

City of Lawrence

Traffic Safety Commission

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

E-mail: traffic@lawrenceks.org

Telephone: 785-832-3034

November 7, 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, October 3, 2016.

ITEM NO. 2: Consider request for TRAFFIC CALMING on Arkansas Street between 24th Street & 27th Street.

Staff Report:

1. Arkansas 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 Arkansas Street during April 2016, found the 85th percentile speed of traffic to be approximately 31.8mph, and, the 24-hour two-way traffic volume to be approximately 260. Traffic data obtained during October 2016, found the percentage of cut-through traffic during the peak hour, 5-6pm, to be approximately 14%.
4. Therefore, Arkansas Street does not meet the minimum criteria for consideration of Traffic Calming.

ITEM NO. 3: Consider request for TRAFFIC CALMING on 3rd Street between Lyon Street & North Street.

Staff Report:

1. 3rd Street is classified as a "local" street in a residential area, paved approximately 30 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 3rd Street during May 2016, found the 85th percentile speed of traffic to be approximately 34.4mph, and, the 24-hour two-way traffic volume to be approximately 500. Traffic data obtained during October 2016, found the percentage of cut-through traffic during the peak hour, 1-2pm, to be approximately 40%.
4. Therefore, 3rd Street does not meet the minimum criteria for consideration of Traffic Calming.

ITEM NO. 4: Consider request for a MULTI-WAY STOP at the intersection of 21st Street & Tennessee Street.

Staff Report:

1. 21st Street is classified at a "collector" street and Tennessee Street is classified as a "local" street, both in a residential area.
2. 21st Street currently stops for Tennessee Street.

3. The *Manual on Uniform Traffic Control Devices* provides the following criteria for consideration of a Multi-Way Stop sign installation: "Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation".
4. Traffic crash data obtained from the Police Department found that there were five reported crashes at the intersection during the period October 2014-September 2015; in addition, there have been 11 reported crashes at the intersection during the period 2014-2016.
5. Therefore, this intersection meets the minimum criteria for consideration of a Multi-Way Stop installation.

ITEM NO. 5: Consider request to establish NO RIGHT TURN 7-9AM 3-6PM MON-FRI for westbound traffic on 15th Street at Elmwood Street, Summit Street, Prospect Avenue, Prairie Avenue, Brook Street and Maple Lane.

Staff Report:

1. Part-time turn restrictions have been used at several locations including 23rd Street between Louisiana Street and Massachusetts Street, and, on Tennessee Street at 23rd Street
6. Part-time turn restrictions have the potential to solve a cut-through traffic problem without using more expensive traffic calming devices. .

ITEM NO. 6: Consider request to establish NO LEFT TURN 7-9AM 3-6PM MON-FRI for southbound traffic on Haskell Avenue at 12th Street and 13th Street.

Staff Report:

2. Part-time turn restrictions have been used at several locations including 23rd Street between Louisiana Street and Massachusetts Street, and, on Tennessee Street at 23rd Street
3. Part-time turn restrictions have the potential to solve a cut-through traffic problem without using more expensive traffic calming devices.

ITEM NO. 7: Consider request to establish a 20MPH SPEED LIMIT on East Glenn Drive between Harper Street and Maple Lane.

Staff Report:

1. East Glenn Drive is classified as a "local" street, paved approximately 26 feet wide, and, a speed limit of 30mph, as established by State Law.
2. State Law permits a city to decrease a speed limit within an urban district, on the basis of a traffic investigation, but, not to less than 20mph.
3. Traffic data collected on East Glenn Drive found the 85th percentile speed of traffic to be approximately 34.2mph.
4. East Glenn Drive does not have sidewalks on either side of the street, therefore, all pedestrians, including children walking to school, must walk in the street.

ITEM NO. 8: Public Comment.

ITEM NO. 9: Commission Items.

ITEM NO. 10: Staff Items.

