



TRAFFIC SAFETY COMMISSION

AGENDA

December 6, 1999 – 7:30 PM
City Commission Room – City Hall

Members: Greg Benefiel – Chair
Richard Heckler – Vice-Chair
Jeremy Anderson
Scott Bailey
Thomas Bracciano
Lance Johnson
Don Shepard
Jerry Sloan
Matthew Taylor

- ITEM NO. 1: Consider approval of the November 8, 1999, Traffic Safety Commission Minutes.
- ITEM NO. 2: Consider request from Sheila Showalter, 2509 Alister Drive to establish NO PARKING along one side of Brentwood Drive, Crestline Drive and Stowe Drive north of Peterson Road.
- ITEM NO. 3: Consider request from First Management, 2001 W. 6th Street, to establish NO PARKING along one side of 7th Street west of Wisconsin Street.
- ITEM NO. 4: Consider an ordinance establishing NO PARKING along both sides of Speicher Road from 27th Street northwesterly 200 feet.
- ITEM NO. 5: Consider recommendation from the Bicycle Compatibility Index Study for Naismith Drive between Irving Hill Road and 23rd Street.
- ITEM NO. 6: Consider recommendation from the Bicycle Compatibility Index Study for Vermont Street between 7th Street and 11th Street.

ITEM NO. 7: Consider recommendation from the Bicycle Compatibility Index Study for 15th Street between Kentucky Street and the east city limits.

ITEM NO. 8: Miscellaneous

CITY OF LAWRENCE
PUBLIC WORKS DEPARTMENT
MEMORANDUM

To: Traffic Safety Commission
From: Public Works Department
Subject: Staff report for December 6, 1999, Traffic Safety Commission Meeting

ITEM NO. 1: Consider approval of the November 8, 1999, Traffic Safety Commission Minutes.

ITEM NO. 2: Consider request from Sheila Showalter, 2509 Alister Drive to establish NO PARKING along one side of Brentwood Drive, Crestline Drive and Stowe Drive north of Peterson Road.

Facts:

1. Each of these streets is an unclassified street in a residential area and paved 26 feet wide.
2. Parking is currently permitted along both sides of each street.
3. It is the policy of the City to not impose parking restrictions in residential areas unless there is a safety hazard or the restriction is requested by the area residents.

ITEM NO. 3: Consider request from First Management, 2001 W. 6th Street, to establish NO PARKING along one side of 7th Street west of Wisconsin Street.

Facts:

1. 7th Street is an unclassified street in a residential area paved approximately 22 feet wide.
2. Parking is currently permitted along both sides of the street.

3. It is the policy of the City to not impose parking restrictions in residential areas unless there is a safety hazard or the restriction is requested by the area residents.

ITEM NO. 4:

Consider an ordinance establishing NO PARKING along both sides of Speicher Road from 27th Street northwesterly 200 feet.

Facts:

1. Speicher Road is an old county road paved approximately 22 feet wide with little or no shoulder and drainage ditches along each side.
2. Bicyclists using the recreational trail through this area are driving to this site, parking along both sides of Speicher Road and then bicycling along the trail.
3. A parking lot has just been opened by the Parks & Recreation Department a few hundred feet west of Speicher Road on the north side of 27th Street for this purpose, and directional signs to the lot have been installed.

ITEM NO. 5:

Consider recommendation from the Bicycle Compatibility Index Study for Naismith Drive between Irving Hill Road and 23rd Street. (see attached excerpt from the Bicycle Compatibility Index Study).

ITEM NO. 6:

Consider recommendation from the Bicycle Compatibility Index Study for Vermont Street between 7th Street and 11th Street (see attached excerpt from the Bicycle Compatibility Index Study).

ITEM NO. 7:

Consider recommendation from the Bicycle Compatibility Index Study for 15th Street between Kentucky Street and the east city limits (see attached excerpt from the Bicycle Compatibility Index Study).

