

City of Lawrence

Traffic Safety Commission

June 6, 2016 Minutes

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

MEMBERS ABSENT: Dave Crawford

STAFF PRESENT: David Woosley, Public Works Department

PUBLIC PRESENT: Michael Almon, Melissa Fahrenbruch; and, Byron Wiley

The meeting was called to order by Ryan Devlin 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, May 2, 2016.

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

ITEM NO. 2:

Consider request for TRAFFIC CALMING on E. Glenn Drive between Maple Lane and Harper Street.

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

Public Comments:

Byron Wiley, 1200 Almira Avenue, Vice President of Brook Creek Neighborhood Association: A neighbor has observed some excessive speeding on this road and

with kids and other things in the neighborhood, felt it really needed to be calmed-down. At the very least, I'd really like to have a speed limit posted of 20 for that neighborhood, if that could be part of the consideration. There is some cut-through traffic that goes through there that's not just the neighbors.

Michael Almon, 1311 Prairie Avenue, Secretary of Brook Creek Neighborhood Association: North of 15th Street, all the streets are 20 mph, whereas, south of 15th it's still 30 mph. The only reason E. Glenn does not qualify is because it has a 30 mph speed limit; so, this street is actually performing worse than the other two (2) streets in our request. We think that justifies requesting a 20 mph speed limit for the remainder of the neighborhood, between 15th and 19th Street. We would prefer devices that would deter and impede speeding motorists, but not be an impediment for bicyclists; speed humps are problematic for bicyclists.

Commission Discussion:

Commissioner Devlin: I'm inclined to decline this request, primarily because of the issue of speed limit.

MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER STORM, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING ON E. GLENN DRIVE BETWEEN MAPLE LANE AND HARPER STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 3:

Consider request for TRAFFIC CALMING on Maple Lane between 13th Street and 15th Street.

Woosley reviewed the information provided in the staff report.

Public Comments:

Byron Wiley, 1200 Almira Avenue, Vice President of Brook Creek Neighborhood Association: This one, clearly, with a posted speed limit of 20, and people are zipping-through at over 10 mph over the speed limit, I think we really should look at some type of device there.

Melissa Fahrenbruch, 1322 Maple Lane, President of the Brook Creek Neighborhood Association: One of our main complaints is people just zipping down our street, especially to avoid the stop signs at 15th & Haskell and 13th & Haskell; we do have kids that play in the street and wildlife all over the place.

Michael Almon, 1311 Prairie Avenue, Secretary of Brook Creek Neighborhood Association, presented a brief history of traffic control in the neighborhood and

added that they would like to have traffic calming devices and/or turn restrictions; and, that would apply to this item and the next item.

Commission Discussion:

Commissioner Jones: I feel like putting-in turn restrictions is like catch 22; it may increase congestion on 15th Street; I would be more inclined to think speed bumps, or something like that to slow the traffic down through the neighborhood.

MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER STORM, TO RECOMMEND APPROVAL OF TRAFFIC CALMING ON MAPLE LANE BETWEEN 13TH STREET AND 15TH STREET; THE MOTION CARRIED, 7-0.

ITEM NO. 4:

Consider request for TRAFFIC CALMING on Oak Hill Avenue between 13th Street and Elmwood Street.

Woosley reviewed the information provided in the staff report.

Public Comments:

Byron Wiley, 1200 Almira Avenue, Vice President of Brook Creek Neighborhood Association: I think this particular segment of road is even more used as a cut-through and the 20 mph speed limit was intended to help, but, people are still zipping through there.

Michael Almon, 1311 Prairie Avenue, Secretary of Brook Creek Neighborhood Association: The basic cause of why people are cutting-through here, is 15th & Haskell; part of our request is a roundabout at 15th & Haskell; that would resolve the major part of the problem, it would eliminate a lot of the back-up and congestion; if we did have the turn restrictions at these streets and no roundabout at Haskell, if people get frustrated, they may choose another route in the morning and evening; I should point-out that Oak Hill is the cemetery road and should not have speed humps, we would prefer chicanes; also, we would like to see either turn restrictions or partial closures at the six (6) intersections with 15th Street.