David Woosley

From: Jan Holmer <janetholmer@gmail.com>
Sent: Thursday, April 07, 2016 3:55 PM
To: David Woosley
Subject: speed control

Hi, the Lawrence Police department and Traffic control department gave me your email address. We have a speeding problem on our street. We live at 2449 Arkansas and I believe that most of the time the drivers are cutting through the neighborhood to get from 23rd street to 27th street and vice versa. They are most frequent during the morning and evening hours, but, weekends are often times we see fast driving. This is a family oriented neighborhood with children walking to and from school, dog walkers and some residents that have been here since their houses were built in the 60's. It is very unsafe for all of us to have this kind of activity endangering our lives. Can you help us? My phone number is 785-749-2084 and my name is Jan Holmer!



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.



Eddingham Dr

W 24th St

W 24th St

Naismith Dr

Cedarwood Ave

W 25th St

Ousdahl Rd

Ousdahl Rd

W 25th Ct

W 26th St

Manor Ter

W 27th St

Naismith Valley Park



Arkansas St

Missouri St

W 25th St

Jasur Dr

Bardin Ct

Alabama St

Alabama St

Belle Crest Dr

Belle Haven Dr

Belle Meade Pl

W 27th Ter

Belle Haven Dr

Naismith Valley Park

David Woosley

From: Sean Ingram <seanmingram@gmail.com>
Sent: Wednesday, April 20, 2016 3:15 PM
To: David Woosley
Subject: North 3rd Street data collection request for traffic calming consideration

Hello, I would like to formally request that North 3rd street have data collection actioned for consideration of traffic calming solutions. North 3rd street has heavy pedestrian and automobile traffic, and it's common place to have cars traveling in excess of 55 miles per hours on this residential street with kids and pedestrians at the same time.

Please advise if any other action is required of me to initiate this. I appreciate your attention to this matter.

-Sean Ingram
727 N 3rd Street
Lawrence, Ks. 66044
816-668-3582



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.



Riverfront Park

40/59

N 1st St

N 2nd St

North St

N 1700 Rd

N 4th St

N 3rd St

Maiden Ln

Funston Ave

Lyon St

David Woosley

From: pblackman <jax_x@yahoo.com>
Sent: Friday, October 07, 2016 12:07 PM
To: David Woosley
Subject: stop sign need

Hi, I got your name from Lisa Larsen. I live near an intersection where many accidents happen: 21st & Tennessee. I believe a 4-way stop rather than a 2-way stop would be helpful.

People think it's a one-way street because it was one-way before they crossed 19th street coming south. Other people think it's a 4-way stop and continue out into the speeding traffic. There are accidents about once a month and pedestrians/bicyclists tend to cross the street without realizing how dangerous it is. People speed down the street as well and animals have been killed. Just pulling out of our driveways can be dangerous.

A few weeks ago a drunk driver plowed into a tree in my front yard. He said he saw a squirrel. I believe he saw a car and was on the wrong side of the road at 2am, going too fast.

I fear that someone is going to be injured or killed if the traffic isn't slowed down.

Thank you,
Perrin Blackman
2111 Tennessee

Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
 - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
 - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
 - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.



