

City of Lawrence
Traffic Safety Commission Agenda
March 2, 2008-7:00 PM
City Commission Room, City Hall

MEMBERS: Richard Heckler, Chair; Jim Woods, Vice-Chair; Robert Hagen; Scott Criqui, Dan Harden; Ken Miller; Jason Novotny; Robin Smith; and John Ziegelmeyer Jr.

Anyone who wishes to be notified when their 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, February 2, 2009.

ITEM NO. 2: Consider request for TRAFFIC CALMING on Ousdahl Road between 25th Street & 26th Street.

Report:

1. Ousdahl Road is classified as a "local" street in this residential area with a speed limit of 30mph as established by state law.
2. The city's Traffic Calming Policy permits traffic calming on local streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit or if 24-hour two-way volume is greater than 1000.
3. A traffic study conducted on February 4-5, 2009 found the 85th percentile speed of traffic to range from 33.4mph to 39.1mph with an average of 37.2mph and a 24-hour two-way volume of approximately 1350.
4. Therefore, this portion of Ousdahl Road meets the minimum requirements for consideration of traffic calming devices.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 3: Consider request to establish NO PARKING along the south side of Greever Terrace between Carolina Street & Louisiana Street.

Report:

1. Greever Terrace is a "local" street in a residential area paved 25 feet wide.
2. Parking is currently prohibited along the south side of Greever Terrace between Carolina Street & Virginia Street.
3. Parking is currently prohibited 7AM-5PM MON-FRI along the north side of Greever Terrace from Louisiana Street west 261 feet.
4. Parking is currently RESERVED FOR PERSONS WITH DISABILITIES along the south side of Greever Terrace from 60 feet west of Louisiana Street to 117 feet west of Louisiana Street.
5. City practice has been to not restrict parking in residential areas unless supported by property owners or residents affected by the restriction.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 4: Consider request to mark PEDESTRIAN CROSSWALKS across Connecticut Street at 9th Street and at 11th Street.

Report:

1. Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths on approaches to intersections where traffic stops.
2. The *Manual on Uniform Traffic Control Devices* does not provide warrants for installation of crosswalk markings.
3. The City of Lawrence does not have a written policy on the installation of crosswalk markings; however, the practice has been to install the markings at all signalized intersections where pedestrian signals are provided and at all roundabouts. These markings are generally permanent markings (not paint) and are rolled into hot asphalt or glued to concrete at the time of the roadway construction.

4. There is no indication from city records that crosswalks have ever been marked at 11th & Connecticut. Records do show that school crosswalks were provided at 9th & Connecticut until the mid 1990's when the number of students crossing no longer warranted the markings.
5. In 2006, this commission recommended that STOP LINES be installed at 9th & Connecticut in order to encourage vehicles to stop in advance of the unmarked crosswalk. These markings are still in place (see attached photographs).
6. It should be noted that crosswalk markings are very high maintenance, particularly at intersections where vehicles are turning and during the winter when sand is on the street and the city's budget for this type of maintenance is limited.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 5: Public Comment.

ITEM NO. 6: Commission Items.

ITEM NO. 7: Miscellaneous.

City Commission action on previous recommendations:

None.

RECEIVED
JAN 20 2009
PUBLIC WORKS

January 14, 2009

Douglas Trout
2556 Ousdahl Road
Lawrence, Kansas 66046
(785) 312-9288

City of Lawrence
Traffic Engineering

I am requesting a traffic study of Ousdahl between 25th Street and 26th Street. Over the past few years traffic has increased through this residential area, and my own observations indicate drivers are using this South Hills area to avoid the traffic control lights at 23rd Street and Iowa. This traffic has increased even more in the past year, and I believe the increase is through traffic, not local residents.

Ousdahl in this section is "three" lane, two traffic lanes north south and a parking lane on the west side. Many people have trouble negotiating this hill and curve with cars parked on the west side. Drivers traveling south tend to swing out to the east as they go down the hill. Also, it seems, some drivers are challenged by the Grand Prix-like terrain and increase their speed in either direction. There is a mix of passenger and commercial vehicles.

