

City of Lawrence

Traffic Safety Commission

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

E-mail: traffic@lawrenceks.org

Telephone: 785-832-3034

October 3, 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, August 1, 2016.

ITEM NO. 2: Consider request to establish NO PARKING along the west side of Tennessee Street, north of 18th Street.

Staff Report:

1. At the time of this request, pedestrians walking east on 18th Street had no place to wait to cross the street, except in the roadway; this would require a substantial amount of restricted parking north of the intersection.
2. This past summer, a new sidewalk and ramp were constructed to provide pedestrians a place to walk and cross the street that reduces the amount of restricted parking needed north of the intersection.

3. Parking is currently restricted at other intersections along Tennessee Street, 12th Street to 17th Street, from 90 feet to 190 feet, with 125 feet being the most common.
4. Restricting parking for a distance of 85 feet north of the intersection would place the sign at the property line between the 2nd & 3rd property at a point approximately 130 north of the pedestrian crossing point.

ITEM NO. 3: Consider request for TRAFFIC CALMING on North Street between 5th Street & 7th Street.

Staff Report:

1. North Street is classified as a “collector” street in a residential area, paved approximately 18 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 (except Speed Humps) on “collector” streets if the 85th percentile speed of traffic is 5 mph or greater over the speed limit; if the 24-hour 2-way traffic volume is greater than 3000; if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day; or, if more than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question.
3. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question; therefore, this roadway meets the criteria for consideration of traffic calming.

ITEM NO. 4: Consider request to establish NO PARKING along St. Andrews Drive from Bob Billings Parkway to a point approximately 790 feet south of the centerline of Seminole Drive.

Staff Report:

1. St. Andrews Drive is classified as a “local” street in a residential/office area, paved approximately 26 feet wide.
2. Parking is currently permitted along both sides of St. Andrews Drive.

ITEM NO. 5: Consider request to CLOSE Haskell Lane at 29th Street.

Staff Report:

1. When Haskell Avenue was relocated as a part of the South Lawrence Trafficway, the old portion was designated as Haskell Lane and a connection to 31st Street was maintained.
2. Haskell Lane is classified as a "local" street intended only for access to adjacent properties.
3. Traffic traveling between Haskell Avenue and 31st Street should be using the new signalized intersection instead of cutting-through on the "local" street.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items.

ITEM NO. 8: Staff Items.

David Woosley

From: **Sharon Ashworth** <sharonashworth97@gmail.com>

Date: Mon, Mar 7, 2016 at 4:37 PM

Subject: 18th and tennessee, try again

To: dcronin@lawrenceks.org

Dear David Cronin,

I spoke with you briefly after the bike-ped task force public meeting at City Hall. We discussed my reporting of an unsafe crossing at 18th and Tennessee. The pictures are on the west side of the street, walking from west to east.

This crossing is used by Cordley Elementary school students, Central Middle School students and KU student. 18th is a very crowded 2-way street with lots of pedestrians and no sidewalks. Kids must lean out into the street to see oncoming traffic while also keeping an eye on cars turning onto Tennessee from 18th (often drivers are not looking to the right to see the pedestrian stepping off the curb).

My thoughts for a relatively simple, inexpensive temporary fix would be to disallow parking close to the intersection with a sign and some yellow paint. Ideally we would love sidewalks, but I know that is a much more involved project.

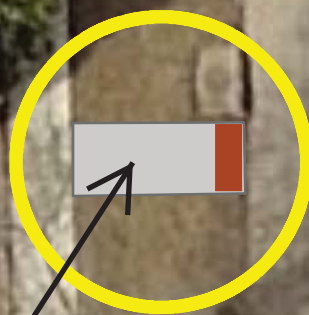
Thank you for your attention to the is matter,

Sharon

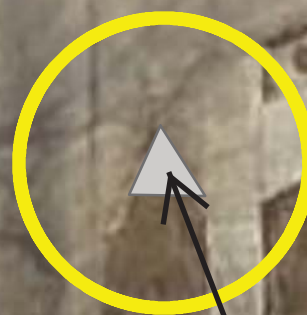


Tennessee St

W 18th St



New sidewalk
and ramp
constructed



Existing ramp
widened

Dole Center Dr

Sunnyside Ave

The University of Kansas

Illinois St

Sunflower Rd

Pearson Pl

Sunnyside Ave

Court St

Edgehill Rd

W 16th St

W 16th St



W 17th St

Indiana St

Louisiana St

W 17th St

Alabama St

Illinois St

Mississippi St

W 18th St

Tennessee St

W 18th St

Veterans Park

Ohio St

Kentucky St

Vermont St

W 19th St

Louisiana St

Tennessee St

Kentucky St

Alabama St

LAWRENCE

NORTH LAWRENCE IMPROVEMENT ASSOCIATION

LAWRENCE, KANSAS

July 17, 2016

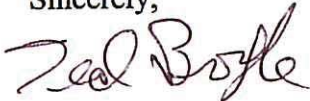
To Whom It May Concern:

The residents of North Lawrence have complained about speeding vehicles on Walnut, Lincoln, North, and Elm Street. In a 2015 traffic study, performed on Elm Street, it showed a traffic count of 1,120 cars in a 24-hour period, and 85% of those cars were speeding at 34.8 mph from North 2nd to North 7th Streets.

As a result, there was a traffic calming device that was installed in the 300 block of Elm Street. This device had the desired effect and the vehicle traffic in the area was slowed down to a safe speed.

The residents of North Street would like to slow traffic down by installing a speed hump in the 500 block. The traffic calming device will be paid for with money NLIA received from CDBG for this purpose, and the cost of the device will be \$3,500. The NLIA and North Lawrence residents are asking the City of Lawrence to install this traffic calming device, and greatly appreciate your consideration.

Sincerely,



Ted Boyle, President
North Lawrence Improvement Association
310 Elm Street, Lawrence KS 66044
785-842-7232



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.



N 1703 Rd

E 1500 Rd

N 1700 Rd

North St

North St

N 7th St

Hickory St

N 5th St

David Woosley

From: David Ice <iceassociates@sunflower.com>
Sent: Tuesday, July 26, 2016 9:54 PM
To: David Woosley
Cc: David Ice
Subject: Parking concern On St. Andrews Dr.

Categories: Refer to TSC

Members of the Traffic Safety committee:

I had a telephone conversation today with David Woosley about this issue and he advised me to write to you.

I would like to raise a concern on a traffic safety/parking issue on Saint Andrews Drive. I request that the issue be reviewed as soon as possible, and action taken to mitigate the problem.

The Problem:

Vehicles are parked along St. Andrews Drive, restricting traffic flow, and due to their position, creating a potential accident condition for the residents and traffic flowing through the area.

Background;

I have been a resident of the address shown below since April 2000. Traffic from residents and those on adjacent streets have flowed unimpeded until early 2016. Since that time, cars have begun to be parked in two separate areas at the north end of St. Andrews Drive, often on both sides of the street. This parking condition begins about 8 AM and is over at about 5 PM, Monday through Friday.

This portion of St. Andrews Drive is hilly and contains several curves, making visibility of oncoming traffic difficult, from either North to South or South to North.

The dangerous blind spot #1

Today for example, at 2:50 PM there were eight cars parked on the east side of Saint Andrews Drive facing toward Bob Billings Parkway on a curve that exists at that part of the Drive. Due to the fact that these cars appear at about 8 AM and leave at about 5 PM and are adjacent to Arbor Court, my thinking is that they must be employees of Arbor Court. I took a tour of the Arbor Court parking lot and found 21 empty parking spaces on their property. I am wondering therefore why these cars are parked on Saint Andrews Drive when there appears to be ample space on the Arbor Court owners property.

Residents and others passing through headed northbound to Bob Billings Parkway are forced into the middle of the drive (left of center) on a curve and often find themselves nose to nose with southbound traffic who cannot see them coming. Because of the cars parked on the east side of the Drive, southbound traffic on St. Andrews cannot see oncoming traffic until the cars are in front of them due to the curve of the street

Dangerous blind spot #2.

Cars are often parked on both sides of St. Andrews Drive adjacent to the entrance to the KU Saint Andrews Research Facility. Traffic headed north toward Bob Billings Parkway must tread their way through the park cars, at the bottom of the hill and on a curve. This condition is literally an accident waiting to happen. I took a tour of the KU research facility parking lot today as well and found 11 empty parking spaces on the property. Why are people parking on the street?

Please review this situation at your earliest possible time and provide some plan of action to relieve the situation.