City of Lawrence, Kansas
Traffic Engineering Division
Crash Diagram



Location: 21st Street & Tennessee Street

Date: 2013-2016



Tennessee Street

17-Apr-14
2-Mar-14
30-Dec-14
28-Mar-15
15-Jul-16
2-Oct-16



4-May-15
28-Aug-15

29-Oct-14

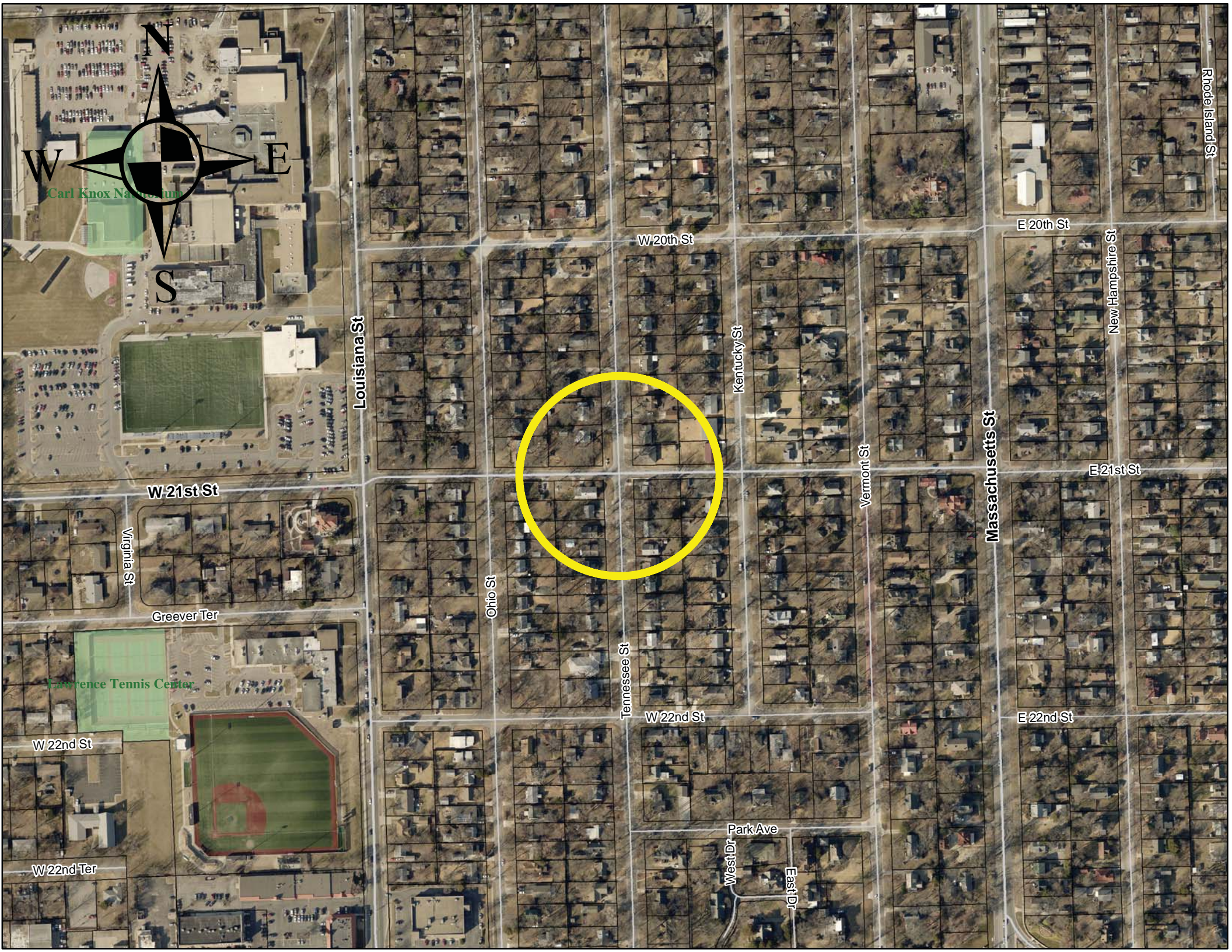
27-Apr-16

12-Apr-16



21st Street

Notes: _____



Carl Knox Natatorium

Lawrence Tennis Center

Louisiana St

W 21st St

Virginia St

Greever Ter

W 22nd St

W 22nd Ter

W 20th St

Kentucky St

Tennessee St

W 22nd St

Park Ave

West Dr

East Dr

Vermont St

Massachusetts St

E 20th St

New Hampshire St

E 21st St

E 22nd St

Rhode Island St



Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

24 October 2016

re: Request #1: cut-through speeder deterrence on Maple Ln., Oak Hill Ave. and adjacent streets

