

City of Lawrence  
Traffic Safety Commission Agenda  
April 6, 2009-7:00 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.

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**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, March 2, 2009.

ITEM NO. 2: Consider request to establish a 35MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive and Maine Street.

Report:

1. 4<sup>th</sup> Street between McDonald Drive and Maine Street is classified as a 'collector' street, paved 30 feet wide with sidewalks along both sides of the street and serves as an access to Lawrence Memorial Hospital.
2. The posted speed limit on this portion of 4<sup>th</sup> Street is 30mph.
3. Traffic data collected on March 23-24 found 85<sup>th</sup> Percentile Speeds ranging from 34.2mph to 43.4mph with an average of 39.2mph. Traffic volumes ranged from approximately 3500-5000 vehicles per day.
4. Based on the 85<sup>th</sup> Percentile Speed, the posted speed limit should be 40mph; however, since this is generally a residential area, it is recommended that the speed limit not be posted over 35mph.

5. Other 'collector' streets posted 35mph include Crossgate Drive between Clinton Parkway & 27<sup>th</sup> Street; Harper Street between 19<sup>th</sup> Street & 23<sup>rd</sup> Street; Michigan Street between 2<sup>nd</sup> Street & Riverridge Road; Monterey Way between 15<sup>th</sup> Street & Peterson Road; Riverridge Road between Michigan Street & Iowa Street; and 27<sup>th</sup> Street between Crossgate Drive & Wakarusa Drive.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 3: Consider request to install a "T" intersection sign on Ash Street on its approach to 8<sup>th</sup> Street.

Report:

1. The *Manual on Uniform Traffic Control Devices* permits the use of a T-Symbol sign; however, we have perhaps hundreds of similar intersections throughout the city.
2. Police Department crash report data shows no reported crashes at this intersection during the past ten (10) years.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 4: Consider request to establish NO PARKING on the south side of Ash Street from 8<sup>th</sup> Street west 100 feet.

Report:

1. Ash Street has a chip & seal surface approximately 19 feet wide.
2. There are currently no parking restrictions on Ash Street.
3. The city's practice has been to not restrict parking in residential areas unless requested-by and supported-by adjacent property owners and/or residents.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 5: Consider request to establish a MULTI-WAY STOP at the intersection of 21<sup>st</sup> Terrace & Maple Lane.

Report:

1. The *Manual on Uniform Traffic Control Devices (MUTCD)* provides criteria for the establishment of a MULTI-WAY STOP; the two most common criteria are reported crashes and traffic volume.
2. The *MUTCD* requires a minimum of five (5) reported crashes in a 12-month period to consider a MULTI-WAY STOP; Police Department data shows there have been no reported crashes at this intersection during the last three (3) years, 2006-2008.
3. The *MUTCD* requires a minimum of 300 vehicles per hour for eight (8) hours of an average day on the main street and 200 vehicles per hour for the same eight (8) hours on the minor street to consider a MULTI-WAY STOP; data collected on March 9-10, 2009 found an average of 71 vehicles per hour on the main street and 38 vehicles per hour on the minor street for the eight (8) highest hours of the day.
4. In addition, the data collection found the 85<sup>th</sup> percentile speed on 21<sup>st</sup> Street Terrace to be 33.2mph eastbound and 26.6mph westbound; the speed limit by state law is 30mph.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 6: Consider request to establish NO PARKING along one side of 10<sup>th</sup> Place, 10<sup>th</sup> Terrace & Randall Road.

Report:

1. 10<sup>th</sup> Place, 10<sup>th</sup> Terrace and Randall Road are all 'local' streets in a residential area paved 26 feet wide.
2. Parking is currently permitted along both sides of each street.
3. City practice has been to establish or removed parking restrictions on 'local' streets only if requested-by and supported-by area property owners and/or residents.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 7: Consider request to establish RESERVED PARKING FOR PERSONS WITH DISABILITIES along the north side of 22<sup>nd</sup> Terrace adjacent to 802 W. 22<sup>nd</sup> Terrace.