David R. Ice
1713 St. Andrews Drive
Lawrence, KS 66047-1703
785-842-0804 cell 215-870-0403
email: daveice@sunflower.com

Bob Billings Pkwy

Kasold Dr

Seminole Dr

Kasold Dr

The University of Kansas

St Andrews Dr



**Sustainability
Action
Network**



Local Solutions
for Transition to
a Sustainable
Economy

P.O. Box 1064, Lawrence KS 66044
a Kansas 501(C)(3) not-for-profit

Traffic Safety Commission
C/O David Woosley
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

30 August 2016

re: closure of north end of Haskell Ln. at East 29th St.

Hello:

At the prompting of the City Commission on 7 June 2016, we are requesting the Traffic Safety Commission accept an agenda item to consider permanently closing the north end of Haskell Lane at East 29th St.

Sustainability Action has been engaged at times with design considerations for segments of the Lawrence Loop, the 22.4 mile bicycle-pedestrian circumferential trail around the City of Lawrence. About 75% of the Loop is complete, but one of the gaps is along East 29th St. When completed, this 3/16 mile segment will connect the south terminus of the Burroughs Creek Trail with the northern extent of the SLT shared use path.

On 7 June of this year, the City Commission approved moving forward with design and construction of the 29th St. segment, in the form of a bicycle track along the south side of 29th St. This will provide a facility for bicyclists that is safely removed from commercial traffic along 29th St. However, where the bicycle track will cross the north end of Haskell Ln., cyclists will encounter very dangerous bicycle-auto conflicts at this intersection. Haskell Lane is being dangerously and unnecessarily used by cut-through traffic traveling south, and then west onto 31st Street.

The large majority of southbound vehicles on Haskell Ave. who intend to turn west onto 31st St. don't take the new Haskell Ave. Instead they make a dangerous S-curve maneuver at 29th St., consisting of a rapid right turn onto 29th St., followed immediately by a rapid left turn onto Haskell Ln. Then at 31st and Haskell Ln., they turn right onto westbound 31st St. The same cut-through route is used by eastbound 31st St. drivers intending to go north on Haskell Ave.

If the north end of Haskell Ln. is closed, it will not harm local businesses. The few daily trips from the three businesses on Haskell Ln. can more appropriately be handled at its south intersection with 31st St. Likewise, the four businesses on East 29th St. could enter and exit via 29th St. at the new Haskell Ave., just as they do now. Please see attached maps, photos, and traffic counts for these intersections.

Michael Almon



Lawrence Loop Trail - S.E. portion

East 29th Street segment to connect
the Burroughs Creek Trail and the SLT Shared Use Path



Safety Reasons for Closing the North End of Haskell Lane

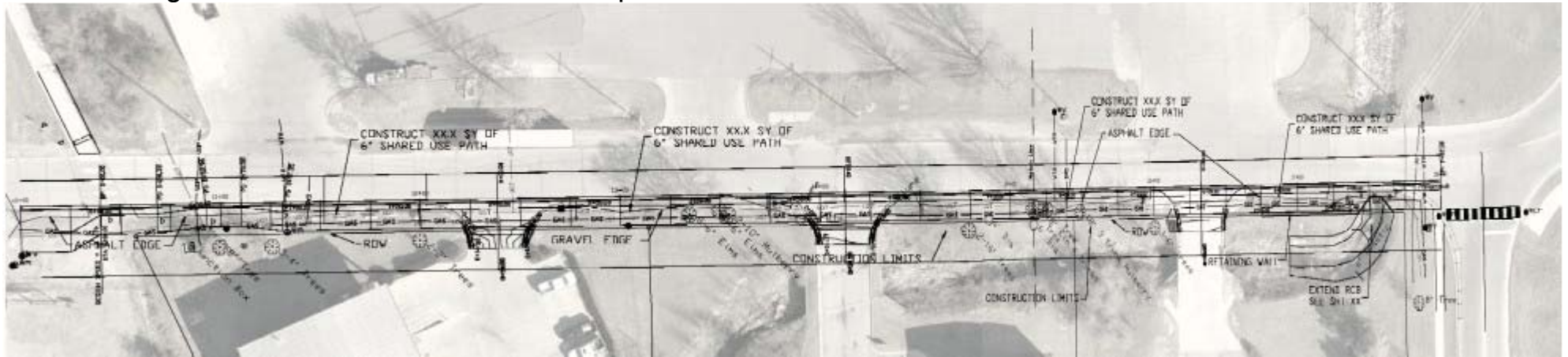
Rapid S-curve maneuver
from Haskell Ave. to
29th St. to Haskell Ln.
(looking east)



29th Street Bicycle Track

from Burroughs Creek Trail to SLT shared use path

awkward nexus of Haskell Ave. and north end of Haskell Lane



credit: Engineering Division, Lawrence Public Works Dept.

