

City of Lawrence

Traffic Safety Commission

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

E-mail: traffic@lawrenceks.org

Telephone: 785-832-3034

August 1, 2016 Agenda

7:00 PM - City Commission Room, City Hall

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

Anyone who wishes to be notified when an item will be heard by the City Commission must provide their name and a telephone number or an e-mail address.

ITEM NO. 1: Review and approve the minutes of the Traffic Safety Commission meeting, June 6, 2015.

ITEM NO. 2: Consider request for TRAFFIC CALMING on 24th Street between Crossgate Drive & Kasold Drive.

Staff Report:

1. 24th Street is classified as a "local" street in a residential area, paved approximately 26 feet wide, with a speed limit of 30 mph, as provided in State Law.
2. The City's *Traffic Calming Policy* permits traffic calming devices on "local" streets if the 85th percentile speed of traffic is 5 mph or greater over the speed limit; if the 24-hour two-way traffic volume is greater than 1000; or, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day.

3. Traffic data obtained on 24th Street in April, 2016, found the 85th percentile speed of traffic to be approximately 35.2 mph, and, the 24-hour two-way traffic volume to be approximately 1700.
4. Therefore, 24th Street meets the minimum criteria for consideration for traffic calming.

ITEM NO. 3: Consider request for PARKING RESERVED FOR PERSONS WITH DISABILITIES at 832 Pennsylvania Street.

Staff Report:

1. There is currently recessed angle parking in front of 832 Pennsylvania Street; therefore, in order to meet Federal ADA requirements, it will require two (2) parking spaces; one (1) for a vehicle, and, one (1) for an access aisle.
2. In addition, the curb will need to be cut and the sidewalk reconstructed in order to provide an ADA ramp.

ITEM NO. 4: Consider request for NO PARKING along the south side of Elm Street between 7th Street & 8th Street.

Staff Report:

1. Elm Street is classified as a "local" street in a residential area, paved approximately 19 feet wide, without curb & gutter, with a speed limit of 30 mph, as provided in State Law.
2. Parking is currently prohibited along the north side of Elm Street; and, along the south side of Elm Street from 7th Street, east 300 feet.

ITEM NO. 5: Public Comment.

ITEM NO. 6: Commission Items.

ITEM NO. 7: Staff Items.

David Woosley

From: Wiesner, Renee R <rwiesner@ku.edu>
Sent: Wednesday, March 16, 2016 11:19 AM
To: David Woosley
Cc: David Woosley
Subject: Important Safety issues on West 24th street

Dear Traffic Safety Commission,

I have spoken to the Traffic Engineer and was instructed to send this request regarding my concerns.

I am the owner of my home at 3705 W 24th St. in Lawrence between Kasold Dr. and Crossgate Dr. West 24th Street has become extremely unsafe. Many drivers use this street as a detour or "cut-through" to get from Kasold to Crossgate or vice-versa. The drivers appear to be trying to avoid stoplights on Clinton Parkway. Drivers who use West 24th St as a "cut-through" do not obey to the speed limit. This is very dangerous for those of us who live on this street.

Backing out of driveways is troublesome because of speeding traffic. The traffic has increased on W. 24th Street within the last 5 years making it dangerous for pedestrians (including children) walking along the street, and for those of us who ride bicycles along the street. As a homeowner I should be able to walk along my street or ride a bicycle without facing speeding cars on a routine basis.

A quick survey of W. 24th Street will prove all of the aforementioned facts.

I request that speed bumps be installed on West 24th Street between Crossgate Dr. and Kasold Dr. This is necessary to make the street safe for those of us who own homes on the south side of the street and the renters on the north side. I am also requesting that the North side of the street be designated 'No Parking'.

Please respond to my request.

