



**TRANSPORTATION COMMISSION**  
**Monday, May 1, 2017 6:00 PM**  
**City Commission Room, City Hall, 6 E. 6th Street**

**MEETING AGENDA**

- I. Approve of April 3, 2017 meeting minutes
- II. Recognition of Walk Friendly Silver designation for the City of Lawrence
- III. **General Public Comment** (*The public is allowed to speak to any items or issues that are not scheduled on the agenda*)
- IV. **Traffic Calming Items:** Carson Place & Campbell Drive  
  
Consider Staff recommendation to deny the request for Traffic Calming on Carson Place from Campbell Drive to Eisenhower Drive  
  
Consider Staff recommendation to deny the request for Traffic Calming on Campbell Drive from Campbell Place to Carson Place
- V. **Speed Limit Request:** Harvard Road between Crestline Drive and Centennial Drive  
  
Consider Staff recommendation to deny the request for a 25 mph speed limit on Harvard Road between Crestline Drive and Centennial Drive.
- VI. **Speed Limit & Intersection Ahead Request:** Kasold Drive between Tam O'Shanter Drive and Clinton Parkway  
  
Consider Staff recommendation to deny the request for a 35 mph speed limit and an Intersection Ahead sign on Kasold Drive between Tam O'Shanter Drive and Clinton Parkway.
- VII. **Staff Update:** 2016 & 2017 traffic calming projects  
  
Staff is proposing to use the 2016 and 2017 traffic calming funds for the construction of traffic calming at University Place and speed humps/cushions along Trail Road and Ousdahl Road. Previously proposed 2017 projects will be proposed for 2018 construction with 2018 traffic calming funds.
- VIII. Study session discussion and scheduling



**IX.** Commission Items

**X.** Calendar

- Next Meeting Monday June 5, 2017 6:00 PM

**XI.** Adjournment

City of Lawrence  
Transportation Commission  
March 6, 2017 Minutes

MEMBERS PRESENT: Charlie Bryan, David Hamby, Chris Storm, Jeff Severin, Kathryn Schartz, Mark Hurt, Steve Evans, John Ziegelmeyer, Michelle Dillon

MEMBERS ABSENT: Ron May, Erin Paden

STAFF PRESENT: David Cronin, Public Works Department  
Nicholas C. Voss, Public Works Department  
Jessica Mortinger, MPO Douglas County

PUBLIC PRESENT: Artith Peirce, Charles Hill, Dan Paige, Andy Majors, Matt Webber, Michael Almon

---

A complete video recording of the meeting is available on the City's website at <https://lawrenceks.org/boards/transportation-commission/>

The meeting was called to order by Charlie Bryan at 6:07 p.m. in the City Commission Room, City Hall, 6 E. 6<sup>th</sup> Street.

ITEM NO. 1:

[Approve of March 6, 2017 Meeting Minutes](#)

[Moved by Commissioner Hurt, second by Commissioner Storm](#), to approve minutes. The motion carried, 9-0.

ITEM NO. 2:

[General Public Comment](#)

Public Discussion:

Artith Peirce, University Place resident, is concerned about any projects that could increase traffic along 19<sup>th</sup> Street. Concerns that traffic could change the character of the neighborhood.

Commissioner Evans: Steve Evans asked about what analytics were used to measure the current verses the proposed impact of the project.

David Cronin stated that the city has traffic counts every three years so that traffic history can be tracked. For future growth cut through traffic could be difficult to quantify.

ITEM NO. 3:

Traffic Calming Items

Prescott Drive

Staff Presentation: Nick Voss stated that in June 2016 city staff received a traffic calming request on Prescott Drive. City staff is recommending that the request is denied as it did not meet the requirements set by the traffic calming policy.

Commission Discussion: Steve Evans: How do you handle cut through traffic. Dave Cronin stated that staff is located on either end counting cars during the peak hour.

Public Discussion: Charles Hill stated he had been in the neighborhood longer than any of his neighbors. He spoke opposed to the proposed traffic calming. He cited the layout of the streets and opposition to traffic calming device.

Dan Paige stated that he had been in the neighborhood longer than Charles Hill. He spoke in favor of traffic calming. He cited children in the neighborhood.

Commission Discussion: David Hamby spoke on the creation of the traffic calming policy and spoke about how on street parking acted as traffic calming and slowed traffic down. He stated that the City has traffic calming that is not funded.