Report:

1. 22<sup>nd</sup> Terrace is a 'local' street in a residential neighborhood paved 25 feet wide.
2. Parking is currently prohibited along the north side of this street.
3. City practice has been to establish or removed parking restrictions on 'local' streets only if requested-by and supported-by area property owners and/or residents.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 8: Public Comment.

ITEM NO. 9: Commission Items.

ITEM NO. 10: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to place CROSSWALK MARKINGS on the Shared-Use Path along the south side of 6<sup>th</sup> Street at all commercial driveways between Folks Road and K-10.

**From:** Robert F. Bechtel [mailto:bojobe22@yahoo.com]

**Sent:** Sunday, October 12, 2008 3:04 PM

**To:** Charles Soules

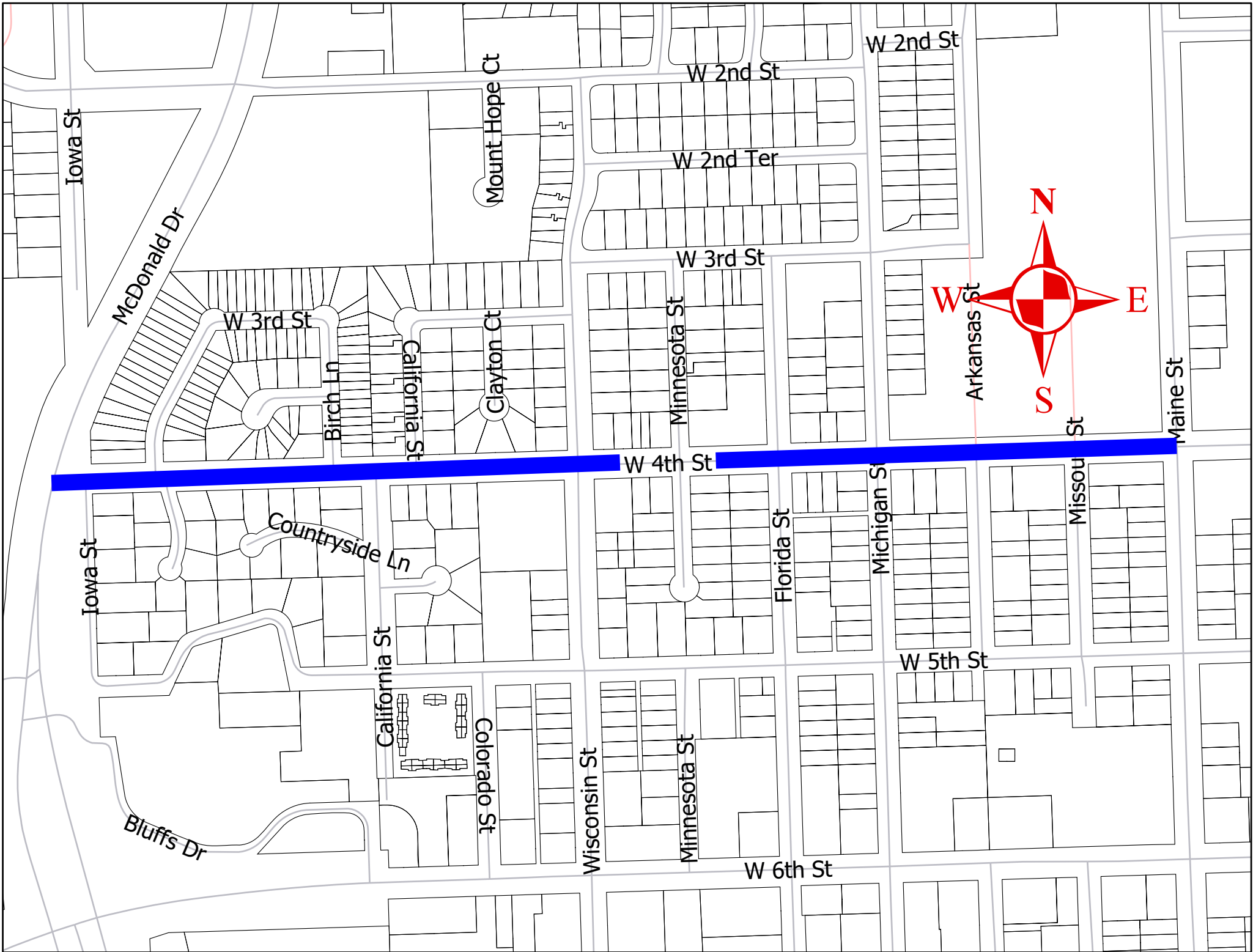
**Subject:** Discrepancies

Mr Soules,

I hope I am contacting the correct official. This about street and speed limits. East 4th from McDonald to the Hospital remains 30 miles an hour, while Monterey was increased to 35 miles an hour some time ago. Both have much traffic. Monterey has a park with numerous children and adults trying to cross Monterey (such as for sledding). It seems to me that east 4th should be increased to 35 miles an hour with less risk involved.

Thanks,

Bob Bechtel



Iowa St

McDonald Dr