Commission Discussion:

Commissioner Koprince: We approved the last one and I think this one is even more deserving.

MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND APPROVAL OF TRAFFIC CALMING ON OAK HILL AVENUE BETWEEN 13TH STREET AND ELMWOOD STREET; THE MOTION CARRIED, 7-0.

ITEM NO. 5:

Consider request for TRAFFIC CALMING on 19th Terrace between Naismith Drive and Ousdahl Road.

Woosley reviewed the information provided in the staff report.

Public Comments:

None.

MOTION BY COMMISSIONER STORM, SECOND BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING ON 19TH TERRACE BETWEEN NAISMITH DRIVE AND OUSDAHL ROAD; THE MOTION CARRIED, 7-0.

ITEM NO. 6:

Consider request to establish NO PARKING along Wisconsin Street between 2nd Street and 4th Street.

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

Public Comments:

None.

MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER HOSKINSON, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG WISCONSIN STREET BETWEEN 2ND STREET AND 4TH STREET; THE MOTION CARRIED, 7-0.

ITEM NO. 7:

Consider request to establish NO PARKING along the south side of Kresge Road, west of Iowa Street.

Woosley reviewed the information provided in the staff report

Public Comments:

None.

Commission Discussion:

MOTION BY COMMISSIONER STORM, SECOND BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE SOUTH SIDE OF KRESGE ROAD, WEST OF IOWA STREET; THE MOTION CARRIED, 7-0.

ITEM NO. 8:

Public Comment.

No public comment.

ITEM NO. 9:

Commission Items:

1. Elect Chair of the Traffic Safety Commission for the period July 2016-June 2017.

MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER KOPRINCE, TO ELECT COMMISSIONER STORM CHAIR OF THE TRAFFIC SAFETY COMMISSION FOR THE PERIOD JULY 2016-JUNE2017; THE MOTION CARRIED, 6-0-1.

2. Elect Vice Chair of the Traffic Safety Commission for the period July 2016-June 2017.

MOTION BY COMMISSIONER HARROD, SECOND BY COMMISSIONER ZIEGELMEYER, TO ELECT COMMISSIONER KOPRINCE VICE CHAIR OF THE TRAFFIC SAFETY COMMISSION FOR THE PERIOD JULY 2016-JUNE2017; THE MOTION CARRIED, 6-0-1.

3. Selection of a representative to the Regional Pedestrian Plan Steering Committee.

Dave Crawford was selected as the Traffic Safety Commission representative.

ITEM NO. 10:

Staff Items:

No Staff Items.

The meeting adjourned at 8:25 p.m. The next scheduled meeting of the Traffic Safety Commission is Monday, August 1, 2016.

Respectfully submitted,

David E. Woosley

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

David Woosley

From: Ashley Myers
Sent: Tuesday, May 31, 2016 3:43 PM
To: David Woosley
Cc: Adam Weigel
Subject: Regional Pedestrian Plan - Steering Committee Member Needed

Hello David,

The Lawrence-Douglas County MPO is in the final stages of writing the county's first Regional Pedestrian Plan. This process began in early 2014, but has been slow to move forward. However, we are closing in on finishing the plan, which will provide a holistic approach for pedestrian mobility around the region and will clarify priorities for the pedestrian environment in each city within Douglas County.

In mid-June we will meet with our steering committee for discussion about the current draft before making that draft available for public comment. Edwin Rockroth was a member of the original steering committee but no longer serves on the Traffic Safety Commission. We hope that another member of the commission may be available to take his place and help provide guidance and critique of our current draft.

Would it be possible to nominate someone from the commission at your June 6th meeting?

It is likely that the meeting in mid-June will be the final meeting for the steering committee. Details of the June meeting are being finalized, but if a member is able, please direct them to follow [this link](#) to let us know when they are available. Thank you very much for your time, and we hope to see you in June!