Chris Storm: Cited emails that were opposed to proposed traffic calming.

Moved by Commissioner Dillon, second by Commissioner Shartz, to deny the request for traffic calming. The motion carried, 9-0

Kensington Road

Staff Presentation: Nick Voss stated that in September of 2016 city staff received a traffic calming request on Kensington Road. City staff recommended approving the request as it met the requirement for a collector street with more than 50% of the frontage included residential lots facing the roadway; Kensington has 100% residential frontage.

Commission Discussion: Steve Evans asked for clarification on frontage requirements. Nick Voss stated that the driveway access was the same as a frontage road. Mark Hurt asked if all streets in the area that have residential frontage and would be eligible for traffic calming. Jessica Mortinger displayed the functional classes for streets in the area and Nick Voss stated that frontage was only a qualification for collector streets. Charlie Bryan asked about traffic being pushed to other residential streets. David Cronin stated that it this would be a possibility but Kensington does not have a lot of volume. David Cronin spoke on the different classifications of streets. Steve Evans asked about future traffic calming on collectors with and how many other similar streets in Lawrence could qualify under this condition. Staff did not have the information

but would report back to the commission. John Ziegelmeyer stated that it was uncommon for a request to only meet this criterion. Chris Storm and city staff discussed the classification of Kensington. Mark Hurt asked about how the staff recommendation was formed. David Cronin stated that it was based on the current traffic calming policy. An overview of the neighborhood was reviewed.

Public Discussion: Andy Majors spoke in favor of the traffic calming. He cited the speed including the speed limit along the school.

Jason Barnhill spoke in opposition to traffic calming. He cited lack on congestion and cars parked on the side of the road. He does not consider speed to be in issue for this area. He asked about the safe routes to school.

Matt Webber spoke in opposition to traffic calming. He cited a reduction in traffic with the south Lawrence trafficway, overall low volume, and speed.

Andy Majors asked about safe routes to school. Nick Voss provided information on safe routes to school including a map for the local elementary school.

Commission Discussion: David Hamby stated that this would not meet the criteria for a local street. He stated that drivers drive the speed that they are comfortable and changing the speed limit may not change the speed on the street. Charlie Bryan asked for staff to find how many streets may qualify under the residential frontage road condition only. David Hamby stated that if this was approved that it would be on the bottom of the traffic calming list. Steve Evans stated that it would be appropriate to make a motion against policy. David Hamby stated that the commission makes a recommendation to the city commission.

[Moved by Commissioner Evans, second by Commissioner Severin,](#) to deny the request for traffic calming. The motion carried, 9-0

#### ITEM NO. 4:

#### [Lawrence Douglas County Metropolitan Planning Organization Transportation Planning 101](#)

Staff presentation: Jessica Mortinger presented on the MPO. She provided an overview of the plans and planning process that the MPO provides. She stated that the MPO provides a transportation planning process for all modes the improve safety and the movement of people and goods.

Commission Discussion: Steve Evans asked about the University of Kansas being a non-voting member. Jessica stated that they have an opportunity to give input but that they do not contribute financially.

Charlie Bryan asked about the planning area. Jessica discussed how the metropolitan planning boundary was set.

Charlie Bryan asked how often the boundaries are reviewed. Jessica stated that it is reviewed with the census.

Charlie Bryan asked about what percent of roads the MPO work with. Jessica stated that collector and above functional classification are typically the roads that would have a regional significance.

Charlie Bryan asked about the bike routes. Jessica stated that it was a different network.

ITEM NO. 5:

[Discussion of future staff presentation topics](#)

Commission Discussion: Charlie Bryan asked about future staff presentations.

Steve Evans asked about a pedestrian and bicycle presentation. Strategic curriculum on future issues. He would like to learn more about how budgets are set for capital improvement projects. Reviewing policies such as voting being on within 300 ft of a traffic calming device.

Jeff Severin stated that the agenda could have a link to related policies. Business should be held at the meetings and additional education could be held outside of the meetings.

Commission Discussion: Steve Evans discussed the administration of the projects and that is was difficult to get 70% within 300 feet because property owners can be difficult to reach. The impact area should be considered in the vote.

ITEM NO. 6:

[Commission Items](#)

Chris Storm asked for a list of collectors that only meet the frontage criteria.

Steve Evans asked for a budget overview and how the Transportation Commission ties into the budget.