Roxie Renee Wiesner

3705 W 24th St.

Lawrence, KS 66047

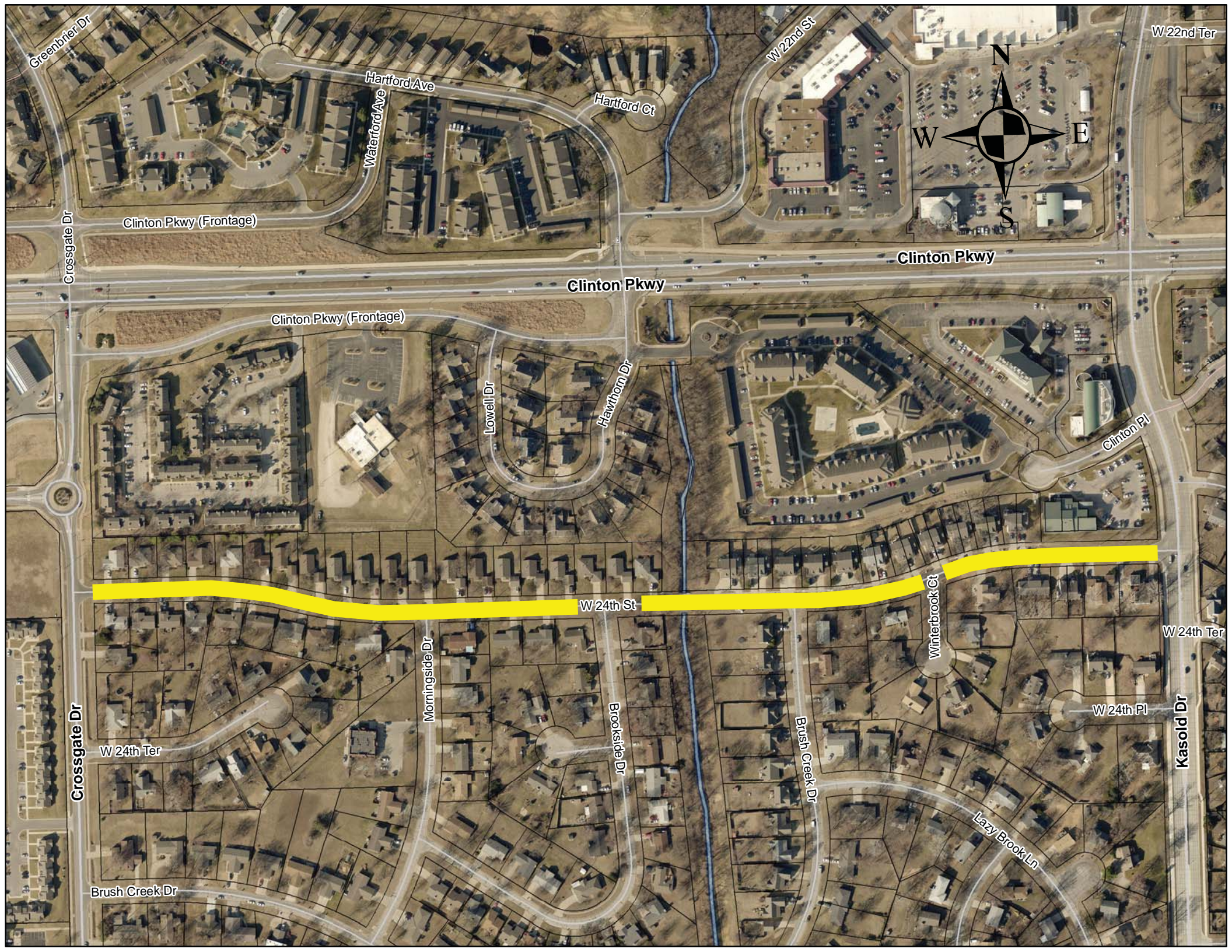
Sent from Windows Mail



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.



Greenbrier Dr

W 22nd Ter



Crossgate Dr

Clinton Pkwy (Frontage)

Hartford Ave

Waterford Ave

Hartford Ct

W 22nd St

Clinton Pkwy

Clinton Pkwy

Clinton Pkwy (Frontage)

