

City of Lawrence Traffic Safety Commission

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

E-mail: traffic@lawrenceks.org

Telephone: 785-832-3034

Revised April 25,
2016; Item No. 3
Deferred Indefinitely

May 2, 2016 Agenda

7:00 PM - City Commission Room, City Hall

COMMISSION MEMBERS: Ryan Devlin, Chair; Chris Storm, Vice-Chair; Dave Crawford; Travis Harrod; Jason Hoskinson; Tony Jones; Steven Koprince; 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, March 7, 2015.

ITEM NO. 2: Consider request for TRAFFIC CALMING in the 2300 block of Vermont Street.

Staff Report:

1. Vermont Street is classified as a "local street" in a residential area with a speed limit of 30mph, as established by state law.
2. The City's Traffic Calming Policy permits traffic calming devices to be placed on local streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit; if the 24-hour 2-way volume of traffic 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 during September 2015 found that neither the speed of traffic nor volume of traffic met the criteria for consideration of traffic calming was met.
4. At the October 2015 Traffic Safety Commission meeting, the Commission requested that traffic data be collected again and that a cut-through study be conducted.
5. Traffic data collected during November 2015 found the 85th percentile speed of traffic to be approximately 33.4 mph and the volume of traffic to be approximately 415.
6. Traffic data collected during March 2016 found that cut-through traffic comprised approximately 33.3% of the traffic during the peak hour of the day.
7. Therefore, it does not appear that this location meets the minimum criteria for consideration of traffic calming.

~~ITEM NO. 3:~~

~~DEFERRED INDEFINITELY. Consider request for TRAFFIC CALMING on Edgell Road near Louisiana Street.~~

~~Staff Report:~~

- ~~1. Edgell Road is classified as a "local street" in a residential area with a speed limit of 30mph, as established by state law.~~
- ~~2. Louisiana Street is classified as a "local street" in a residential area with a speed limit of 25mph, as established by city ordinance.~~
- ~~3. The City's Traffic Calming Policy permits traffic calming devices to be placed on local streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit; or, if the 24-hour volume of traffic is greater than 1000.~~
- ~~4. Traffic data collected during February 2016 found the 85th percentile speed of northbound traffic entering Edgell Road to be approximately 21.3 mph and the volume of traffic to be approximately 830.~~
- ~~5. Therefore, it does not appear that this location meets the minimum criteria for consideration of traffic calming.~~

ITEM NO. 4: Consider request to establish NO PARKING along the east side of Ousdahl Road between 19th Street & 20th Street.

Staff Report:

1. Ousdahl Road is classified as a “collector” street and is paved approximately 25 feet wide.
2. Parking is currently prohibited along the west side of the street and along the east side of the street from 19th Street, south 100 feet.

ITEM NO. 5: Consider request to establish a MULTI-WAY STOP at the intersection of 19th Terrace & Ousdahl Road.

Staff Report:

1. The criteria for consideration of a MULTI-WAY STOP is found in the *Manual on Uniform Traffic Control Devices* as published by the Federal Highway Administration.
2. Crash data obtained from the Police Department show that there have been three (3) reported crashes at this intersection during the past three (3) years that are susceptible to correction by a multi-way stop installation.
3. Traffic data obtained during April 2016 found the volume of traffic at the intersection to be less than 35% if the minimum required for consideration of a multi-way stop installation.
4. Therefore, it does not appear that this intersection meets the criteria for consideration of a multi-way stop installation.

ITEM NO. 6: Consider request for TRAFFIC CALMING on Arkansas Street between 8th Street & 9th Street.

Staff Report:

1. Arkansas Street is classified as a “local street” in a residential area with a speed limit of 20mph, as established by city ordinance.

2. The City's Traffic Calming Policy permits traffic calming devices to be placed on local streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit; or, if the 24-hour 2-way volume of traffic is greater than 1000.
3. Traffic data collected during March 2016 found the 85th percentile speed of traffic to be approximately 32.9 mph and the volume of traffic to be approximately 395.
4. Therefore, this location meets the minimum criteria for consideration of traffic calming.

ITEM NO. 7: Consider request for a PEDESTRIAN CROSSING on Haskell Avenue at 16th Street.