ITEM NO. 7:

[Calendar](#)

- a. Next Meeting Monday May 1, 2017 6:00 PM
- b. Association of Pedestrian and Bicycle Professionals Webinar Series  
<https://lawrenceks.org/mpo/webinars>

ITEM NO. 8:

[Adjournment](#)

|

Moved by Commissioner Shartz, and second by Commissioner Hamby, to adjourn at 7:52 p.m.. The motion carried, 9-0.

DRAFT



## Community Report Card **Lawrence**

On behalf of our reviewers and program staff, we want to thank you for taking the time to prepare and submit your application to be considered for a Walk Friendly Communities designation. We know you invested a great deal of time in this application, and we appreciate your hard work.

Based on our review, we are designating Lawrence as a Silver Walk Friendly Community. Among the many programs and initiatives you shared with us, we were particularly impressed with:

- Inter-agency coordination on Safe Routes to School programs.
- The city's thorough facility inventories and engineering practices including: signal timing, road diets, crosswalk design/maintenance, countdown signals, and Pedestrian Hybrid Beacons.
- Complete Streets policy and land use ordinances that are generally supportive of walking.
- Demonstrated commitment to counting non-motorized modes of transportation.

This report card summarizes some of the comments and feedback from our reviewers within each section of your application. We would encourage you to contact us if you would like to talk more specifically about your initiatives, our findings, and what we see as opportunities to expand your programs.

This remainder of this report card will provide feedback and suggestions for each section in the community assessment tool. Each section received an overall score as defined below:

### **Walk Friendly**

The responses in this section indicate that your community is particularly strong in this area with great efforts being made towards improving walkability. Even so, there are always areas within this section where improvements and growth could be made.

### **On the Right Track**

This score indicates that your community does not exhibit the characteristics to be truly walk friendly in this section, but that there are still good existing programs or new programs that could be expanded. Please review our suggestions on how you could improve the walkability in this area.

### **Needs Attention**

This score indicates that your community does not yet demonstrate strong programs, policies, and results, characteristic of a Walk Friendly Community based on the responses in this section. Please review our suggestions carefully on how you can create positive change in your community with both short- and long-term objectives.



## Status of Walking

## Walk Friendly

It is encouraging to see that Lawrence has maintained a high walking mode share and that there have been no pedestrian fatalities in the past five years. Participating in the National Bicycle and Pedestrian Documentation Project is a great way to quantify walking trips that take place for all purposes, not just commute trips. It's also great to see that Lawrence has a clear understanding of staff time dedicated to pedestrian issues and an advisory board with a clear role to play.

## Planning

## Walk Friendly

Your efforts in the planning and policy area were strong. We were particularly impressed with:

- The sidewalk, curb ramp, and network connectivity inventories that were conducted as part of the regional pedestrian plan development. It's great that the planning process included diverse opportunities for public engagement. Updates to the pedestrian plan should include [performance measures](#), a timeline for implementation, and responsible agencies for each recommended action.
- The Complete Streets policy that applies to all phases of street projects. We would have appreciate more information in the application about policy implementation (e.g., has Lawrence developed a project check list? Has the city specified the process for exceptions to the policy?).
- Nice trail system, connectivity policy, and land use ordinances that generally support walking.
- Car parking policies that are tailored to different parts of the city and do not encourage and oversupply of parking spaces.

Areas for improvement include updating the ADA Transition Plan using recent inventory data, instituting a policy about [pedestrian-level lighting](#), and developing guidelines for streetscape design (check out the [Downtown Design Guide](#) from Silver-level Sandpoint, ID).

## Education/Encouragement

## On the Right Track

We thoroughly enjoyed reading about the SRTS efforts in Lawrence, this was an application high point! The partnership between the school district and health department is a great example for other cities.

A pedestrian wayfinding system would reinforce the culture of walking while helping residents and visitors create a walking route to nearby destinations. To experiment with wayfinding and gain support, check out how you can design and print temporary (and affordable) signs through [Walk \[Your City\]](#). You may also want to consider partnering with a downtown business association or the university.

One major opportunity is for Lawrence to work together with community partners to host an [Open Streets](#) event! These events focus community attention on the importance of active transportation and celebrates walking and biking. There are many other Walk Friendly Communities that can provide inspirations, including [Charlottesville](#), [Seattle](#), [Charlotte](#), [Louisville](#), [Minneapolis](#), and [Evanston](#).