Thank you,

Ashley

--

Ashley Myers, *Transportation Planner*, amyers@lawrenceks.org

Lawrence - Douglas County Planning & Development Services | www.lawrenceks.org/pds

City Hall, 6 East 6th Street

P. O. Box 708, Lawrence, KS 66044-0708

Office (785) 832-3155 | Fax (785) 832-3160

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<http://lawrenceks.org/pds/survey/satisfaction>."

David Woosley

From: Drew Heidrick <dwheidrick@gmail.com>
Sent: Wednesday, June 01, 2016 11:54 PM
To: David Woosley
Subject: June 6 commission meeting

All,

I just wanted to express some concerns about item# 6 on the June 6 commission meeting. I think it would be a big mistake to establish no parking between 2nd and 4th on Wisconsin. Where are we supposed to park, especially when there are really no other options in this area? We would have to end up walking a block or two just to go home and that would be a huge inconvenience. A compromise would be a better solution by only allowing parking on one side of the street. I just wanted my opinion to be heard on the topic.

Thanks,

Drew Heidrick
785-738-7687

David Woosley

From: Kevin Kelly <kukhawk@msn.com>
Sent: Monday, June 06, 2016 6:41 PM
To: David Woosley
Subject: 19th St Terr

Hi all,

First I would like to express my apologies for not being at tonight's meeting. Somewhere along the lines I messed up and thought the meeting was at 6:00, no excuses. I was at City Hall at 6 and don't think I will be able to return at 7:00, I am disabled and it took some effort to be there at 6.

Business at hand; Please consider 19th Terr between Ousdahl and Naismith for some sort of traffic calming device or speed limit change. I think we are in a unique area of Lawrence that experiences several different traffic issues depending on what is happening with the University. It is also quite easy to use 19th Terr as a non stop cut from Naismith to 19th and Ousdahl or other way around. 2 day traffic study in April with the bus stops closed and no access to KU with all the construction (new waterline construction too), doesn't tell our story. At very least please consider a 2 way stop sign at 19th Terr and Ousdahl to slow the cut through, make pedestrians safer, and stop some traffic accidents.

When students are parked along the street (which WILL increase in the near future) traffic usually doesn't want to slow and you have 2 cars passing one another at 30mph with minimal space. Not safe with all the student traffic and parkers. Basketball season is a different issue altogether. Just my prediction but in the near future with 2,000 new students living across 19th and Ousdahl everyday will resemble a basketball game day at our end of the neighborhood. It's busy as things are and we would appreciate your consideration to slow things down. Every nearby neighbor I have spoken with has expressed concern over this and other traffic issues with our area. Thanks!

Kevin Kelly
1633 W 19th Terr

David Woosley

From: Michael Almon <paradigm@ixks.com>
Sent: Monday, June 06, 2016 5:58 AM
To: Ziegelmeyer, John
Cc: Crawford, David; rhd851@gmail.com; tbharrod@gmail.com; Jason.hoskinson@bgcons.com; tjones@douglas-county.com; skoprince@petefishlaw.com; chrisstorm@sunflower.com; David Woosley; Fahrenbruch, Melissa; Wiley, Byron
Subject: Brook Creek Neighborhood cut through traffic at TSC
Attachments: BCNA Ongoing Traffic Safety Efforts_1995-present.pdf; Traffic Calming Devices Primer_Wallwork_1999.pdf

Good morning, Mr. Ziegelmeyer:

I am sending you some information regarding this evening's Traffic Safety Commission agenda items #2, #3, and #4. These are to support a request by the Brook Creek Neighborhood Association for either traffic calming devices and/or street-entry turn restrictions.

The first document will provide you with a history of our neighborhood's efforts to reduce the chronic commuter cut-through traffic, much of which travels at high speed. Our efforts began in 1995, and our first request to the TSC being in 1997. The measures that have been provided by the City over the years have fallen short of our desires, and mostly failed to achieve the desired objectives.

Please review the attached history that will provide you background information, and a context for the requests before you tonight.