I am speculating, but I do believe that the fatal accident of November 19, 2008 would have been avoided or had a less tragic outcome if there had been traffic calming devices on Ousdahl north and south of the 25th Street Court turn. This area has become more dangerous for local traffic and pedestrians as well. There are no sidewalks so pedestrians do walk in the street, some with baby strollers and small children.

I noticed an area on 8th Street between Lawrence Avenue and Kasold Drive very similar to what I described above. Traffic calming devices were placed on the hills east and west, which does slow traffic effectively.

Again, please, study this area with the goal in mind of traffic calming devices and possibly reducing the speed limit, which will regulate the increased flow of through traffic in our residential neighborhood.

Sincerely,





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.

David Woosley

From: Craig and Gloria Jacob [cgjacob@sunflower.com]
Sent: Tuesday, February 10, 2009 8:58 PM
To: David Woosley
Subject: Parking on Greever Terrace

David

My name is Craig Jacob, 843 West 22nd St. Several of us in the Centennial neighborhood are concerned with the parking on Greever, particularly during school hours and when the new athletic fields are completed. There is a desire to have **NO Parking at least** on the south side of the street. What steps do we need to complete in order for this to occur? I have noticed that some recommendations go to the Traffic and Safety Commission. Any help in getting this done will be greatly appreciated. *Thank you!*
Day: cell phone 764.6774 or 842.5265 (home evenings)



840 836 832

1901

W 21st St

Carolina St

Virginia St

Louisiana St

2100

825

815

801

637

629

623

2101

2105

2114

2113

824

818

812

2119

640

634

628

622

616

610

2115

2117

2116

2121

Greever Ter

2125

833

825

819

813

2145

2131

2132

2133

824

818

812



900

830

824

818

812

W 22nd St

843

837

831

827

821

815

802

2201

David Woosley

From: Mike Myers [mike@hernly.biz]
Sent: Wednesday, February 18, 2009 3:14 PM
To: mike@hernly.biz; David Woosley
Cc: phil@collison.com; David Woosley; eastlawrence@yahoo.com
Subject: Pedestrian Crossings of Connecticut at 9th and 11th

David,

It was my understanding at the December 1st, 2008 Traffic Safety Commission meeting that city staff was directed to improve the crossings of Connecticut Street at 9th and 11th Streets with pedestrian crossing zones and stop bars marked on the pavement. Officially the action taken at that meeting was to deny the request because it was for school crossings rather than pedestrian crossings. The discussion at the meeting made it very clear to me and my neighborhood constituents present at the meeting that the Commission directed city staff to make the necessary changes to the intersections. It is now my understanding per my e-mail and telephone correspondence with you that somehow the official outcome of that meeting resulted in no action to be taken. It is somewhat confounding to me that after leaving that meeting with a clear impression that we were to get the desired pedestrian safety enhancements that we have to go through the process again. This is a small price to pay though for what I think will greatly enhance the safety and walk-ability of my neighborhood.

I hereby officially request that pedestrian pavement crossing marks and stop bars be placed on the street at the crossings of Connecticut Street at 9th and 11th Streets. The reasons for this request are as follows.

- There are currently no properly marked crosswalks on Connecticut between 15th Street and 7th Street
- There is a significant population of pedestrians east of Connecticut who routinely cross Connecticut to travel to the downtown areas to work, eat, shop, play, catch bus rides etc...
- The KDOT traffic count is around 9,000 vehicles per day on Connecticut (only 5k less than Mass Street)
- In numerous places around other parts of the city there are very nice, marked, and safe crosswalks in areas with substantially smaller traffic counts.
- There are approximately 17 New York Elementary students who live west of Connecticut without a planned, safe crossing route to New York School, east of Connecticut.
- 11th Street and 9th Street are ideal places for these crossings to occur as they are both existing 4-way stops, and they are ideally located to serve the largest population of East Lawrence residents and potential downtown and East Lawrence destinations.
- Historically the 9th Street intersection had a school crossing but at some point it was removed or allowed to deteriorate.

Please schedule this issue for review before the Traffic Safety Commission and please keep me informed as to the scheduled hearing date.

Thank you,

Mike Myers, NYS Parent, East Lawrence Resident
1312 New Hampshire

847

840

E 9th St

Connecticut St

901



1045

300

Connecticut St

E 11th St

1103