ITEM NO. 8:

Miscellaneous

October 20, 1999

City of Lawrence
ATTN: David Woosley
6th & New Hampshire
Lawrence, KS 66044

Dear Mr. Woosley:

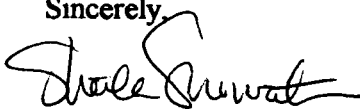
I am writing to you as the representative of the North Peterson Neighborhood Association. The neighborhood association would like to express our extreme concern about cars being allowed to park on both sides of the street on Brentwood Drive, North Crestline and Stowe Street.

These three streets serve as the only entrance and exit into the neighborhood. These streets currently serve approximately one hundred and fifty single family homes with an additional one hundred and twenty five to be completed in the near future.

Our prime concern is that these three streets are quite narrow and they contain curves and blind spots. These three elements combined provide a safety issue for emergency vehicles. If parking was restricted to only one side of the street, the safety risks would be minimized. The neighborhood association is requesting that a study be conducted on these areas to address the safety concerns we have.

Please contact me with any questions you may have or additional information we may provide. I can be reached at 841-2111(home) and 749-4902(office). I would like to be contacted with your thoughts on this matter. Your prompt attention to this matter is appreciated.

Sincerely,



Sheila Showalter, President
North Peterson Neighborhood Association
2509 Alister Drive





Property Management • Construction Management

November 10, 1999

City of Lawrence
Traffic Safety Commission
P.O. Box 708
Lawrence, KS 66044

To Whom It May Concern:

John Bialek from the Lawrence Bus Company has requested that I contact regarding the vehicles that park along 7th Street behind Highpointe Apartments.

I have spoken with Mr. Bailek several times regarding the vehicles that park on that street. Often they park so close to the entrances and exits to the complex that the busses have a difficult time getting through. Recently, a bus did hit a vehicle causing approximately \$500 damage.

We are asking that some sort of signage be put up indicating where vehicles can and cannot legally park along the street. Mr. Bialek has informed me that if we cannot achieve this goal, the busses will be unable to pick up students at Highpointe, which would be very inconvenient to many of our residents. I am also concerned that emergency vehicles may have the same problem entering and exiting our property through 7th Street.

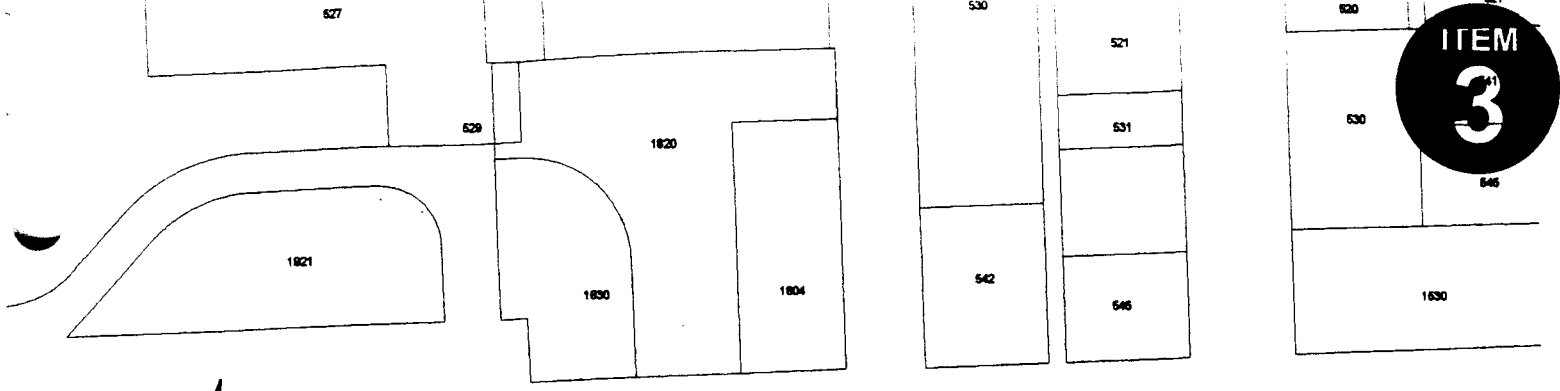
Your prompt attention to this matter is greatly appreciated. Please contact me if any further information is needed.

Sincerely,

A handwritten signature in cursive script that reads 'Shannon Glaser'.