Mount Hope Ct

W 2nd St

W 2nd St

W 2nd Ter

W 3rd St

W 3rd St

Birch Ln

California St

Clayton Ct

Minnesota St

Arkansas St

St

Maine St

W 4th St

Iowa St

Countryside Ln

California St

Colorado St

Wisconsin St

Minnesota St

Florida St

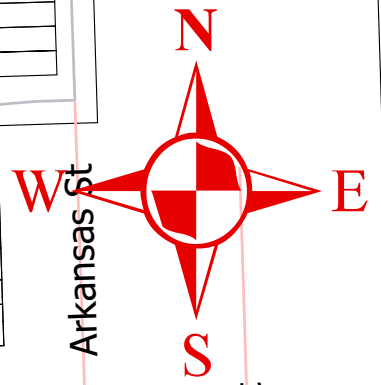
Michigan St

Missou

W 5th St

Bluffs Dr

W 6th St



# NORTH LAWRENCE IMPROVEMENT ASSOCIATION

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LAWRENCE, KANSAS

RECEIVED  
OCT 23 2008  
PUBLIC WORKS

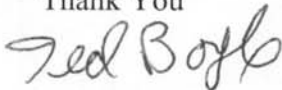
October 20, 2008

Traffic Commission,

The North Lawrence residents and North Lawrence Improvement Association would like to have a sign showing that 8<sup>th</sup> and Ash Street is a "T" intersection. Residents at this location have had cars in the ditch in front of their homes late at night. This traffic is on its way to the boat ramp which is closed at night. Traffic is coming from the bar and club at 508 Locust; these people are impaired and looking for a place to party.

The 2<sup>nd</sup> request made by residents of the North Lawrence Improvement Association is that there be no parking on the south side of Ash from 8<sup>th</sup> Street to 100 feet west. There is a one ton truck and trailer parked there at night which makes Ash Street very narrow and makes 8<sup>th</sup> and Ash intersection very hard to see.