We ask that Mr. Woosley add the attached materials to the official agenda packet for tonight's meeting.

thank you,
Michael Almon, Secretary
Brook Creek Neighborhood Association
cc: BCNA President and Vice President

Brook Creek Neighborhood
Ongoing Traffic Safety Efforts – begun 1995

- circa 1995 Neighborhood experiencing increase in speeding and cut-through traffic.
- 9 October 1996 Neighborhood survey of traffic calming device preference, with ratings:
1) stop signs – 46 votes
2) speed limit reduction – 30 votes
3) speed humps – 19 votes
4) turn restrictions off of major streets – 17 votes
5) Elmwood St. gated from 15th St. – 2 votes
6) diagonal diverter across Oak Hill & Prairie intersection – 1 vote
- 13 May 1997 BCNA President, Mark Taylor, sent a request to David Woosley, Lawrence Traffic Engineer, for:
1) stop signs on Oak Hill at Summit, Prairie, and 13th Streets
2) turn restrictions from 5:30-9:00am and 3:00-6:00pm at 15th and Elmwood and 12th and Haskell
3) speed limit reduction to 15mph on Elmwood, Oak Hill, 13th, 12th, and Brook Streets.
4) investigate the use of speed humps (never before used in Lawrence)
- 28 February 1998 BCNA reply to Mr. Woosley's traffic counts, questioning why he:
1) took counts during the Labor Day Holiday week
2) at a time when Elmwood St. was closed for construction, and
3) used 24 hour averages rather than cut-through rush hour periods
We again requested traffic counts during rush hours and while K.U. is in session. We reiterated that simply installing “no turn” signs and/or stop signs would be the easiest and least costly solution.
- 17-27 April 1998 David Woosley took traffic counts again. BCNA reviewed the data at our September meeting, confirming that rush hour traffic volumes and speeds were excessive, and would be solved by traffic calming devices.
- 11 September 1998 BCNA wrote to Mr. Woosley stating that his speed and volume numbers and our own observed speed and volume numbers confirm that we need traffic calming devices. We asked to be placed on the 5 October 1998 Traffic Safety Commission (TSC) agenda. We requested:
1) two-way stop signs on Oak Hill at Summit, four-way at 13th St., and two-way on Prairie at Oak Hill
2) 5-9am and 3-6pm turn restriction from 15th St. onto Elmwood, Summit, Prospect, Prairie, and Brook Streets.
3) 5-9am and 3-6pm turn restriction from Haskell onto 12th St.
4) 20mph speed limit on Oak Hill, Elmwood, Prairie, Brook and 13th

- 23 September 1998 Mr. Woosley wrote to deny placing the BCNA item on the October TSC agenda. He said we had made new request for which he had no data. He could have the data collected in time for the 7 December 1998 meeting, and possibly the 2 November meeting.
- 28 September 1998 BCNA wrote Mr. Woosley to say that our request was of the same type as before with turn restrictions, stop signs, and speed reductions. We had only added turn signs at four corners so that all cut-through options would be addressed as a full package. The question wasn't cut-through numbers on any given street, but rather turning must be prohibited on all streets to close out all turning options.
- 1 November 1998 BCNA Newsletter had article listing all the items we had requested in our 11 September 1998 letter to Mr. Woosley. BCNA discussion took place at our October and November meetings.
- 7 December 1998 Traffic Safety Commission heard our request. Mr. Woosley advised that the situation does not warrant any traffic calming, saying that:
- 1) there had been only one Police reported collision in the last 3 years
 - 2) conditions do not warrant stop signs, which should not be used for speed control
 - 3) State law sets the default urban speed limit at 30mph, and it takes an engineering study to change it.
- Eight members of BCNA spoke in favor of traffic calming saying:
- 1) they had witnessed many wrecks on Oak Hill, on Brook, and at the intersection of 13th and Brook, and high rates of speed as well.
 - 2) speeding cars had hit mail boxes, swerved into the ditch or into the creek.
 - 3) speeding cars had blown through the intersection of 13th/Brook/Oak Hill, where there is only a single "yield" sign.
 - 4) single vehicle wrecks, or non-injury wrecks are typically not reported by the Police.
 - 5) this wasn't an issue of large volumes of traffic, but heavy cut-through traffic during rush hour, most often speeding.
 - 6) this traffic should be kept on the collector of 15th St., and not funnel through our residential streets.
 - 7) these streets are narrow without sidewalks, designated bicycle routes, and having much pedestrian use.
- The Traffic Safety Commission voted to recommend:
- 1) a four-way stop at 13th and Brook St., and
 - 2) reduced speed limit to 20mph on Oak Hill, and on 13th St. from Haskell to Oak Hill.