## Engineering

## Walk Friendly

This was another strong section for Lawrence. Good job prioritizing school crossings and crosswalk maintenance. The city has positive practices when it comes to pedestrian signaling and geometric design – we were particularly impressed with the city’s use of PHBs (plus an accompanying pamphlet!). The city should consider proactively implementing RTOR restrictions and/or LPIs in areas with large pedestrian volumes and high levels of turning traffic.

We enjoyed reading about the lighted path between downtown and the university. It’s great that you conducted a before/after evaluation of pedestrian volume!

It’s good that Lawrence has up-to-date inventories about the presence and condition of pedestrian facilities. Unfortunately it looks like there is a relatively small budget for maintenance and filling gaps. Your application mentioned a prioritizing filling sidewalk gaps on major thoroughfares, but what about near schools, parks, and other community facilities? Rather than requiring individual property owners to fill gaps, you could consider a petition process or match program for high-priority gaps on local streets.

## Enforcement

## On the Right Track

This section of the application lacked detail, but it sounds like Lawrence is on the right track. It’s good to see that Lawrence has a crossing guard program and that the police department is involved in site review. While it sounds like there is regular communication between law enforcement, traffic engineering, and planners, we recommend formalizing these conversations so that pedestrian safety is always on the agenda. Creating a focus group or quarterly meeting with these divisions can help focus on where the problems are and how to deal with them appropriately. Another way to coordinate would be to include law enforcement in Road Safety Audits.

The Police Department should consider using targeted pedestrian crossing operations. The National Highway Traffic Safety Administration has a helpful [how-to guide](#) on this important topic. It is typical for enforcement agencies to select locations for speed enforcement based on complaint and historic speeding issues, but hopefully targeted speed enforcement is also conducted at locations with high pedestrian volumes as people walking are some of the most vulnerable road users.

## Evaluation

## Needs Improvement

It’s positive that counting non-motorized modes has been part of city operations since 2009. If there is interest in expanding to automated counts, consider the information and resources on this [Pedestrian and Bicycle Information Center webpage](#). After your experience with the 2015 Road Safety Assessment, you are in a good position to re-engage partners for more RSAs using the [Pedestrian Road Safety Audit Guidelines and Prompt Lists](#). For a more informal approach to audits that includes a community engagement element, check out the [Walkable Neighborhood Project](#) from Bronze-level Springfield, MO, which utilized the [active neighborhood checklist](#).

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Nick Voss, Project Engineer  
DATE: 12 April 2017  
RE: Agenda Item for Transportation Commission 5/1/2017:  
Traffic Calming – Carson Place – Campbell Drive to Eisenhower Drive &  
Campbell Drive – Campbell Place to Carson Place

#### **Background**

In June, 2016, the Traffic Safety Commission received a request for Traffic Calming on Carson Place between Campbell Drive and Eisenhower Drive and on Campbell Drive between Campbell Place and Carson Place.

#### **Details**

The City's Traffic Calming Policy permits traffic calming devices on "local" streets if the 85<sup>th</sup> 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; if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day; or, if any two (2) of the above criteria are met by 80%.

#### **Carson Place – Campbell Drive to Eisenhower Drive**

Carson Place 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. Carson Place is not identified as a Safe Route to School and is not identified as a bike route on the Countywide Bikeway Study. Sidewalk is on one side of the street and parking is not restricted on either side of the street. Queens Road from 6<sup>th</sup> Street to the north city limits is planned for reconstruction starting in summer of 2017.

Traffic data obtained on Carson Place during September 2016 found the 85<sup>th</sup> percentile speed of traffic to be approximately 32.6mph, and, the 24-hour two-way traffic volume to be approximately 96. Due to low total volumes, traffic data was not obtained for cut-through traffic during the peak-hour. Carson Place does not meet the minimum criteria for consideration of Traffic Calming.

#### **Campbell Drive – Campbell Place to Carson Place**

Campbell Drive 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. Campbell Drive is not identified as a Safe Route to School and is not identified as a bike route on the Countywide Bikeway Study. Sidewalk is on one side of the street and parking is not

restricted on either side of the street. Queens Road from 6<sup>th</sup> Street to the north city limits is planned for reconstruction starting in summer of 2017.

Traffic data obtained on Campbell Drive during September 2016 found the 85<sup>th</sup> percentile speed of traffic to be approximately 31.3 mph, and, the 24-hour two-way traffic volume to be approximately 72. Due to low total volumes, traffic data was not obtained for cut-through traffic during the peak-hour. Campbell Drive does not meet the minimum criteria for consideration of Traffic Calming.