Thank You



NLIA President  
Ted Boyle

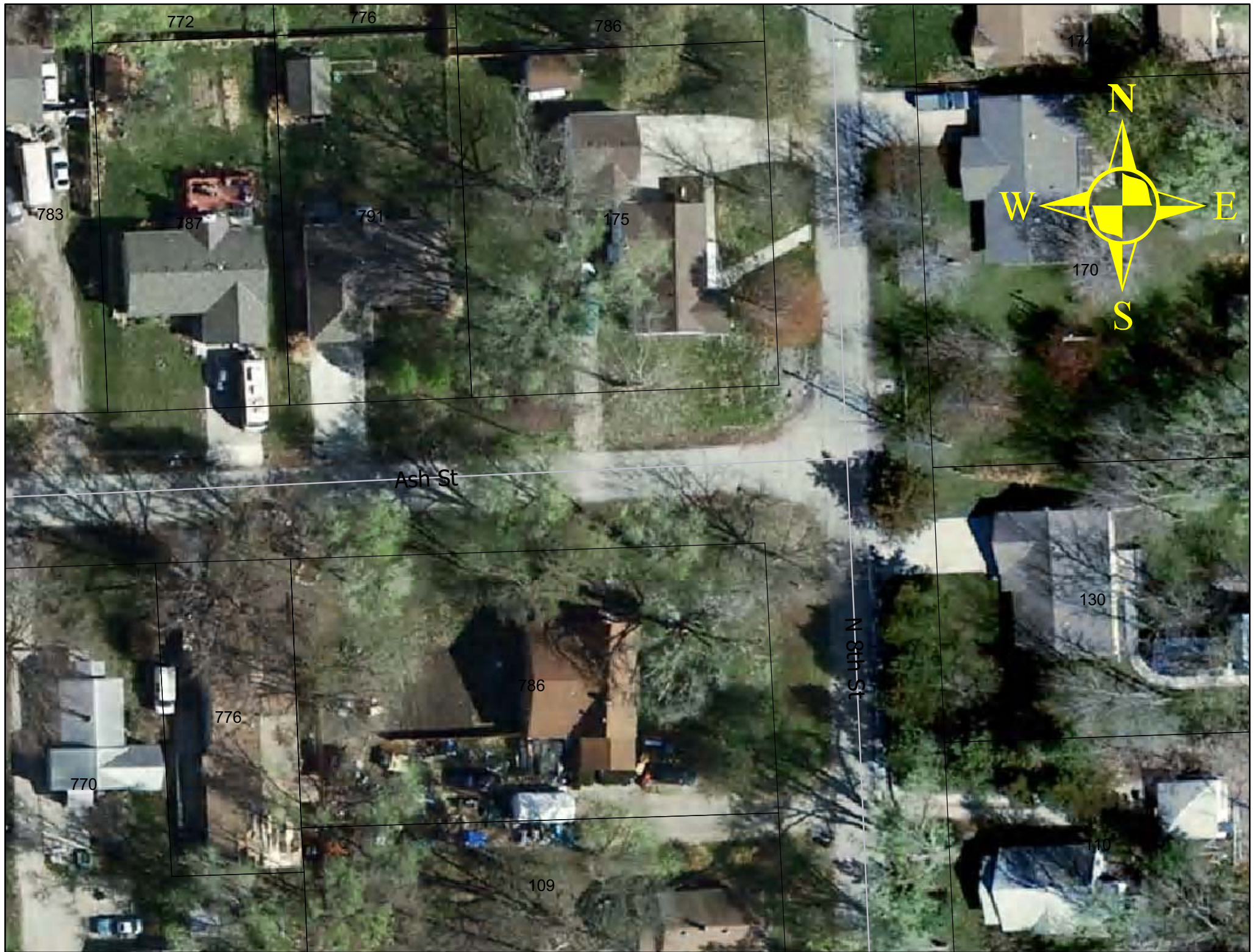
**Section 2C.37 Intersection Warning Signs (W2-1 through W2-6)**

Option:

A Cross Road (W2-1) symbol, Side Road (W2-2 or W2-3) symbol, T-Symbol (W2-4), or Y-Symbol (W2-5) sign (see Figure 2C-8) may be used in advance of an intersection to indicate the presence of an intersection and the possibility of turning or entering traffic. The Circular Intersection (W2-6) symbol sign accompanied by an educational TRAFFIC CIRCLE (W16-12p) plaque (see Figure 2C-8) may be installed in advance of a circular intersection.

The relative importance of the intersecting roadways may be shown by different widths of lines in the symbol.

An advance street name plaque (see Section 2C.49) may be installed above or below an Intersection Warning sign.