Staff Report:

1. Haskell Avenue is classified as a "minor arterial" street, paved approximately 30 feet wide and a posted speed limit of 30 mph.
2. The most recent traffic count on Haskell Avenue shows approximately 8,000 vehicles daily.
3. Based on the posted speed limit of 30mph, a crossing width of 38 feet and a walking speed of 3.5 feet/second (typical for an elementary school student), there would need to be a gap in traffic of approximately 610 feet both north and south of the crossing for a pedestrian to cross safely. In addition, a gap study found that during the peak hour of traffic there were 0-3 adequate gaps in traffic during each 5-minute period.
4. The nearest controlled crossings on Haskell Avenue are at 15th Street, approximately 1200 feet north of the intersection, and 19th Street, 1300 feet south of the intersection.
5. The current bus stop is on the west side of Haskell Avenue.
6. A comprehensive study of approximately 2000 crosswalks nationwide found that under existing traffic conditions, there is no statistical difference in the crash rate of a marked vs. unmarked crosswalk.
7. Therefore, it is recommended that a pedestrian crossing be established at this location only if additional traffic control, such as a Pedestrian Hybrid Beacon or Pedestrian Refuge Island is included.

ITEM NO. 8: Public Comment.

ITEM NO. 9: Commission Items.

ITEM NO. 10: Staff Items.

David Woosley

From: Joan [<mailto:jkphelan@swbell.net>]
Sent: Sunday, August 02, 2015 10:36 AM
To: David Woosley
Subject: traffic calming device

Sirs:

I would like to submit a request for a traffic calming device in my neighborhood- specifically the 23 rd block of Vermont. Our neighborhood is often used as a short cut to avoid 23 rd and Louisiana . People tend to speed through our neighborhood - especially down Vermont -which contains a park where kids play . At the end of block next to the Haskell Health Center there is a bike path that connects between Vermont and Massachussets . I have seen several serious bike/ car accidents here. There is no signage on the street that marks this as a bike path and drivers are unaware that bikes may be entering the street and turning into this path. So this is a dangerous combination - cars speeding down the street and bikes coming and going on a path.

Joan Phelan and Joe Yoder
2322 Vermont



Park Hill Parks

Haskell
Indian
Nations
University

West Perimeter Rd

Indian Ave

Pawnee Ave

Massachusetts St

Winona Ave

Nebraska St

Dakota St

Vermont St

Kentucky Ct

W 22nd St

E 23rd St

10

East Dr



TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

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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:
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 - 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.

David Woosley

From: steven c. watts [<mailto:scajj@sbcglobal.net>]

Sent: Wednesday, February 17, 2016 1:40 PM

To:

Subject: SPEED BUMB FOR EDGEHILL ROAD

Guys:

Please see the attached picture. The "highlighted area" in off red/orange is what I'm suggesting or something akin to that.

What do we think and no, we want to by pass the Traffic Safety Commission and just get it done.

Edgehill Rd. is unique and shall continue to be so as long as we permit any and everybody to park on this Road. There is no reason that speed bumps such as were installed on Maine Street, from 9th to 6th recently had. Heck, doesn't even need to be that fancy! Just put the "sleeping policeman" (Jamaica speak for speed bump) in place by pouring surplus cement/asphalt and molding it into rounder fashion. Easy peasy.

Thanks

scw





Pearson Pl

Sunnyside Ave

Sunnyside Ave

Sunnyside Ave

Sunnyside Ave

W 16th St

Tennessee St

University of Kansas

Sunflower Rd

Court St

Edgehill Rd

Indiana St

Louisiana St

Louisiana St

W 17th St

W 17th St

W 17th St

W 17th St

Mississippi St

Indiana St

Louisiana St

W 17th St

W 17th St

W 17th St

W 17th St

Mississippi St

Indiana St

Louisiana St

Ohio St

Tennessee St



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David Woosley

From: Kevin Kelly [<mailto:kukhawk@msn.com>]

Sent: Thursday, March 03, 2016 10:31 AM

To:

Subject: Re: Central District

I am wanting to look into the possibility of making Ousdahl No Parking from 19th St to 20th St. I would like to apply to put a stop sign at 19th Terrace and Ousdahl. I would like to start the process to have speed bumps and a lowered speed limit on 19th Terr between Ousdahl and Naismith.