Lowell Dr

Hawthorn Dr

Clinton Pl

W 24th St

Winterbrook Ct

W 24th Ter

W 24th Pl

Kasold Dr

Lazy Brook Ln

Brush Creek Dr

Brookside Dr

Morningside Dr

W 24th Ter

Brush Creek Dr

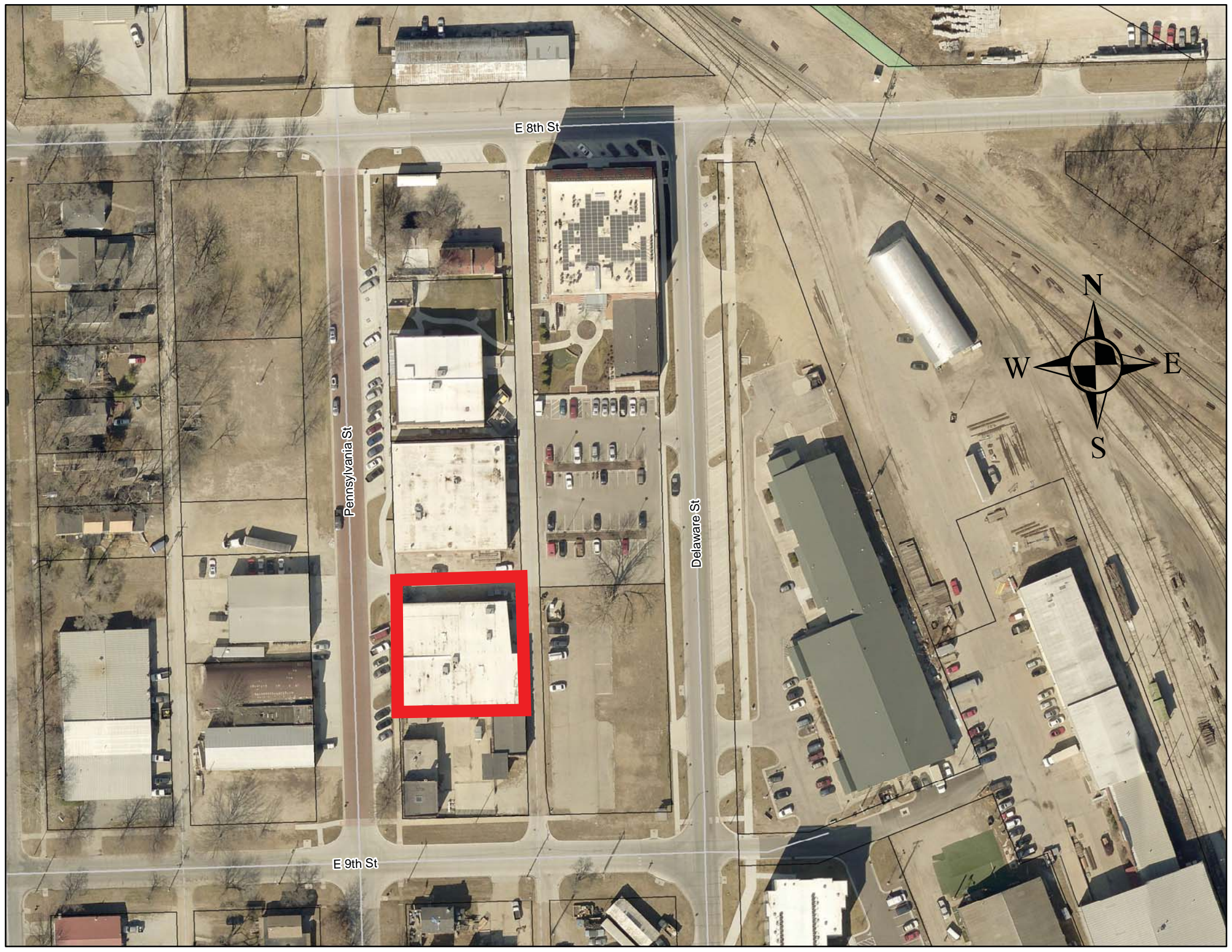
Crossgate Dr

David Woosley

From: Brianna <briswaf@hotmail.com>
Sent: Tuesday, June 07, 2016 12:53 PM
To: David Woosley
Subject: 833 penn

I am a tenant at 832 Pennsylvania. I own a salon in the back of the building and there are only stairs back there. The only handicap doors but the space is limited parking in the front. Last week we had a client have to carry her handicap daughter up the stairs in front. Is there anyway we can get a designated handicap parking spot on this street? Thanks for your time.

Sent from my iPhone



E 8th St

Pennsylvania St

Delaware St

E 9th St





832

HONDA

LAWRENCE CITY COMMISSION

Safety Division

POB 708

Lawrence, KS 66044

Dear Commission,

By way of introduction, my name is Mary Drouin and I have lived at 750 Elm Street here in Lawrence for the past 5 years.