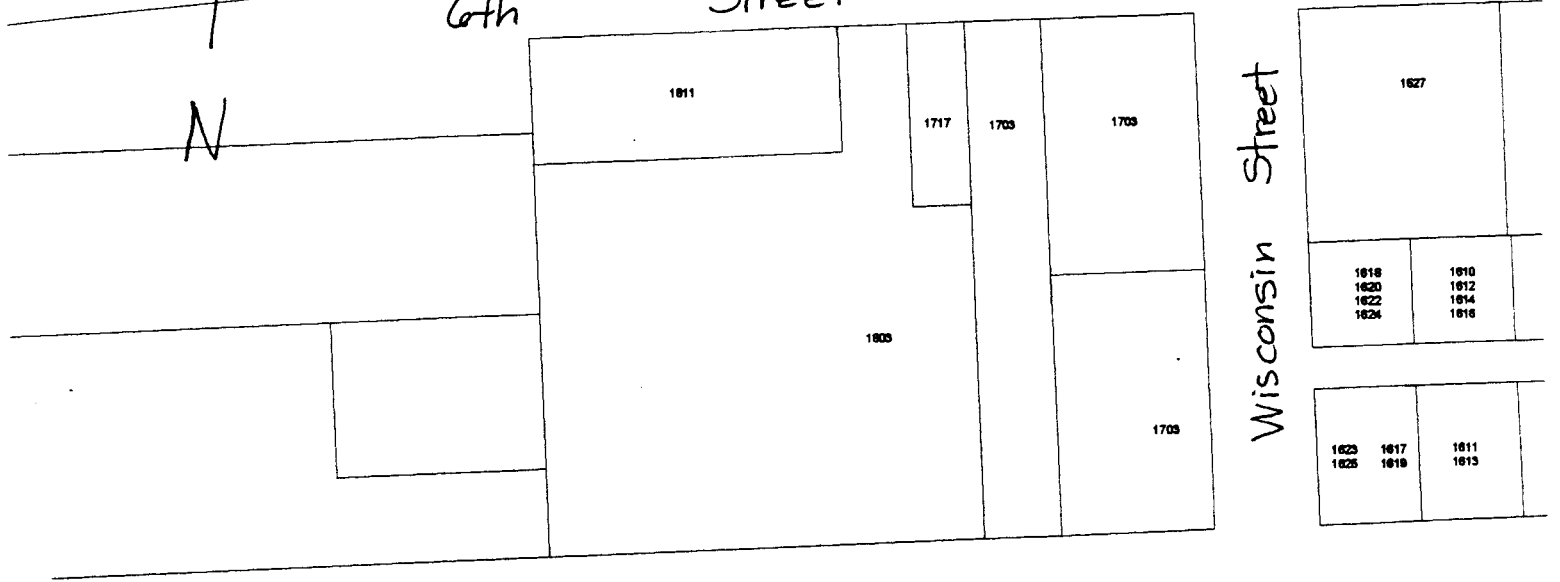
Shannon Glaser
Area Manger

Cc: John Bialek, Lawrence Bus Company



↑
N

6th Street



7th Street



David Woosley
From: Mike Wildgen
Sent: Saturday, October 09, 1999 10:59 AM
To: David Woosley; Tom Wilkerson

People are still parking on Speicher Rd...can we get No Parking signs up ..near the bike path area....they won't go too far to the north...perhaps we need a Parking area sign to direct them to the new area??