- 5 January 1999 Lawrence City Commission heard the recommendations from the TSC. David Woosley gave his recommendation that traffic calming was not warranted in the area. But he said the TSC had recommended a four-way stop at 13th and Brook St., and reducing the speed limit to 20mph on Oak Hill, and on 13th St. from Haskell to Oak Hill. He said that the intersection of 13th and Brook was confusing, and he thought a four-way stop there could work.
- The City Commission voted to establish a four-way stop at 13th and Brook St., and reducing the speed limit to 20mph on Oak Hill, and on 13th St. from Haskell to Oak Hill.
- The Commission also voted to refer back to the TSC the question of two-way stops at Oak Hill and Summit, and Oak Hill and Prairie.
- 1 February 1999 The TSC heard the stop sign issue sent back from the City Commission. Mr. Woosley explained the City Commission's action on stop signs and/or yield signs. He said that stop signs are warranted only where right of way is unclear or a serious collision record exists. He further said that yield signs could be warranted in this area to assign right of way, or if special problems exist. He recommended yield signs.
- Two BCNA members spoke, President Kirsten Roussel, and Michael Almon. They said that BCNA never requested nor supported yield signs that will not limit speeding cut-through traffic on Oak Hill, but rather will enhance it. They asked that stop signs be installed on the Oak Hill side streets of Elmwood, Summit, Prospect, and Prairie. They also asked that a 20mph speed limit be established on Elmwood, Prairie, and Brook.
- The TSC voted to recommend:
- 1) establishing a 20mph speed limit on all residential streets in the neighborhood north of 15th St., and
- 2) placing yield signs on all the Oak Hill side streets of Elmwood, Summit, Prospect, and Prairie.
- 2 March 1999 The City Commission voted to:
- 1) establish a 20mph speed limit on all residential streets in the neighborhood north of 15th St., and
- 2) place yield signs on all the Oak Hill side streets of Elmwood, Summit, Prospect, and Prairie.
- 25 March 1999 Traffic Calming Workshop led by Michael Wallwork of Alternate Street Design, and sponsored by the Mid-America Regional Council (MARC). Attended by Michael Almon and David Woosley.

- 23 April 2001 BCNA President, Kirsten Roussel, wrote to David Woosley requesting to be on the 7 May 2001 TSC agenda. We pointed out that when the City Commission established yield signs contrary to our wishes, we said we intended to revisit the issue if problems weren't resolved. In two year's time, the problems had worsened:
- 1) cut-through traffic from 15th St. has increased onto Oak Hill Ave. to about 1200 trips per day, a 72% increase.
 - 2) the paving of Noria Rd. (E. 1750 Rd.) up to 15 th St. has exacerbated the problem, enabling K-10 commuters with a back route.
 - 2) speeding on Oak Hill, 13th, and Brook Streets continues.
 - 4) many cars still blow through the intersection of 13th and Brook, which now has stop signs. Even a Parks & Rec truck flagrantly runs that stop sign regularly.
- BCNA requested the TSC consider two items:
- 1) a partial street closure device, like the successful new one at 6th and Schwartz Rd. We requested these at the 15th St. entrance to the side streets of Elmwood, Summit, Prospect, Prairie and Brook. We requested another at the Haskell Ave. entrance to 12 th St.
 - 2) a 130 foot diameter roundabout at 15th and Haskell Ave. The cut-through commuter traffic is mainly a result of long lines and delays during rush hour at this intersection.
- 7 May 2001 The TSC “received the request” from the BCNA for partial street closures and a roundabout.
- 1) the TSC took no action on the requests
 - 2) the TSC directed Mr. Woosley “to meet with the neighborhood, and bring back to a future meeting a plan for controlling traffic within the neighborhood”.
- Nothing ever became of that directive.
- 1 February 2016 BCNA President, Melissa Fahrenbruch, requested to be on the TSC agenda to develop solutions to commuter cut-through traffic on three streets – East Glenn, Maple Lane, and Oak Hill Ave. We asked to consider:
- 1) traffic calming measures, or
 - 2) selective time-of-day access restrictions
- 6 June 2016 TSC agenda items #:
- 2) East Glenn traffic calming
 - 3) Maple Lane traffic calming
 - 4) Oak Hill Ave. traffic calming
- The agenda makes no mention of selective time-of-day access restrictions.