I am writing the Commission on Safety because there are some traffic issues, I feel from experience, that need addressing before there are serious injuries, particularly where young children are concerned.

I recently had an experience turning left onto the bridge traveling north from 6th street. This was not my first experience nor the first experience of other; there have been many. On this particular day, there was a woman in front of me with a young child in the car. As I followed in traffic right behind her, a car REQUIRED to "Yield" from the east but did not do so reasonably, hit the gas and sped up cutting this woman off. She had to hit her brakes hard and cut left sharply to avoid this driver, causing the driver in the far left lane of us (she and I on the right) to have to also brake abruptly and cut left to avoid hitting her. I had to do the same to avoid hitting her. All kinds of horns blowing as the person who cut us off coming from the east end of 6th in front of City Hall drove away without conscience.

I followed this woman who turned onto Elm Street and headed to the park behind the Ballard Center. With the parking lot full, she began to back up and almost hit me behind her; she was visibly upset. We stopped and discussed what we felt was sort of a "hit and run incident". We were both extremely upset. We also shared other past "incidents" at that junction at the corner of 6th and 2nd streets. She remarked the next time she would just let them hit her and maybe something would then be done about this hazardous area.

Is there anything that can be done to protect responsible residents, especially children, in the future from this continuing problem?

The next issue is concerned with the entire length of Elm Street which is quite narrow, barely allowing 2 cars side-by-side or passing each other. The City allows parking on the street, which is not consistent from one side to the other, is creating hazardous situations, especially between 5th, 6th and 7th streets. It seems to be a little wider in front of Woodlawn School which permits parents to take advantage of the convenience of picking up, or dropping off, their children before and after class, etc. However, this block does not fit 3 cars side-by-side perfectly and I have been trapped there many times, not being able to back up, by parents double-parking who are waiting for their child(ren) to get out of classes. I have waited up to 10 min at times having to honk my horn for their ignorance (an Italian word meaning "to ignore"). Recently, I

observed a fairly young child dart out into my lane impulsively. It was a miracle she wasn't hit. I do not feel this is fair either to myself, other residents, or to the innocent children. This is a grammar school, not a high school, not that this truly makes a difference as far as safety is concerned.

I walk every day and noticed the teachers parking on 5th and 6th streets when they arrive for classes. Why is the school allowing them to park in these areas when this should probably be where the parents park to pick up their child(ren) before after class and other school activities? Making these streets mandatory parking for the parents could alieve these safety issues I have shared with you today, unless the Safety Commission has better suggestions.

When approaching the 7th street block, Elm narrows even more barely fitting 2 cars passing each other. I actually had a man in a truck driving 2 children to school, on his phone, come close enough to completely tear off my side-view mirror. He just kept going on his way. It took the police, with my help, weeks to locate him and hold him accountable. I never heard back and had to replace my mirror at my own cost. Another concern is the fact that I have retinal atrophy and use a bi-optic lens to drive so I always back into my driveway at 750 Elm to reduce the risks of backing out. If others park too closely on the side of the street it makes this difficult for me to accomplish. Then we have the issue of the Flamingo topless dancing bar which customers conveniently travel to via 7th street. They travel at

high "impaired" speeds leaving this establishment, especially on Fridays when mostly construction workers are leaving after lunch. The other dangerous time is late in the evening and after midnight hours. Before I moved here, to prove a point, a drunk driver headed "to" the Flamingo, already intoxicated and very late at night/morning took out my neighbor's mailbox in front of his home to my west, came across my front lawn barely missing my tree, and then proceeded to hit the large white pine in the front yard to my east at 754 Elm, head on. I believe he left the scene (according to my neighbor) and took his license plate off his vehicle and was never located and held accountable for his accident. My neighbor related that the post to his mailbox the drunkard had taken out, flew through the air and crashed through his front window in the room he uses as his bedroom and then stuck into his TV. He could have been killed and he was never compensated due to the flight of the drunkard, nor did the City help him in any way for his due recovery.