**Action Request**

It is recommended that the Transportation Commission deny the request for Traffic Calming on Carson Place – Campbell Drive to Eisenhower Drive.

It is recommended that the Transportation Commission deny the request for Traffic Calming on Campbell Drive – Campbell Place to Carson Place.



# Campbell Drive, Carson Place





# 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 85<sup>th</sup> 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 85<sup>th</sup> 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.



**From:** [David Woosley](#)  
**To:** [Nick Voss](#)  
**Cc:** [David Cronin](#)  
**Subject:** FW: Traffic Calming in my neighborhood  
**Date:** Tuesday, August 23, 2016 1:46:08 PM

---

Hi Nick,

Please investigate and write-up the below concerns for a future Traffic Safety Commission meeting; let me know if you have any questions.

Thanks,

David E. Woosley, P.E., Transportation/Traffic Engineer – [dwoosley@lawrenceks.org](mailto: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

-----Original Message-----

From: Brent Owens [[mailto:brent\\_owens@hotmail.com](mailto:brent_owens@hotmail.com)]  
Sent: Friday, August 12, 2016 3:01 PM  
To: David Woosley  
Cc: Brent Owens  
Subject: Traffic Calming in my neighborhood

Good afternoon! I am writing this email after speaking with David Woosley. He informed me that there are a couple of steps involved in having the traffic calming humps installed in my neighborhood, and I am emailing you to start the process.

My address is 5246 Carson Place in Lawrence which is at the corner of Carson Place and Campbell Dr. I am fortunate enough to live on a corner where cars have to slow down (somewhat) to make the turn, but people still speed down both streets. There are many kids in this neighborhood that like to play outside, and there seems to be no regard by many drivers. My oldest son is 2, and we spend a lot of our nights playing outside and going for walks. We encounter many drivers that don't even brake for us as we wait on the sidewalk to cross a neighborhood street intersection.

Unfortunately, it has arrived at the point of asking for help from the City of Lawrence to help control the speeders. Please feel free to call or email me with any questions you may have. I appreciate your time, and I hope you are able to help us keep our kids safe. Have a great weekend!

Sincerely,  
Brent Owens  
816-585-7191

5246 Carson Pl  
Lawrence, KS 66049

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Nick Voss, Project Engineer  
DATE: 12 April 2017  
RE: Agenda Item for Transportation Commission 5/1/2017:  
Traffic Calming – Harvard Road – Centennial to Crestline

#### **Background**

In June, 2016, the Traffic Safety Commission received a request to establish a 25 MPH speed limit on Harvard Road from Centennial to Crestline.

#### **Details**

The speed limit may be altered if the existing speed limit is greater or less than what is reasonable or safe. However, simply lowering the speed limit does not guarantee motorists will drive slower.

Speed Limits are set to reduce crash risk, provide a reasonable basis for enforcement, and to be accepted as reasonable by a majority of road users. Speed Limits are typically set according to the 85<sup>th</sup> percentile speed. This is the speed that 85 percent of drivers drive at or under. The Federal Highway Administration's *Methods and Practices for Setting Speed Limits* states that adjustments to the 85<sup>th</sup> percentile speed can be made for

- Narrow roadway pavement widths (20 feet or less, for example).
- Horizontal and vertical curves (possible limited sight distance).
- Driveways with restricted visibility and other developments (possible limited sight distance).
- High driveway density (the higher the number of driveways, the higher the potential for encountering entering and turning vehicles).
- Rural residential or developed areas (higher potential for pedestrian and bicycle traffic).
- Narrow shoulder widths (constricted lateral movement).

Harvard Road – Centennial to Crestline is classified as a “collector” street in a residential area, paved approximately 23 feet wide, with a speed limit of 30 mph as provided in State Law. Harvard Road is identified as a Safe Route to School, is not on a bus route, and is identified as a bike route on the Countywide Bikeway Study. Sidewalk is on one side of the street and parking is not restricted on either side of the street.

