged 198 vehicles, and cut through traffic was 12%. The City of Lawrence Traffic Calming Policy is listed below:

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:

- The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
- The 24-hour two-way traffic volume is greater than 1000, or
- Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
- Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80% or more of the stated values.

The 85th percentile speed, 24-hour traffic volumes, and cut-thru traffic numbers do not meet the criteria for installing traffic-calming devices.

Action Request

It is staff recommendation the Transportation Commission deny the request for installation of traffic calming devices on Cedarwood Ave between 25th and 26th Street.

Attachments:

Traffic Calming Policy

Request Email

Map



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.

Nick Voss

From: DONALD HAWLEY [REDACTED]
Sent: Wednesday, May 10, 2017 5:52 PM
To: David Cronin
Cc: Scott McCullough; Nick Voss
Subject: Re: speed bumps

Categories: Transportation Commission

Gentlemen;

As always thanks for your response to my request for a speed bump on Cedarwood (between 25th and 26th) similar to the the one that will be placed on Ousdahl in the future. If you lived here you might have a different take, but I am sure your following the correct protocol on the subject. This neighborhood has had so many changes of residents and the addition of the "senior cottages", etc. It would be difficult to track down the landlords and speak to the owners who have been here such a short while. But the increase in traffic trying to access Cedarwood is one of the reasons I proposed a device to reduce the speeding. There was nothing I could do with the constant speeders and reckless drivers but, I had the police talk to the parents who's children use the most dangerous stretch of the street as a skateboard park, general meeting place. Thanks as always to the Lawrence police to point out the danger to the negligent parents. Thanks to Scott for pursuing the promised sidewalk at least partway down Cedarwood maybe the new residents children can skateboard down the sidewalk and not in the middle of the street as they were. As always I have witnesses and pictures of some of the cars losing control because of excess speed, but for just me worrying about it I will just use more caution on that street. Thank you both so much for considering this issue.

Donald Hawley
2551 Cedarwood

On Wednesday, May 10, 2017 12:00 PM, David Cronin <dcronin@lawrenceks.org> wrote:

Donald,

Traffic calming requests can be sent to: transportation@lawrenceks.org. Staff will review and place on future Transportation Commission agenda for consideration, thanks.

David P. Cronin, P.E., City Engineer
Public Works Department - [City of Lawrence, KS](http://www.cityoflawrenceks.org)
PO Box 708, Lawrence, KS 66044
office: (785) 832-3130 | fax: (785) 832-3398

From: Scott McCullough
Sent: Wednesday, May 10, 2017 10:21 AM
To: 'DONALD HAWLEY'
Cc: David Cronin
Subject: RE: speed bumps

Donald,

Sorry to respond so late. I've been out of town. I'm passing the question on to our City Engineer for review and additional response if needed. My general understanding of traffic calming is that the idea is rooted in a neighborhood's desire for such and neighborhoods, or individuals, can bring the issue forward to the Traffic Commission for review and study. Traffic calming is not universally desired within neighborhoods, so neighborhood consensus is taken into account as well. The city is challenged with funding approved traffic calming projects and they are installed as funding allows and where consensus is reached.

Scott McCullough, *Director*

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From: DONALD HAWLEY [mailto:]

Sent: Friday, May 05, 2017 4:39 PM

To: Scott McCullough

Subject: speed bumps

Scott,

I was reading in the paper about the installation of a speed bump between 25th and 26th on Ousdahl street. If you look at a map of streets in that area Cedarwood is just as crooked and more hilly than Ousdahl. Maybe I read the story wrong, but it sure would be nice to have one on Cedarwood. Not only the topography of the street, but the increase traffic from the "senior cottages" where elderly will now be entering the street. I just thought I'd ask if such a traffic speed reducer might be installed on Cedarwood. Other than that have a great weekend!

Donald Hawley

2551 Cedarwood

Cedarwood 25th to 26th Street