Mike Wildgen
City Manager

↑
N

Wakarusa Drive

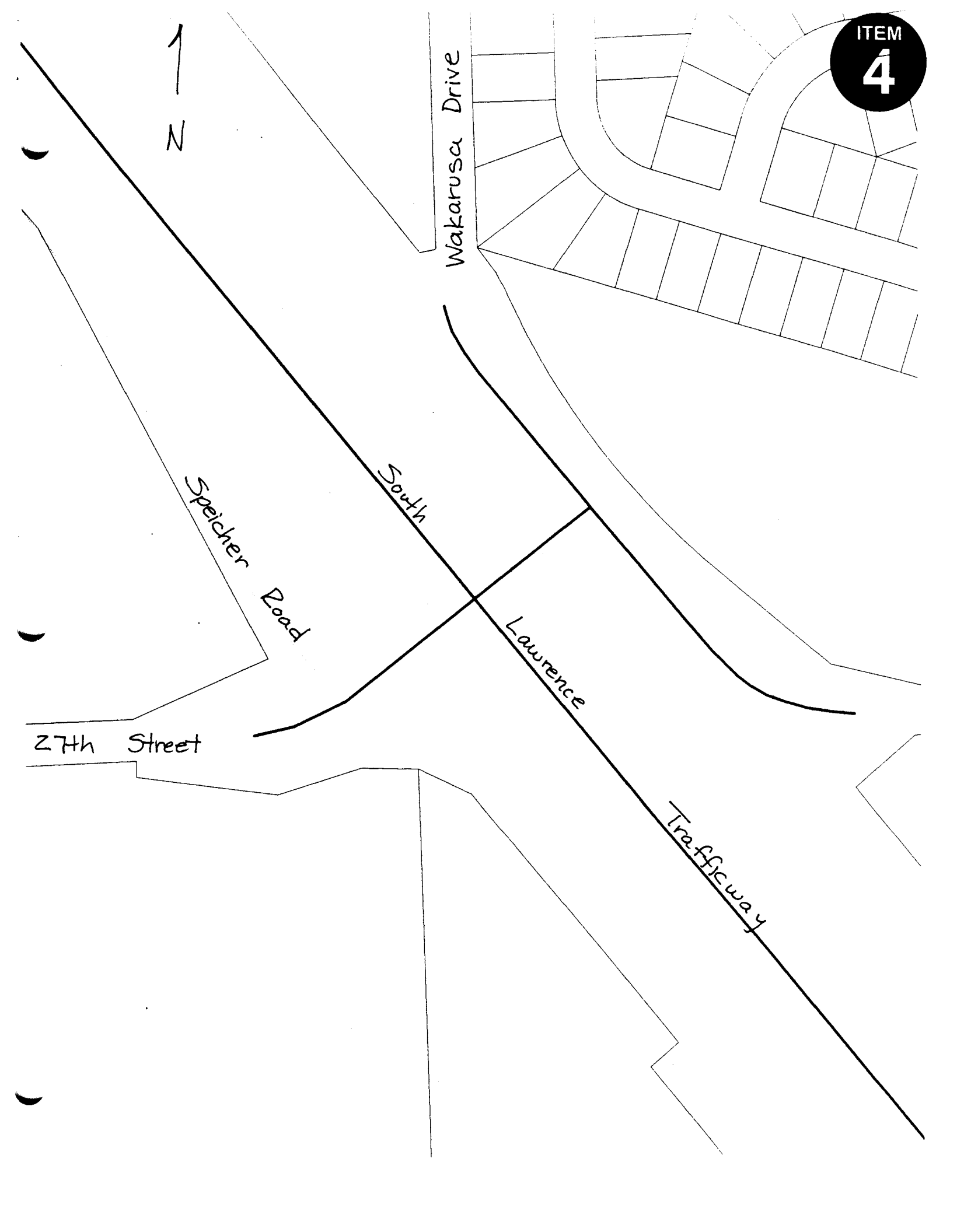
Speicher Road

South

Lawrence

27th Street

Traffeway



In general, the majority of attendees at PIM No. 3 (75% or more) agreed with the majority (70%) of the street-specific recommendations. Two street segments registered a majority of approval, yet with some noteworthy comments. The 9th Street recommendation received slightly less than 50% approval rating.

Other comments were recorded that suggested modifications to the recommendations, including.

1. Extend the Louisiana recommendation to 17th Street.
2. Extend 19th Street bike lane to Iowa Street.

Naismith (from Irving Hill to 23rd Street)

Considering the direct connectivity of this roadway between the University of Kansas and the Naismith Valley Park, it is this study's recommended that:

bike lanes are warranted and are practical.