A Primer on Traffic Calming Devices

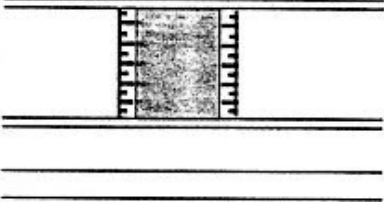
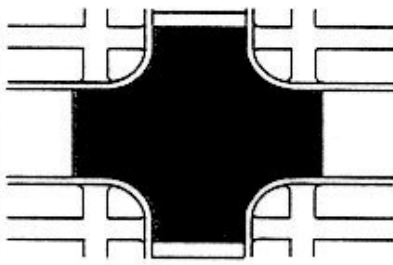
Michael Wallwork, P.E.
Alternate Street Design, Inc.
1999

In the modern context traffic calming is a reaction to poor planning/zoning and/or street design. In the historic street system traffic calming is used to moderate driver behavior on streets originally designed for lower vehicle volumes and vehicle speeds. A more appropriate approach is to be proactive and redesign our neighborhoods and streets to be people friendly. Then traffic calming on local streets or along arterial roads will become less necessary.

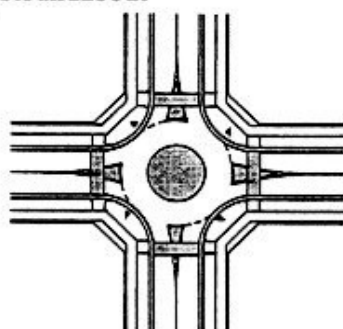
A roundabout near an elementary school in Montpelier, Vermont on a State Highway to calm traffic. It has been very successful.

Vertical Deflection Devices

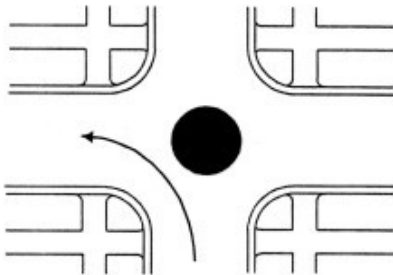
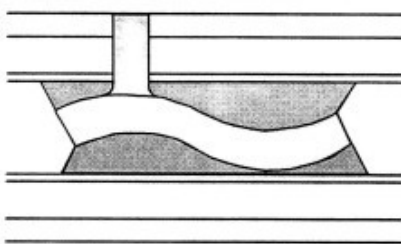
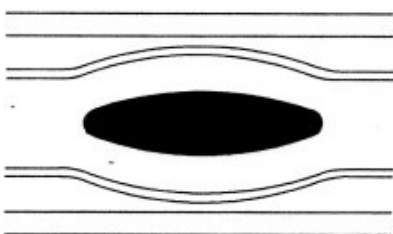
	Advantages	
1. Speed Bump	Short and sharp, speed bump is a very aggressive speed control device.	
	Works well in series.	
		Can damage vehicles more easily than other devices.
2. Speed Hump	Longer than the speed bump and less aggressive.	Less likely to damage vehicles than a speed bump, but still requires low speed.
	Has variable impact on different types of vehicles.	Causes emergency vehicles to almost stop at each bump.
	Works well in series.	Noisy