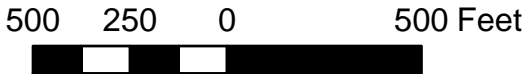
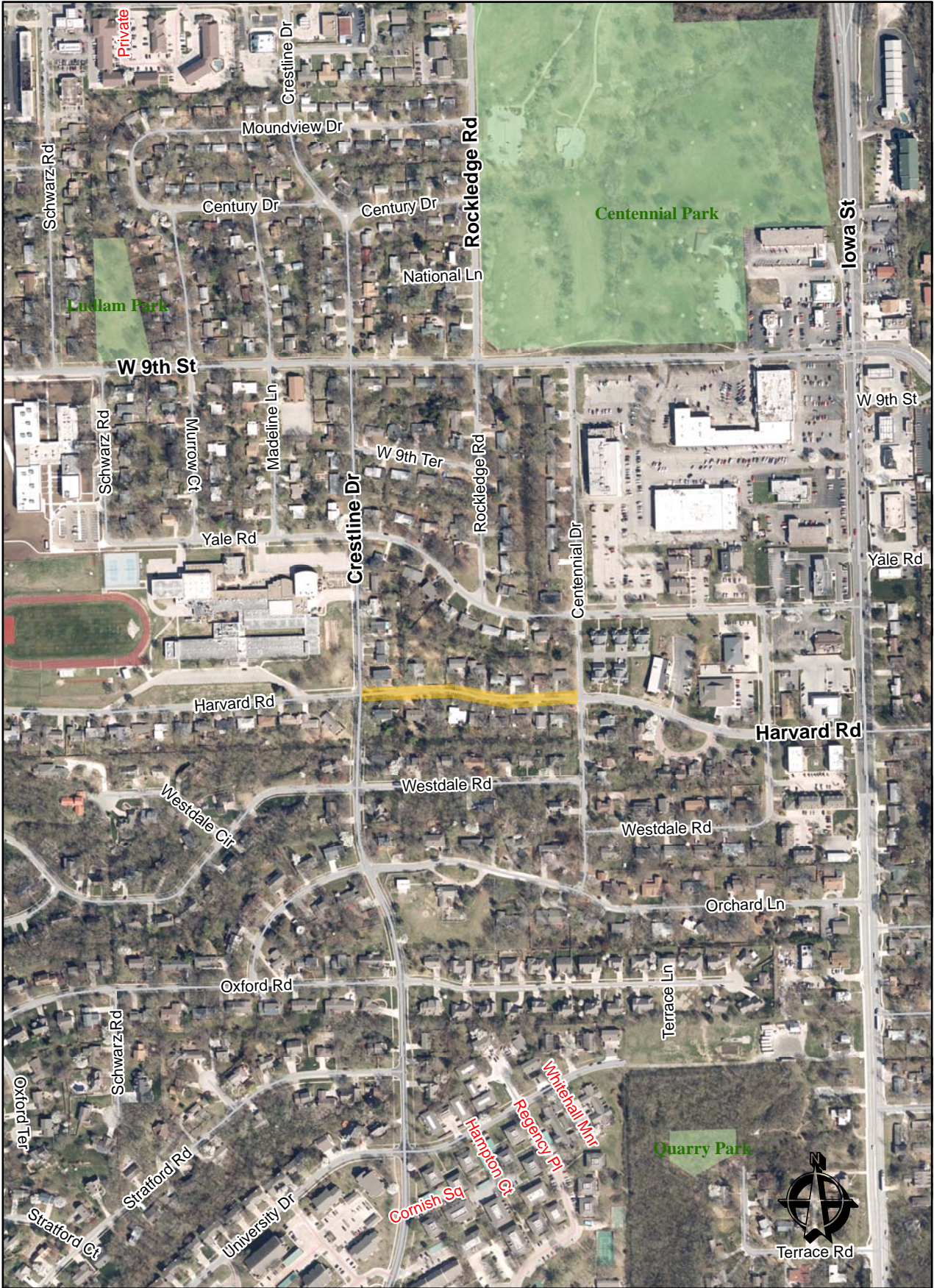


Traffic data obtained on Harvard Road during September 2016 found the 85<sup>th</sup> percentile speed of traffic to be approximately 33.3mph.

**Action Request**

It is recommended that the Transportation Commission deny the request for a 25 mph Speed Limit based on the 85<sup>th</sup> percentile speed of 33.3mph.

# Harvard Road - Crestline Drive to Centennial Drive





**From:** [David Woosley](#)  
**To:** [Nick Voss](#)  
**Cc:** [David Cronin](#)  
**Subject:** FW: Traffic concerns - Where to send them.  
**Date:** Tuesday, August 02, 2016 11:24:37 AM

---

Please investigate and write-up the below concerns for a future Traffic Safety Commission meeting; let me know if you have any questions.