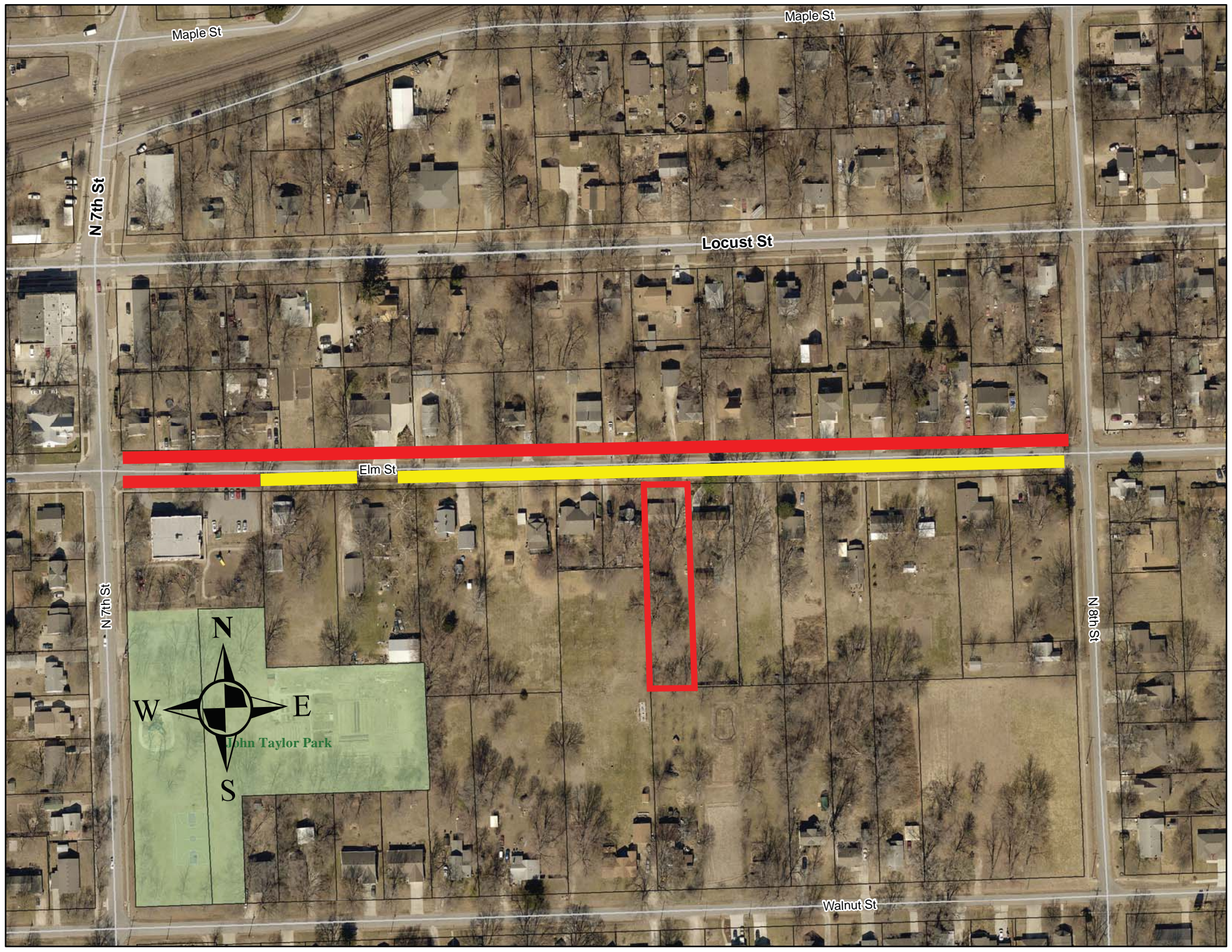
Having shared all these issues, I would like to request the Safety Commission not only NOT ALLOW any parking on either side of Elm to protect everyone from these hazardous issues. Heavy NO PARKING rules is the only choice I can request at this time unless Elm Street were to be widened. Unless the Safety Commission has other suggestions to protect us all who live a country life in North Lawrence.

Thanking the Safety Commission in advancer for your time and attention to this valuable request.

Sincerely,

A handwritten signature in dark ink, appearing to be 'Mary M. Drouin', with a stylized, cursive script.

mary m. drouin



Maple St

Maple St

N 7th St

Locust St

Elm St



N 8th St

Walnut St