	Advantages	Disadvantages
<p>3. Speed Table</p> 	<p>Provides a good crossing point for pedestrians.</p> <p>Makes drivers come up to pedestrian level.</p>	<p>Careful design of ends is required to prevent drivers from putting one wheel in the gutter and doing 40 mph over a speed table.</p> <p>Causes emergency vehicles to almost stop at each bump.</p> <p>Noisy.</p>
<p>4. Intersection Hump</p> 	<p>Slows vehicles in the most critical area and so helps to make conflict avoidance easier.</p> <p>Highlights intersection.</p> <p>Useful where large vehicles must turn.</p>	<p>Increases difficulty of making a turn.</p> <p>Need to ensure vehicles do not intrude into pedestrian space.</p> <p>Causes emergency vehicles to almost stop at each bump.</p>

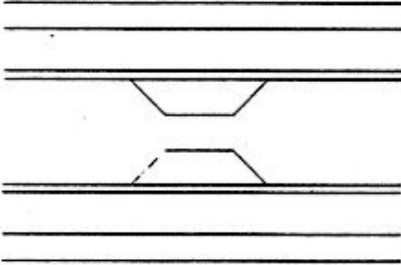
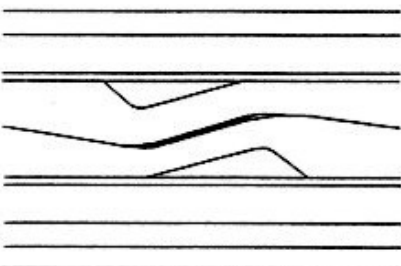
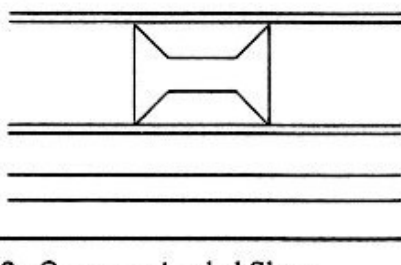
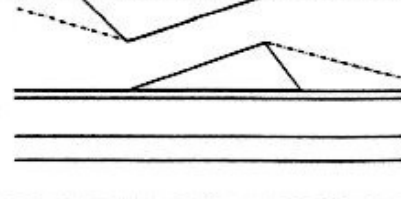
Horizontal Deflection Devices

	Advantages	Disadvantages
<p>5. Roundabout</p> 	<p>Reduces crashes by 50 to 90 percent when compared to 2-way, 4-way stop signs and traffic signals.</p> <p>Reduces vehicle speed.</p> <p>Provides space for landscaping.</p> <p>Cheaper to maintain than traffic signals.</p>	<p>May restrict larger vehicles if designed to too low a speed.</p> <p>Providing a mountable apron, this limitation can be minimized.</p> <p>May require additional lighting</p> <p>If left turns by large vehicles are to be accommodated then right-of-way may have to be purchased.</p>

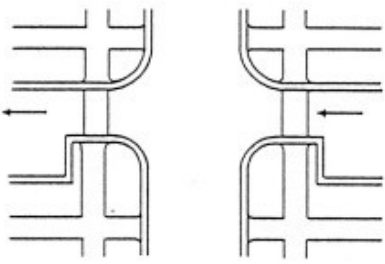
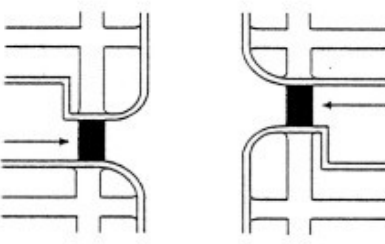
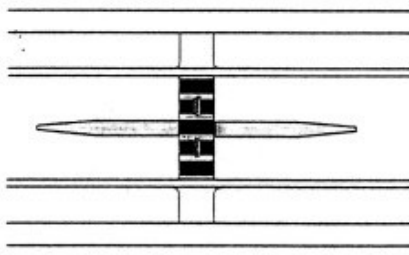
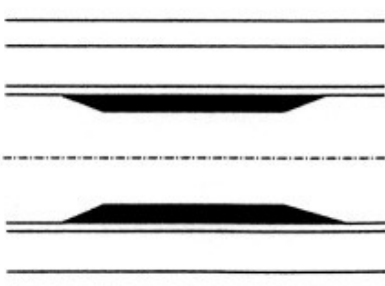
Horizontal Deflection Devices