Comparative Motor Vehicle Traffic Counts

Haskell Avenue vs Haskell Lane, at 29th St. and at 31st St.

When KDOT designed the South Lawrence Trafficway in the 1990's, they had yet to incorporate roundabouts into their tool box. If the project were to be designed today, they would have placed a roundabout at the very awkward and problematic nexus of the two intersections of Haskell Ave. at East 29th St., and Haskell Ln. at East 29th St. These two intersections are only 130 feet apart, and not functioning as intended.

A large majority of drivers are making inappropriate use of Haskell Ln. that has old pavement with a PCI of 75, instead of using the new Haskell Ave. that has new full-depth concrete pavement with a PCI of 100. The reason is because drivers perceive Haskell Ln. as a short-cut around the signal-controlled intersection at 31st and Haskell Ave.

86% of southbound drivers on Haskell Ave. intending to go west on 31st St. make a dangerous S-curve maneuver at 29th St., consisting of a rapid right turn onto 29th St., followed immediately by a rapid left turn onto Haskell Ln. Then at 31st and Haskell Ln., they turn right onto westbound 31st St. Only 14% of drivers stay on Haskell Ave. to turn west at 31st St. This phenomenon is also true of eastbound drivers on 31st St. intending to go north on Haskell Ave. 69% of drivers cut up Haskell Ln. instead of turning left at Haskell Ave.

The City Traffic Engineer has taken traffic counts at these four intersections, demonstrating the aforementioned driving patterns. They are as follows (see map below):

Southbound Haskell Ave. going west on 31st St.

Total southbound	400	100%	
Right turn onto 29th St.	245	61.25%	(155 or 37.5% continue south)
Left turn south onto Haskell Ln.	236	59%	
Right turn onto 31st St.	253	63.25%	(difference is locally generated)
Haskell Ave. continuing south	155	37.5%	
Right turn onto 31st St.	38	9.5%	(140 or 35% continue south or go right)

Right onto 31st: from Haskell Ln. **236** + Haskell Ave. **38** = **274** turning west onto 31st St.

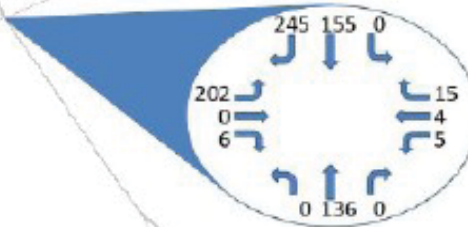
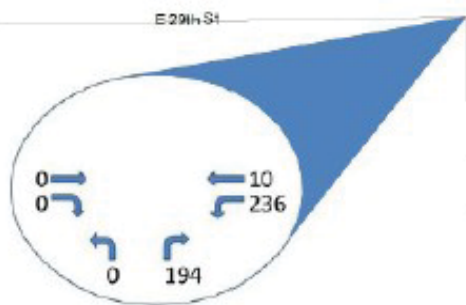
Right onto 31st: from Haskell Ln. **86%** + Haskell Ave. **14%** = 100% of turning traffic

Eastbound 31st St. going north on Haskell Ave.

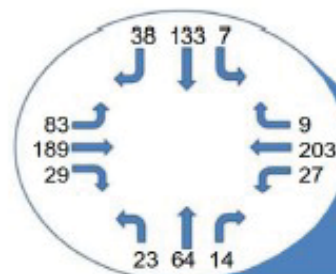
Total eastbound	459	100%	
Left turn north onto Haskell Ln.	188	40.96%	
continuing east on 31st St.	269	59.61%	
Right turn onto Haskell Ln.	2	0.44%	
Left turn north onto Haskell Ave.	83	18.08%	
continuing east on 31st St.	189	41.18%	
Right turn onto Haskell Ave.	29	6.32%	

Left turn from 31st St.: onto Haskell Ln. **188** + Haskell Ave. **83** = **271** turning north

Left turn from 31st St.: onto Haskell Ln. **69%** + Haskell Ave. **31%** = 100% of turning traffic