I still have concern with the new project and parking. It doesn't matter how many pay to park spots KU puts at the new area or spots for new KU residents there will still be students that decide our hood is free and close enough to walk to KU classes or park for the bus stop. Our hood will be the new expanded free parking lot. How about new free parking spots to be added along 19th St while we are doing that project? The existing churches on 19th between Ousdahl and Naismith could use more parking. The churches already use 19th Terr. for parking.

Kevin

W 19th St

W 19th St

W 19th St



Ousdahl Rd

W 19th Ter

W 19th Ter

Ousdahl Rd

W 20th St

W 20th St



David Woosley

From: Kevin Kelly [<mailto:kukhawk@msn.com>]

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Kevin



ALL WAY

Stop Warrant Worksheet



Date: April 2016

Location: 19th Terrace & Ousdahl Road

Time Period	Ousdahl Road							19th Terrace							Grand Total
	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	
12-01		4			9		13		2			8		10	23
01-02		3			5		8		0			1		1	9
02-03		2			6		8		0			1		1	9
03-04		0			2		2		0			1		1	3
04-05		1			0		1		0			0		0	1
05-06		8			2		10		2			5		7	17
06-07		10			7		17		0			0		0	17
07-08		59			10		69		5			6		11	80
08-09		42			26		68		3			8		11	79
09-10		20			14		34		4			4		8	42
10-11		28			27		55		6			8		14	69
11-12		18			35		53		3			9		12	65
12-01		62			27		89		4			10		14	103
01-02		55			32		87		5			10		15	102
02-03		45			43		88		8			8		16	104
03-04		29			41		70		8			7		15	85
04-05		32			46		78		4			9		13	91
05-06		63			62		125		9			19		28	153
06-07		63			53		116		1			12		13	129
07-08		55			47		102		1			15		16	118
08-09		33			22		55		2			4		6	61
09-10		21			30		51		2			3		5	56
10-11		26			23		49		0			6		6	55
11-12		4			15		19		0			2		2	21
Totals	0	683	0	0	584	0	1267	0	69	0	0	156	0	225	1492

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **94**

Average minor street volume for same 8 hours = **16**

W 19th St

W 19th St

W 19th St



Ousdahl Rd

W 19th Ter

W 19th Ter

Ousdahl Rd

W 20th St

W 20th St



David Woosley

From: Michael Arp <meakans@sunflower.com>
Sent: Tuesday, March 15, 2016 1:41 PM
To: David Woosley
Subject: Traffic calming inquiry - Arkansas St

Hello Mr. Woosley:

I'm interested in exploring the possibility of a traffic calming device on my street, the 800 block of Arkansas. I've lived there for 15 years, and it seems to me the large majority of the traffic greatly exceeds the posted 20 MPH speed limit. I think the students and apartment dwellers use Arkansas to cut from the campus and 9th Street area to McDonalds on 6th.