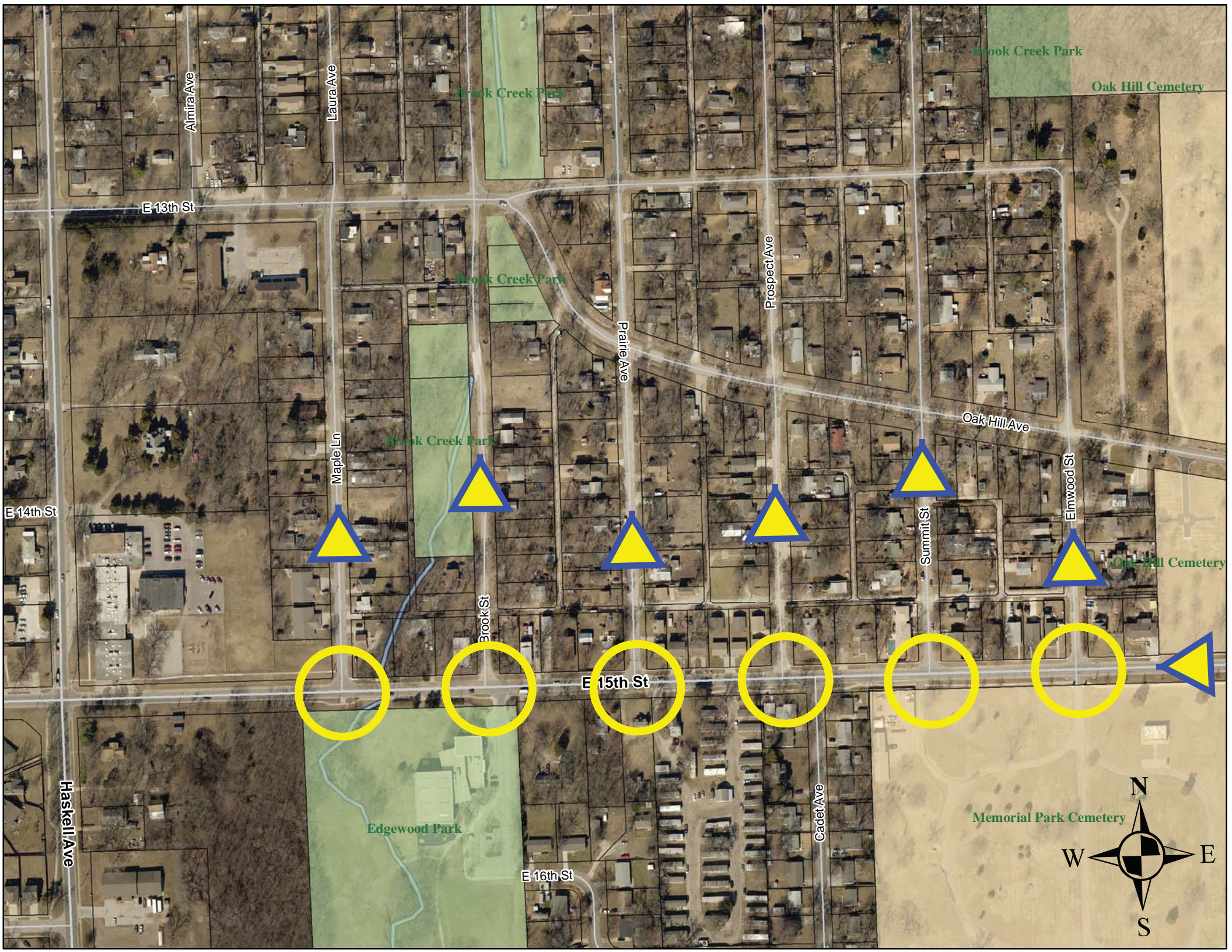
Dear Mr. Devlin:

The Brook Creek Neighborhood Association is requesting consideration for traffic control devices to deter cut-through speeding commuters on Oak Hill Ave. and the north-south streets off of 15th St., east of Haskell Ave. Many westbound commuters use this route as a shortcut to avoid the Haskell & 15th St. intersection. At the instruction of the City Commission, we have met with David Woosley to explore the options, and we agreed that the most practical and cost-effective solution would be "designated-hour no-turn signs" at all the corners of 15th St. and the aforementioned streets.