Connectivity issues remain regarding the access to the bikepath south of 23rd Street as well as traffic capacity issues at the intersections of 19th Street. Initial review indicates that removal of a through travel lane will not adversely effect traffic capacity. In fact changing to a dedicated southbound right-turn lane at the 19th St. intersection may have capacity benefits. However, it should be noted that existing conditions operate at LOS D during the PM peak period. During sporting events on campus, Naismith will need to operate with two lanes in each direction. For these limited periods of time, the bike lanes will be inoperative.

This recommendation requires performing more detailed engineering studies that may require traffic signal modification as well as coordination with any future improvements proposed at the intersection of Naismith and 19th Street. Additional connectivity issues arise with the transition from bike lanes to an off-road bike path to Naismith Valley. One-way separated bike paths on both sides of Naismith, south of 23rd Street, may be a solution.

~~**Louisiana (from 19th Street to 31st Street)**~~

Considering the existing available roadway width, the current designation as a bike route and connectivity between public facilities, it is this study's recommended that:

~~*bike lanes are warranted and are practical.*~~

~~Detailed design issues remain with respect to pavement condition, treatment at medians and intersections, as well as removal of parking on the west side of Louisiana at the Lawrence High School. North of 19th Street, bike lanes within the existing roadway section are neither considered practical or necessary.~~

~~This recommendation requires performing more detailed engineering studies and the request for removal of parking with consent and the support from the High School. If parking can be removed north of 19th Street, then the roadway would be more bicycle friendly though the striping of bike lanes would not be necessary.~~

This recommendation requires selecting and reviewing alternative routes for bike lanes.

Comments ranged from "important corridor" to "Agree!" to "Why not on the left side?" In many ways this is a difficult decision because of the topographic constraints of the community. In that regard it is an important decision. Making difficult decision can best be made when other alternatives have also been considered, such as Mississippi.

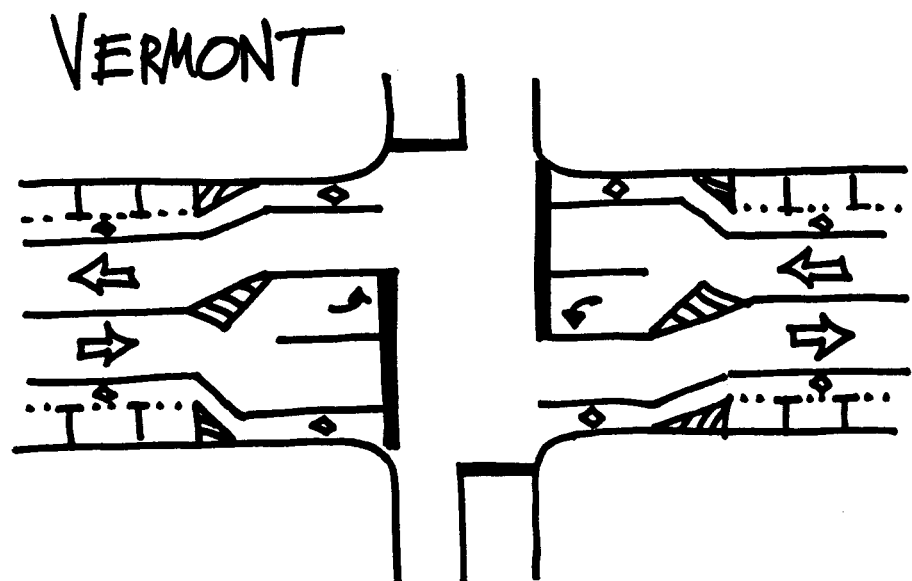
Design guidelines do not recommend left-side bike lanes on one-way streets, although this is the case on Louisiana from 13th Stet to 11th Street (one-way northbound). In locations where left-side bike lanes have been implemented, evidence now suggests that the left side may be okay. Refer to Improving Conditions for Bicycling and Walking – A Best Practices Report page 25.

Vermont (from 7th Street to 11th Street)

Considering the light traffic volumes, the present high percentage of traffic in the left most lane, and narrow lane width, and access to the Public Library and Post Office, it is this study's recommended that:

the roadway section be modified from four-lanes to two-lanes (with a left turn-lane at intersections) and that bike lanes are warranted and are practical.