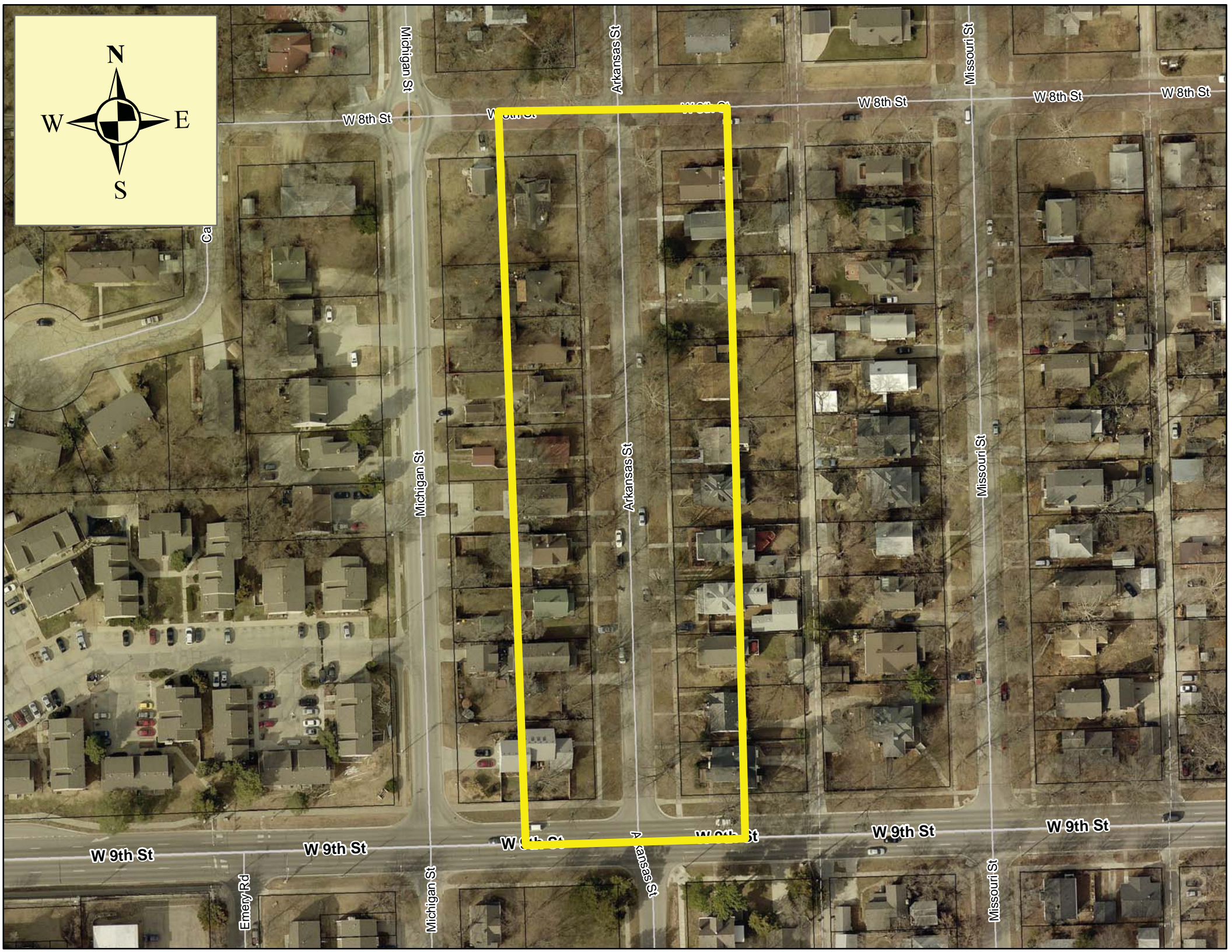
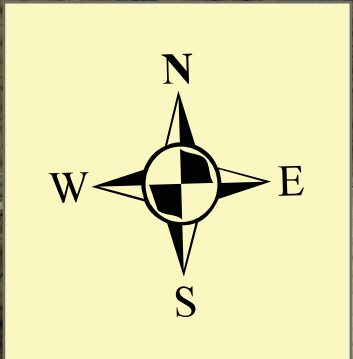
I contacted the city last year to request increased speed enforcement, but I haven't noticed in reduction in speeding.

I read the traffic calming policy on the city's website, and found it informative. I didn't read how to initiate the process to begin a traffic study. I'm thinking a speed hump like was recently installed on Mississippi St. Would probably alleviate the situation.

Any guidance you can provide would be gratify appreciated! Thanks.

Michael Arp
828 Arkansas St.

Sent from my iPad





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David Woosley

From: Heather Odell [<mailto:hodell@ldcha.org>]
Sent: Monday, March 28, 2016 3:21 PM
To: David Woosley
Subject: Crosswalk Installation Request - 1600 Haskell

To whom it may concern,

I would like to submit a request for a pedestrian cross walk to be installed at 1600 Haskell Ave. across from the Lawrence-Douglas County Housing Authority. This would serve the T bus stop and allow for our low income elderly, disabled and youth populations to safely cross Haskell, either walking or on their bikes to get to the Burroughs trail. Making cars on Haskell aware of pedestrians and bikes by drawing their attention to slow down would dramatically increase safety.

Many of our tenants, Section 8, Homeless Transitional and Public Housing amongst others, use this bus stop and have to cross Haskell to get to our office. I have frequently witnessed our tenants hesitantly crossing Haskell in heavy traffic especially at rush hour. Also, if a vehicle is turning southbound out of the LDCHA, they can encounter a pedestrian trying to get to their bus stop. Please let me know if you have any questions and when you will be discussing this issue.

Thank you,

Heather Odell
Director of Resident Services
Resident Services Office

Lawrence-Douglas County Housing Authority
1600 Haskell Ave. #187
Lawrence, KS 66044
(785) 842-1533 ext. 2215
Fax: (785) 841-8541
hodell@ldcha.org