772

776

786

174

783

787

791

175



170

Ash St

130

N 8th St

776

786

770

109

110

# NORTH LAWRENCE IMPROVEMENT ASSOCIATION

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LAWRENCE, KANSAS

RECEIVED  
OCT 23 2008  
PUBLIC WORKS

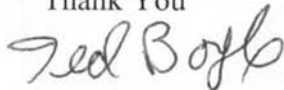
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Thank You



NLIA President

Ted Boyle

**From:** Ashlee Roll-Gregory [mailto:ashlee\_roll\_gregory@hotmail.com]  
**Sent:** Wednesday, March 04, 2009 1:21 PM  
**To:** Traffic Safety Commission  
**Subject:** Traffic Concern

I am a relatively new parent of a child at Sunshine Acres Montessori school. We have only been attending for about a two months. However, in those eight weeks of transport we take our lives in our hands twice daily at the intersection of 21st and Maple Ln. directly in front of the school. It is an awkward intersection, granted. Maple and 21st intersect with the driveway of Sunshine Acres creating a four way stop. The only problem is there are no stop signs. While one could argue that the traffic on 21st has the right of way merely due their speed, there is a very real danger posed to all the cars that encounter this intersection. The most problematic issue for me is that if there is an accident, more than likely, there will be a child involved because the cars that are trying to cross 21st are only people either trying to enter or leave the Sunshine driveway.

Just yesterday I was pulling out of the driveway with my two year old and a black car came out of nowhere. She was going so fast that by the time I saw her I was in the middle of 21st. I had to make a decision on whether to speed up and try to make it across the street or slam on the brakes. I chose to try and make it across the street. Well, she apparently had a point to make, ran me off the road and gave me the one fingered salute. The bird doesn't bother nearly as much as a potential life flight to Children's Mercy.

I don't think that we necessarily need a Place de l'Etoile at the intersection, but I think that a four way stop sign is definitely in order.

Thank you for your time,  
Ashlee Roll-Gregory

**Section 2B.07 Multiway Stop Applications**

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

## Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway 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. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- 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 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- 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:

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 reasonably safely 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 multiway stop control would improve traffic operational characteristics of the intersection.



**ALL WAY Stop Warrant Worksheet**

Date: 9-10 March 2009

Location: 21st Terrace & Maple Lane

Time Period	21st Terrace						Maple Lane						Grand Total
		EB			WB	Total					SB	Total	
12-01		0			4	4					5	5	9
01-02		1			0	1					0	0	1
02-03		5			1	6					3	3	9
03-04		3			3	6					3	3	9
04-05		4			2	6					0	0	6
05-06		6			6	12					6	6	18
06-07		17			11	28					9	9	37
07-08		47			59	106					40	40	146
08-09		30			37	67					43	43	110
09-10		20			30	50					24	24	74
10-11		12			14	26					18	18	44
11-12		19			15	34					29	29	63
12-01		22			23	45					16	16	61
01-02		18			21	39					26	26	65
02-03		30			34	64					33	33	97
03-04		33			27	60					45	45	105
04-05		44			41	85					52	52	137
05-06		27			36	63					51	51	114
06-07		48			15	63					24	24	87
07-08		34			24	58					19	19	77
08-09		21			14	35					14	14	49
09-10		19			15	34					25	25	59
10-11		15			7	22					8	8	30
11-12		10			10	20					12	12	32
Totals	0	485	0	0	449	934	0	0	0	0	505	505	1439

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **71**

Average minor street volume for same 8 hours = **38**



1508

1512

1600

1602

1604

1606

1608

Maple Ln

E 21st Ter

2141

1601

1605

1609

1600

1604



From: Stan Trekell [mailto:strekell@gmail.com]  
Sent: Monday, March 09, 2009 5:06 PM  
To: Traffic Safety Commission  
Subject: 1000 Block of Randall Road