The removal of parking on one side was considered in conjunction with a continuous three-lane section yet it is not feasible to meet minimum lane widths for travel and parking. Design issues remain with respect to transitions between roadway segments and intersection approaches as well as traffic signal modifications. It is estimated that 23 parking spaces could be removed out of a total of 141 spaces along Vermont between 7th and 11th Streets. A conceptual sketch of a typical intersection follows:



This recommendation requires performing more detailed engineering studies and understands the sensitivity and the need for consensus with the adjacent business community. Providing bike lanes along Vermont Street does provide the opportunity for high visibility within the community.

Additional review is also necessary to link Vermont Street to the bike route and off-road path to the south. Transitions between bike lanes and bike paths are often messy. This specific case is complicated by an offset to the bike path and a one-way street system. It is also recommended that the bike lane be reviewed to the north to link with the Kaw River Bridge crossing. The crossing of the railroad tracks would require detailed attention.

~~Connecticut (from 7th Street to 15th Street)~~

~~Considering the need to remove parking on the east side for nearly a mile long, the presence of other adjacent streets designated as bike routes (some of those also being classified as collectors), it is this study's recommended that:~~

~~*further investigation of other alternate routes for inclusion of bike lanes as well as discussion with the Neighborhood Association to obtain support for removal of parking is necessary, before determining that bike lanes on Connecticut are warranted and are practical.*~~

It is appropriate to review the entire system before obtaining changes to roadway segments, such as removal of parking, that represent a timely and costly process. If bike lanes were extended along Barker, then a connection between Downtown and Haskell University could be achieved. However, this may also require removal of parking along Barker. Before proceeding with a request to remove parking along Connecticut between 7th and 15th Streets, the entire corridor ought to be reviewed.

The East Lawrence Improvement Association (ELIA) was contacted regarding the potential inclusion of bike lanes on Connecticut Street. Three issues were raised.

1. Opposed to widen of roadway. Removal of parking is more appropriate.
2. Replacement parking needs to be addressed.
3. Safety issues with school children crossing.

The letter from the ELIA is reprinted as Exhibit A on the following page.

~~11th Street is more than hilly; it is extremely steep with a grade of approximately 14 percent. As a downhill grade, it is difficult to stop a bicycle, as an uphill grade most would probably walk. Reports of several bicycle crashes along 11th at Tennessee were stated. Once reaching Louisiana, a one way northbound street, bicyclists continuing west would go down to Mississippi, a designated bike route. The section between Mississippi and Louisiana is very narrow at a width of 20 feet. The connection to Mississippi is important.~~

~~The use of the BCI is suggested on roadway segments of a reasonable length and consistent cross section. Numerous cross streets, many with traffic signals spaced 300 feet apart and a bewildering variety of cross sections would suggest that 11th Street is not appropriate for bike lanes as a retrofit. Within the framework of retrofit only, 9th Street provides a more consistent cross section.~~

~~Both provide an east-west connection from the University to Downtown. If both streets were practical for bike lane retrofit, they are very close together, a little more than a third of a mile apart. Spacing of parallel bike lanes may be more practical if they were at least a half-mile apart. Considering the recommendations on 15th and 19th Streets, the spacing would suggest 11th Street and 7th Street.~~

15th Street (from Kentucky to East City Limits)

Considering the low traffic volumes, the consistent cross section and wide travel lanes as well as connectivity to residential and several public parks and a High School, it is this study's recommended that:

bike lanes are warranted and are practical.

Detailed design issues should be considered including review of pavement conditions, intersection details and traffic signal modifications.

~~19th Street~~

~~(from Louisiana to Massachusetts)~~

~~Considering the heavy traffic volumes, the lack of a consistent cross section and the presence of a bike route immediately to the south (21st Street), it is this study's recommended that:~~

~~*bike lanes are not currently practical,
although when roadway improvements are proposed
along this section, a bicycle facility
should be included in order to link with Louisiana.*~~

~~It is also suggested that an extension west of Louisiana be considered.~~