Thanks,



**David E. Woosley, P.E.,** *Transportation/Traffic Engineer* – [dwoosley@lawrenceks.org](mailto: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

---

**From:** Daniel Dannenberg [<mailto:ddannenberg@wowway.com>]  
**Sent:** Monday, July 11, 2016 11:02 PM  
**To:** Diane Stoddard  
**Subject:** Traffic concerns - Where to send them.

2. **Speed limit on Harvard Rd. from Iowa Street to Crestline.** The limit should be reduced to 25 mph because of the kids who walk the street during the school year; and, the increase in rental residences on both sides of Harvard Rd. from Centennial to Crestline has increased the number on vehicles using the street.
3. **Kasold about 1 block north of Augusta Dr.** The southbound lanes of Kasold begin a steep decline about  $\frac{3}{4}$  block north of Augusta Drive. I sometimes exercise walk along the path on the west side of Kasold. Often vehicles travel that stretch at excessive speed. About two weeks ago, I saw a south bound vehicle come close to colliding with a vehicle turning north on Kasold from Augusta Dr. Also, I saw a vehicle going south on Kasold tonight, 7.11.16, at what must have been 55 mph, about  $\frac{3}{4}$  block from Augusta Dr. There should be an intersection warning sign for the south bound Kasold traffic about 1 block north of Augusta Dr. A reduced speed limit (35 mph) for that area should be considered.

Dan Dannenberg  
2702 University Drive  
Lawrence, KS 66049  
Tel 785.841.2973  
e-mail [ddannenberg@wowway.com](mailto:ddannenberg@wowway.com)

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Nick Voss, Project Engineer  
DATE: 12 April 2017  
RE: Agenda Item for Transportation Commission 5/1/2017:  
Speed Limit & Intersection Ahead Sign Request – Kasold Drive – Tam  
O'Shanter Drive to Clinton Parkway

#### **Background**

In June, 2016, the Traffic Safety Commission received a request to establish a 35 MPH speed limit on Kasold Drive from Tam O'Shanter Drive to Clinton Parkway and to install an intersection warning sign one block north of Augusta Drive.

#### **Details**

##### Establish 35 MPH Speed Limit

The speed limit may be altered if the existing speed limit is greater or less than what is reasonable or safe. However, simply lowering the speed limit does not guarantee motorists will drive slower.

Speed Limits are set to reduce crash risk, provide a reasonable basis for enforcement, and to be accepted as reasonable by a majority of road users. Speed Limits are typically set according to the 85<sup>th</sup> percentile speed. This is the speed that 85 percent of drivers drive at or under. The Federal Highway Administration's *Methods and Practices for Setting Speed Limits* states that adjustments to the 85<sup>th</sup> percentile speed can be made for

- Narrow roadway pavement widths (20 feet or less, for example).
- Horizontal and vertical curves (possible limited sight distance).
- Driveways with restricted visibility and other developments (possible limited sight distance).
- High driveway density (the higher the number of driveways, the higher the potential for encountering entering and turning vehicles).
- Rural residential or developed areas (higher potential for pedestrian and bicycle traffic).
- Narrow shoulder widths (constricted lateral movement).

Kasold Drive – from Tam O'Shanter Drive to Clinton Parkway is classified as an "arterial" street in a residential and commercial area, this section of road is four lanes (two each direction) with a median, with a speed limit of 40 mph. Kasold Drive is not identified as a Safe Route to School, is not on a bus route, and is identified as a bike route on the Countywide Bikeway Study. A continuous shared use path is located on one side of the street.

Speed Limit, Intersection Ahead – Kasold Drive

Traffic data obtained on Kasold Drive during August 2016 found the 85<sup>th</sup> percentile speed of traffic to be approximately 50.4 mph between Tam O'Shanter Drive and Augusta Drive next to the water tower driveway.

#### Install Intersection Warning Sign

A Side Road (W2-2 or W2-3) symbol may be used in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic.

Sign placement would be two feet from the face of the curb and would not provide any lateral separation between the sign and shared use path. There were no reported crashes at the intersection of Kasold Drive and Augusta Drive in 2016. The sight distance from Augusta Drive to the north is 450 feet. The stopping sight distance for the current speed limit of 40 mph is 305 feet. The stopping sight distance for the current 85<sup>th</sup> percentile speed of 50 mph is 425 feet.