March 10, 2009

Dear Sirs,

I am a property owner residing at 1017 Randall Road and wanted to take just a moment to express my concerns regarding the safety and street conditions in my neighborhood. Specifically, I am referring to West Tenth Place, the 1000-1100 blocks of Randall Road and West Tenth Terrace. ~~The condition of the streets in this area are at best, deplorable. There are utility cuts that have settled, abrupt rises in the pavement, dilapidated curb and guttering, potholes that have simply had a shovel load of hot mix dumped in them and the list goes on. Not only because I am a property owner who happens to ride a motorcycle, but also because my car does not have four-wheel drive, it is of increasing concern to me in regards to the ever-increasing deterioration of the driving conditions within my immediate neighborhood that I have found it necessary to write and to inform you that we need new curb and guttering and a complete new asphalt overlay. Our neighborhood streets have gone unattended too long and now everything needs to be pulled out and replaced as soon as possible.~~

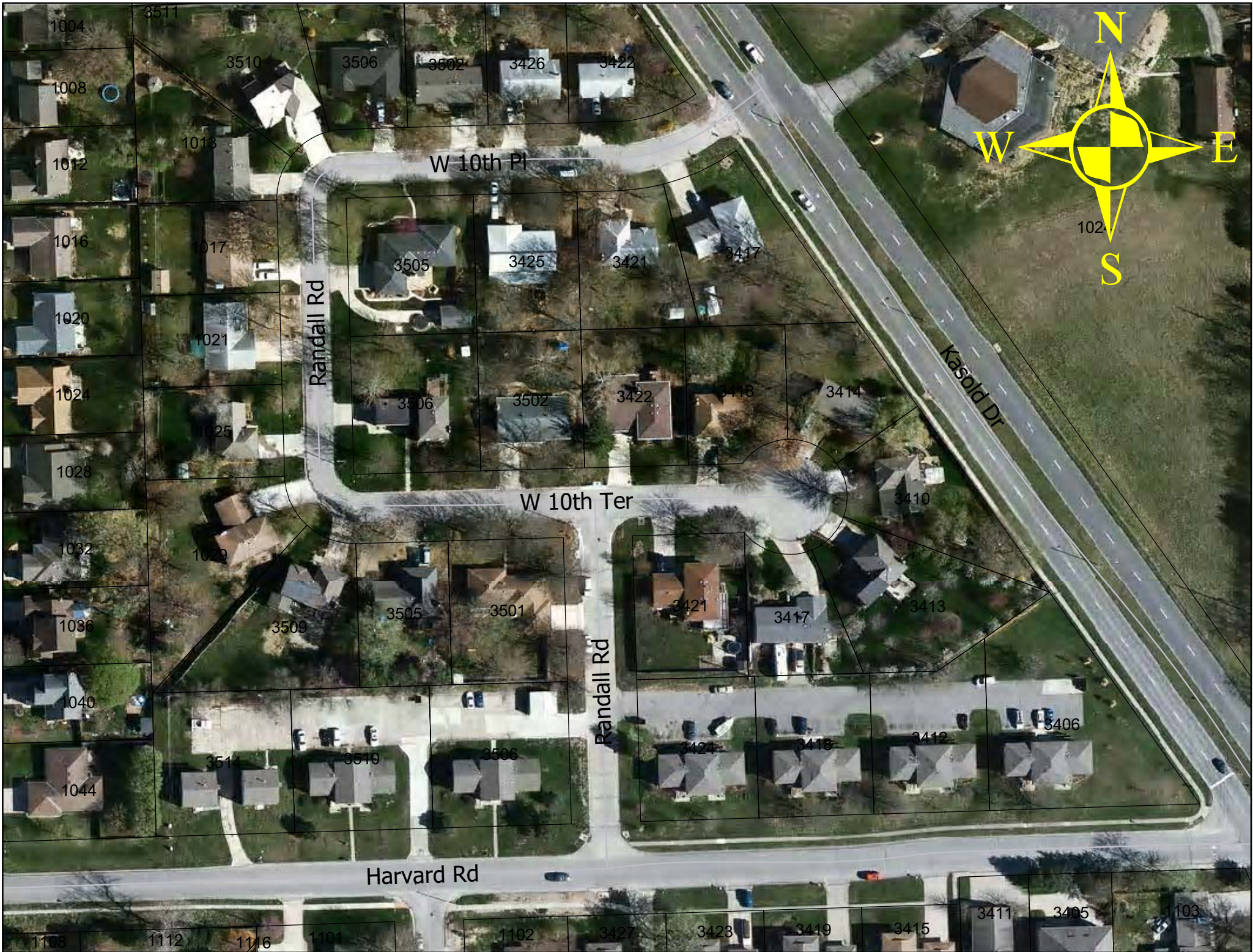
Additionally, you will note the photographs that I have attached which represent a possible scenario that could prove to be life threatening if it ever plays out in reality. I have had reasonable concern about emergency vehicles being able to navigate through our neighborhood ever since a neighbor shared an incident that occurred before I moved into the area. I was told that a city trash truck was reported to be on fire and that a LFD pumper truck was dispatched but it could not navigate the narrow passage ways of our neighborhood due to parking being allowed on both sides of the street. It is my understanding that they had to back out of the neighborhood and go back out onto Kasold Drive and then around to Harvard Road to perform their duties. Had this been a medical emergency, the outcome might have been very different. These photographs are ones that I took during an emergency EMT call to an adjacent neighbor's home (10th Place & Randall Rd) that had their elderly mother residing with them. When I saw the fire truck and ambulance pull up, I purposely backed my white Ford Econoline van into the frame of the pictures shown in order to simulate the danger that the current parking situation represents. You can see the resultant effect--an emergency vehicle simply cannot negotiate our already narrow streets with vehicles parked on both sides of the street. And while I am not a traffic engineer, I do have some very definite opinions on the corrective measures that should be taken and that could be easily incorporated with my requested street repairs. I do appreciate the fact that the city has budget constraints but I, along with the other neighbors who have lived here much longer than myself, have been waiting for too many years for our city service providers to do the right thing. Now is the time for corrective actions to be taken. We have waited long enough and have been more than patient for our streets to be safe and drivable.