Therefore, we are requesting signs be posted at the corners of 15th St. and Elmwood St., Summit St., Prospect Ave., Prairie Ave., Brook St., and Maple Ln. that would read "No Right Turn, M-F, 7-9am, 3-6pm". This would keep the westbound commuters on the Collector street of 15th, and prevent them from cutting through and speeding on our residential streets. For any one of these signs to be effective, all signs need to be in place as a whole system control.

Thank you very much,

Melissa Fahrenbruch, President
Brook Creek Neighborhood Association





Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

24 October 2016

re: Request #2: cut-through speeder deterrence on 12th St., Brook St., and Oak Hill Ave.

Dear Mr. Devlin:

The Brook Creek Neighborhood Association is requesting consideration for a traffic control device to deter cut-through speeding commuters on 12th St., Brook St., and Oak Hill Ave. Many eastbound commuters use this route as a shortcut to avoid the Haskell & 15th St. intersection. At the instruction of the City Commission, we have met with David Woosley to explore the options, and we agreed that the most practical and cost-effective solution would be a "designated-hour no-turn sign" at the corner of Haskell Ave. and 12th St.

Therefore, we are requesting a sign be posted for southbound motorists at the corner of 12th St. and Haskell Ave. that would read "No Left Turn, M-F, 7-9am, 3-6pm". This would keep the eastbound commuters on the Arterial street of Haskell Ave., and prevent them from cutting through and speeding on our residential streets. This sign would be complimentary to no-turn signs at 13th and Haskell and on 15th St. that we submitted in separate requests.

Thank you very much,

Melissa Fahrenbruch, President
Brook Creek Neighborhood Association



Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

24 October 2016

re: Request #3: cut-through speeder deterrence on 13th St. and Oak Hill Ave.

Dear Mr. Devlin:

The Brook Creek Neighborhood Association is requesting consideration for a traffic control device to deter cut-through speeding commuters on 13th St. and Oak Hill Ave. Many eastbound commuters use this route as a shortcut to avoid the Haskell & 15th St. intersection. At the instruction of the City Commission, we have met with David Woosley to explore the options, and we agreed that the most practical and cost-effective solution would be a "designated-hour no-turn sign" at the corner of Haskell Ave. and 13th St.

Therefore, we are requesting a sign be posted for southbound motorists at the corner of 13th St. and Haskell Ave. that would read "No Left Turn, M-F, 7-9am, 3-6pm". This would keep the eastbound commuters on the Arterial street of Haskell Ave., and prevent them from cutting through and speeding on our residential streets. This sign would be complimentary to no-turn signs at 12th and Haskell and on 15th St., that we submitted in separate requests.

Thank you very much,

Melissa Fahrenbruch, President
Brook Creek Neighborhood Association



Brook Creek Park

Oak Hill Cemetery

Oak Hill Cemetery

Memorial Park Cemetery

Edgewood Park

Brook Creek Park

E 12th St

E 13th St

E 15th St

E 14th St

E 12th St

Askelf

Almira Ave

Laura Ave

Maple Ln

Brook St

Prairie Ave

Prospect Ave

Summit St

Oak Hill Ave

Elmwood St



Brook Creek Neighborhood Association

Melissa Fahrenbruch, President
1322 Maple Lane, Lawrence KS 66044

Telephone: 970-534-7987

e-mail: brookcreekna@gmail.com; meljofah@gmail.com

Ryan Devlin, Chair
Lawrence Traffic Safety Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

24 October 2016

re: Request #4: speeder deterrence on East Glenn Dr.