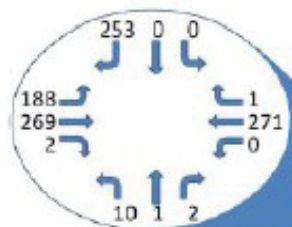


Date / Time:
2 March 2016
5:00-6:00 PM



Date / Time:
1 March 2016
5:00-6:00 PM

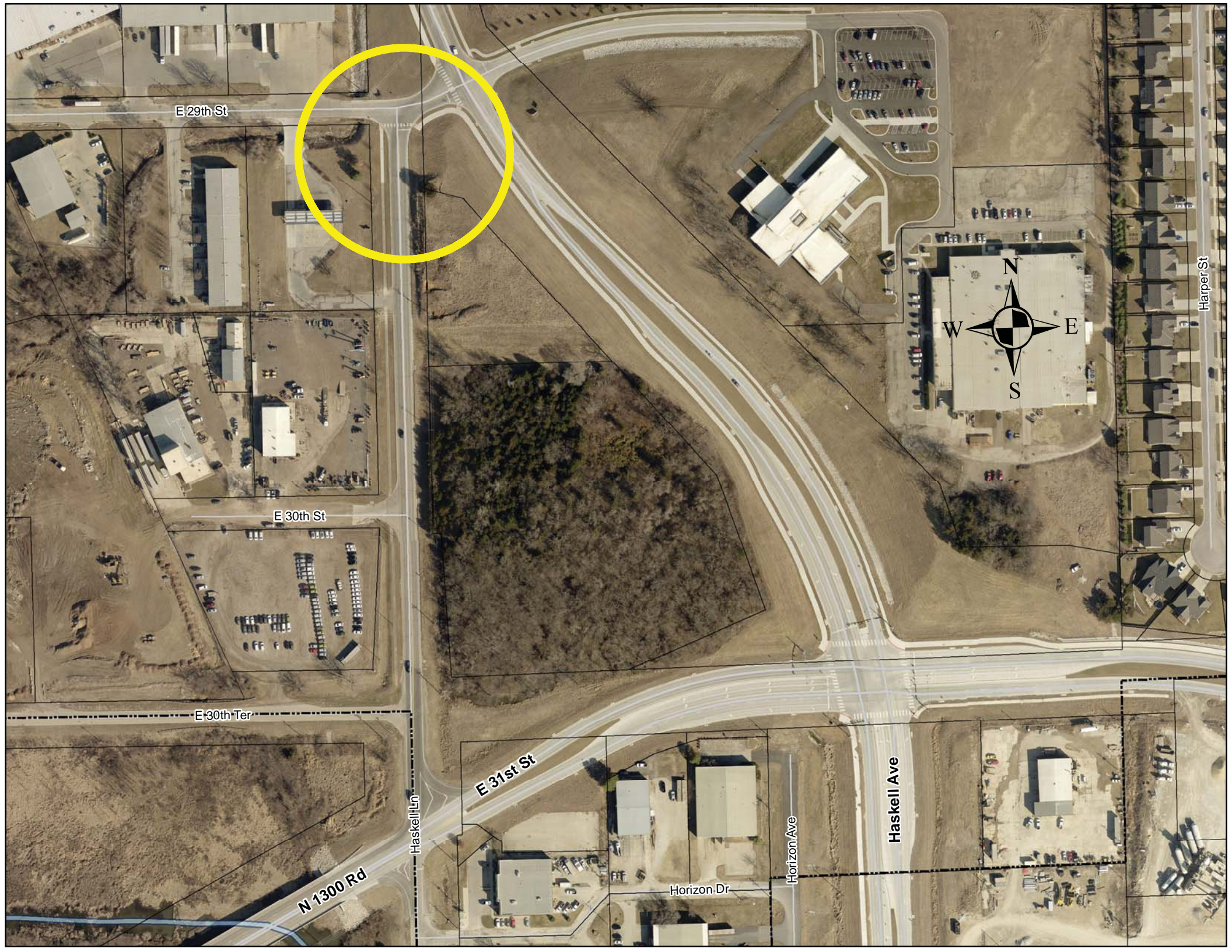
Haskell Ave.
at 31st St.



E 31st St

N 1300 Rd

Horizon Dr



E 29th St

E 30th St

E 30th Ter

N 1300 Rd

Haskell Ln

E 31st St

Horizon Dr

Horizon Ave

Haskell Ave

Harper St