Thank you for your time and consideration,

Stan Trekell  
766-6969







1004

3511

3510

3506

3502

3426

3422

1008

1013

W 10th Pl

1012

1016

1017

3505

3425

3421

3417

1020

1021

Randall Rd

1024

1025

3506

3502

3422

3418

3414

1028

W 10th Ter

1032

1029

3509

3505

3501

3421

3417

3413

1036

1040

Randall Rd

1044

3514

3519

3506

3424

3418

3412

3406

Harvard Rd

1108

1112

1116

1101

1102

3427

3423

3419

3415

3411

3405

1103

Cornerstone Southern Baptist Church, 802 West 22<sup>nd</sup> Terrace, Lawrence Kansas would like to make the following request to the Traffic Safety Commission of Lawrence Kansas,

Cornerstone Southern Baptist Church has a parking lot on the south side of 802 West 22<sup>nd</sup> Terrace, this section of West 22<sup>nd</sup> Terrace is posted “No Parking” on both sides of the street.

On this south side of the church facility we have a handi-cap ramp leading up and into the church building.

We are requesting that the north curb next to the church building, 802 West 22<sup>nd</sup> Terrace, be marked off and allotted two new handi-cap parking spaces which would face west.

This additional curb parking would be helpful for older and handi-capped people to more easily and safely access the church facility by way of the ramp. During various inclement weather the street becomes slick making it hazardous for older and handicapped people to cross West 22<sup>nd</sup> from the south parking lot.

Respectively,

Gary T. O’Flannagan, pastor Cornerstone Southern Baptist Church  
785-843-0442  
gary2\_1962@yahoo.com



830

824

818

812

2145

W 22nd St

831

827

821

815

802

2201

832

828

822

816

W 22nd Ter

831

827

821

815

802

802

600

2223