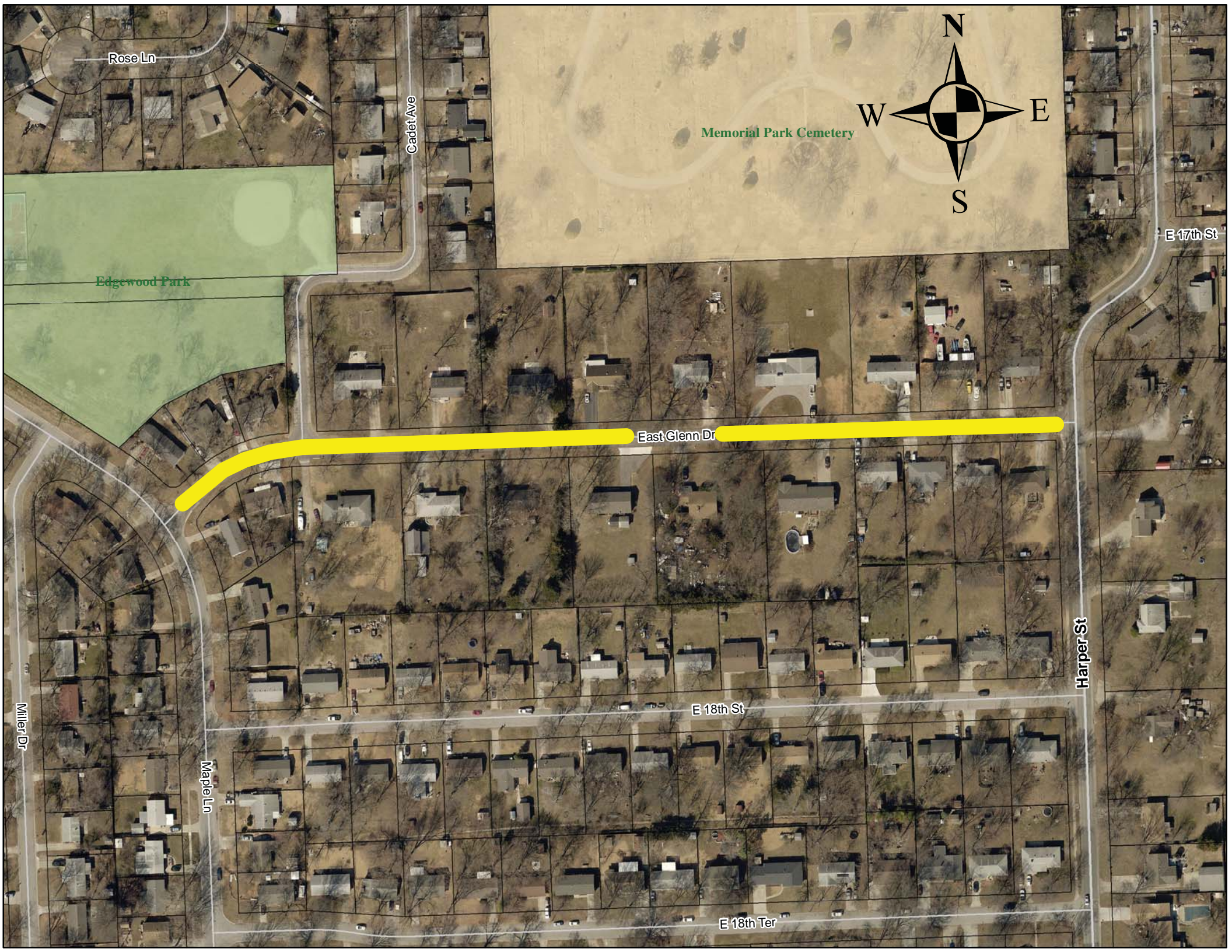
Dear Mr. Devlin:

The Brook Creek Neighborhood Association is requesting consideration for speed limit reduction on East Glenn Dr. An unacceptable number of motorists travel this street at high speed, endangering the numerous small children who live and play there. KSA 8-1560 allows localities to lower speed limits on local streets to 20 mph, if an investigation by the Traffic Engineer determines it is appropriate for the existing conditions. At the instruction of the City Commission, we have met with David Woosley to explore the options, and we agreed that a speed limit reduction could limit excessive speeding.

Therefore, we are requesting that the 24-hour speed limit for East Glenn Dr. be set at 20 mph, and that signs be posted at the east end and the west end of the street.

Thank you very much,

Melissa Fahrenbruch, President
Brook Creek Neighborhood Association



Rose Ln

Cadet Ave

Memorial Park Cemetery

Edgewood Park

East Glenn Dr

E 18th St

E 18th Ter

Maple Ln

Harper St

Miller Dr



E 17th St