	Advantages	Disadvantages
<p>6. Mini-Roundabout</p> 	<p>Reduce crashes by 90 percent compared to two-way and four-way stop control.</p> <p>Physically slow all vehicles except bicycles.</p> <p>Attractive as they can be landscaped.</p>	<p>Wrong-way-left turn could be problematic on busy residential or collector roads.</p> <p>Restricts larger vehicles.</p>
<p>7. Driveway Link</p> 	<p>Provides a greater visual obstruction.</p> <p>Provides a large area for landscaping.</p> <p>Length of the device is limited by cost.</p> <p>A very effective method of</p>	<p>Increases the area of landscaping to be maintained by residents.</p> <p>Cost is greater than some other devices.</p>
<p>8. Oval Median</p> 	<p>Provides a refuge for pedestrians and cyclists.</p> <p>Can improve the streetscape if landscaped.</p> <p>Can be designed to different speeds.</p>	<p>Requires careful design to achieve real speed reduction.</p>

Horizontal/Combined Devices

	Advantages	Disadvantages
<p>9. One Way Slow Point</p> 	<p>Reduces vehicle speed, especially if two vehicles approach from opposite directions.</p> <p>Imposes minimal inconvenience to local traffic.</p> <p>Pedestrians have a reduced crossing distance.</p>	<p>Landscaping needs to be controlled to ensure visibility is not reduced.</p>
<p>10. Two-way Slow Point with Median</p> 	<p>As for (9), except that pedestrian safety is less than (9).</p> <p>Provides space for landscaping.</p>	<p>Landscaping needs to be controlled to ensure visibility is not reduced.</p>
<p>11. One-way Slow-point with Speed Table</p> 	<p>Provides space for landscaping.</p> <p>Provides both horizontal and vertical deflection and hence has a much greater calming effect than (10).</p>	<p>Landscaping needs to be controlled to ensure visibility is not reduced.</p>
<p>12. One-way Angled Slow Point</p> 	<p>Provides space for landscaping.</p> <p>Reduces pedestrian crossing distance.</p>	<p>It is less effective in controlling speeds than (10) because drivers can create a straight path through the slow point by driving over the centerline.</p>

Intersection and Mid-block Devices

	Advantages	Disadvantages
<p>17. One-way Entry & Exit</p> 	<p>Reduces through traffic in one direction and partially in the other.</p> <p>Allows two-way traffic in the remainder of the street.</p>	<p>Reduces access for residents.</p> <p>Emergency vehicles only partially affected as they have to drive around partial closure.</p>
<p>18. One-way Entry/Exit</p> 	<p>Eliminates through traffic.</p> <p>Allows two-way traffic in the remainder of the street.</p>	<p>Reduces access for residents.</p> <p>Emergency vehicles only partially affected as they have to drive around partial closure.</p>
<p>19. Pedestrian Refuge</p> 	<p>Provides a refuge for pedestrians as they cross the road.</p> <p>Provides a visual clue of a different environment.</p>	<p>No horizontal or vertical deflection means that speed reduction is small and limited to only a few drivers.</p>
<p>20. Two-lane Slow Point</p> 	<p>Causes minor inconvenience to drivers.</p> <p>Regulates parking and serves to protect parked vehicles as the bulb-outs can be installed in no-parking areas to stop illegal parking.</p> <p>Reduces pedestrian crossing area.</p>	<p>Not very effective in slowing vehicles or diverting through traffic.</p> <p>Only partially effective as a visual obstruction.</p>

David Woosley

From: David Woosley
Sent: Monday, June 06, 2016 2:07 PM
To: Crawford, Dave; Harrod, Travis; Hoskinson, Jason; John Ziegelmeyer Jr; Jones, Tony ; Koprince, Steven; Ryan Devlin; Storm, Chris ; David Woosley
Subject: Wisconsin Street

Received a call from Alietha Clark, 231 Wisconsin Street, concerning Item No. 6 on tonight's agenda. If No Parking is established, she would prefer it on the west side of the street between 2nd Street and 3rd Street (east); she doesn't feel any restriction is needed between 3rd Street (east) and 3rd Street (west); and she doesn't have any opinion for the area between 3rd Street (west) and 4th Street.



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