#### **Action Request**

It is recommended that the Transportation Commission deny the request for a 35 mph Speed Limit based on the 85<sup>th</sup> percentile speed of 50.4 mph.

Request for the Transportation Commission to approve or deny installation of an intersection ahead sign north of Augusta Drive for southbound traffic.



# Kasold Drive - Bob Billings to Clinton Parkway





**From:** [David Woosley](#)  
**To:** [Nick Voss](#)  
**Cc:** [David Cronin](#)  
**Subject:** FW: Traffic concerns - Where to send them.  
**Date:** Tuesday, August 02, 2016 11:24:37 AM

---

Please investigate and write-up the below concerns for a future Traffic Safety Commission meeting; let me know if you have any questions.

Thanks,



**David E. Woosley, P.E.,** *Transportation/Traffic Engineer* – [dwoosley@lawrenceks.org](mailto: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

---

**From:** Daniel Dannenberg [<mailto:ddannenberg@wowway.com>]  
**Sent:** Monday, July 11, 2016 11:02 PM  
**To:** Diane Stoddard  
**Subject:** Traffic concerns - Where to send them.

2. **Speed limit on Harvard Rd. from Iowa Street to Crestline.** The limit should be reduced to 25 mph because of the kids who walk the street during the school year; and, the increase in rental residences on both sides of Harvard Rd. from Centennial to Crestline has increased the number on vehicles using the street.
3. **Kasold about 1 block north of Augusta Dr.** The southbound lanes of Kasold begin a steep decline about  $\frac{3}{4}$  block north of Augusta Drive. I sometimes exercise walk along the path on the west side of Kasold. Often vehicles travel that stretch at excessive speed. About two weeks ago, I saw a south bound vehicle come close to colliding with a vehicle turning north on Kasold from Augusta Dr. Also, I saw a vehicle going south on Kasold tonight, 7.11.16, at what must have been 55 mph, about  $\frac{3}{4}$  block from Augusta Dr. There should be an intersection warning sign for the south bound Kasold traffic about 1 block north of Augusta Dr. A reduced speed limit (35 mph) for that area should be considered.

Dan Dannenberg  
2702 University Drive  
Lawrence, KS 66049  
Tel 785.841.2973  
e-mail [ddannenberg@wowway.com](mailto:ddannenberg@wowway.com)

## CITY COMMISSION AGENDA ITEM



City of Lawrence

---

**Department:** Public Works

**Commission Meeting Date:** April 18, 2017

**Staff Contact:** Nick Voss, Project Engineer

---

**Recommendations/Options/Action Requested:**

Approve Ordinance 9353 designating certain streets within the City of Lawrence as main trafficways.

Authorize the Mayor to award bid to Sunflower Paving in the amount of \$392,545.22 for PW1619 – 2016/2017 Traffic Calming Project

---

On June 7, 2016, the City Commission approved traffic calming projects for the following areas:

- University Place Neighborhood
- Ousdahl Road, between 25th Street and 26th Street
- Trail Road, between Lawrence Avenue and Kasold Drive
- Trail Road, between Eldridge Street and Folks Road

Funding for traffic calming projects was included in the CIP to be paid with General Obligation Bonds.

**Executive Summary:**

In order to issue bonds for these projects, the streets need to be designated as main trafficways.

The project will also include traffic calming along Edgewood Lane which will be funded by the Lawrence-Douglas County Housing Authority (LDCHA).

The project was bid on March 21, 2017. Sunflower Paving Inc. submitted the lowest and best bid of \$392,545.22 for all the work to be completed.

---

**Strategic Plan  
Critical Success  
Factor**

Safe, Healthy, and Welcoming Neighborhoods  
Innovative Infrastructure and Asset Management

**Fiscal Impact  
(Amount/Source):**

The fiscal impact to the City is \$392,545.22. This project combines CIP funding for traffic calming from the 2016 and 2017 budgets (PW17E8) and will be financed with General Obligations Bonds.

The City and the LDCHA have entered into an agreement to construct speed humps on Edgewood Lane. The LDCHA will pay \$13,230 for the total cost of construction.

---

**Attachments:**

Project Map  
Bid Tab  
LDCHA Agreement  
Ordinance No. 9353

---



---

**Reviewed By:**  
(for CMO use only)

- ☐ TM
  - ☐ DS
  - ☐ CT
  - ☐ BM
-