

City of Lawrence
Traffic Safety Commission Agenda
August 5, 2013-7:00 PM
City Commission Room, City Hall

MEMBERS: Edwin Rothrock, Chair; John Ziegelmeier Jr., Vice-Chair; Stuart Boley; Ryan Devlin; Dan Harden; Cody Howard; Steven Koprince; Tracy Russell; and Chris Storm

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, July 1, 2013.

ITEM NO. 2: Consider request for a MULTI-WAY STOP at the intersection of 7th Street & Alabama Street or construction of SPEED HUMPS on Alabama Street approaching 7th Street.

Staff Report:

1. The "Manual on Uniform Traffic Control Devices" provides the following criteria for installation of a multi-way stop: Where traffic signals are justified, five or more reported crashes in a 12-month period, where the volume on the main street averages at least 300 vehicles per hour for 8 hours of an average day and the volume on the minor street averages at least 200 units per hour for the same 8 hours, or if the number of crashes and traffic volume are satisfied to the extent of 80% or more.
2. Traffic data collected on July 10-11 found the volume on the main street (7th Street) to average 50 vehicles per hour during the eight (8) highest hours of the day, and the volume on the minor street (Alabama Street) to average 23 vehicles per hour during the same eight (8) hours.

3. A review of Police Department crash reports found that there have been no reported crashes at this intersection during the past three (3) years.
4. Therefore, it does not appear that a MULTI-WAY STOP is currently justified.
5. The City's Traffic Calming Policy provides that traffic calming devices may be provided on "local" streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit, if the 24-hour two-way traffic volume is greater than 1000, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or if any two of the conditions are satisfied to the extent of 80% or more.
6. Traffic data collected July 10-11 found approximately 326 vehicles on Alabama Street in a 24-hour period with an 85th percentile speed of 26.3mph; the posted speed limit is 20mph. A cut-through traffic study has not been conducted.
7. Therefore the criteria of the City's Traffic Calming Policy is currently met.

ITEM NO. 3: Consider request to establish a CROSSWALK with PEDESTRIAN HYBRID BEACON on 11th Street at Delaware Street.

Staff Report:

1. 11th Street is classified as a "minor arterial" street, paved 30 feet wide and a posted speed limit of 30mph.
2. Traffic data collected 16-17 July 2013, found approximately 7800 vehicles in a 24-hour period with an 85th percentile speed of approximately 34.4mph.
3. A comprehensive study of approximately 2000 crosswalks nationwide found that under existing traffic conditions, there is no statistical difference in the crash rate of a marked vs. unmarked crosswalk.
4. Based on the speed of traffic, the width of the street and a walking speed of 3.5 feet/second (typical for an elementary student) there would need to be a gap in traffic of approximately 625 feet both east and west of the intersection (shown on the attached map by the dotted line) for a pedestrian to safely cross the street.

5. The nearest controlled crossings on 11th Street are at the Burroughs Creek Rail Trail 925 feet east of the intersection and at the alley between New York Street & New Jersey Street 825 feet west of the intersection (shown on the attached map with push-pins).

ITEM NO. 4: Consider request to establish a BUS LOADING ZONE along the west side of Hilltop Drive, from Harvard Road, north 600 feet.

Staff Report:

1. Buses currently unload and load along both side of Hillcrest Elementary School.
2. In preparation for construction at Hillcrest next spring, it is desirable to consolidate all bus loading to one location before school starts this fall, instead of making changes in the middle of the school year.
3. Hilltop Drive is paved approximately 24 feet wide and parking is currently prohibited along the east side, 7am-5pm, Mon-Fri, from Harvard Road, north 500 feet.

ITEM NO. 5: Public Comment.

ITEM NO. 6: Commission Items.

ITEM NO. 7: Miscellaneous.

City of Lawrence
Traffic Safety Commission
August 5, 2013 Minutes

MEMBERS PRESENT: Edwin Rothrock, Chair; John Ziegelmeyer, Jr., Vice-Chair; Stuart Boley; Ryan Devlin; Dan Harden; Cody Howard; Steven Koprince; Tracy Russell; and Chris Storm

MEMBERS ABSENT: None

STAFF PRESENT: David Woosley, Public Works Department

PUBLIC PRESENT: Betty Alderson; Jennifer Sievers; Sarah St. John; Beth Whittaker; John Wilkins

Chair Edwin Rothrock called the meeting to order at 7:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

ITEM NO. 1:

Review and approve the minutes of the Traffic Safety Commission meeting, July1, 2013.

MOTION BY COMMISSIONER HARDEN, SECOND BY COMMISSIONER DEVLIN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MAY 6, 2013; THE MOTION CARRIED, 7-0-2.

ITEM NO. 2:

Consider request for a MULTI-WAY STOP at the intersection of 7th Street & Alabama Street or construction of SPEED HUMPS on Alabama Street approaching 7th Street.

Woosley reviewed the information provided in the staff report.

Public Comment:

Jennifer Sievers, 701 Alabama Street: I've lived at 7th & Alabama for about 16 years; it has been an increasingly hazardous intersection for a long time; the nursery school doesn't have a parking lot, so parents drop-off children in the morning and pick them up in the evening which creates a big parking mess with kids everywhere; they park right up to the intersection which creates decreased

visibility for others; the church has a parking lot, but it doesn't accommodate everyone that attends; there's a lot of parking on the street, there are a lot of kids and there are a lot of elderly; they have activities other than Sunday morning; they have something on Thursday evenings and special events such as weddings, funerals, etc.; there is no signing to warn motorists of children in the street; it is also on the Pinckney walking route, so, any child that lives west of Illinois Street uses 7th Street and there are no warning signs; the east-west traffic is one of the major problems since there is a 4-way stop one block east and west of Alabama, but Alabama is a 2-way stop, so cars only come to a rolling stop; there is a lot of cut-through traffic north-south going highway speed; I see cars regularly going 40mph past my house; the cut-through traffic going to KU occurs at the same time as the children are being dropped-off and picked-up; it's an accident waiting to happen; I'm not really pushing for speed bumps and my neighbors aren't either, just 2 stop signs; it wouldn't be a precedent, there are already plenty of 4-way stops in Old West Lawrence; my family collected signatures throughout Old West Lawrence and we didn't encounter anyone against the idea; I'm hoping the Traffic Commission will push this through and make our neighborhood safer.

Beth Whittaker, 833 Missouri Street: There is a lot of excitement at the pre-school about a 4-way stop at the intersection; it's scary for the parents when they are there; people who walk or jog in the area are concerned about the intersection too.

Sarah St. John, 620 Alabama Street: I agree with Jennifer and Beth and everything they've said; in addition, there are residents in the neighborhood they take walks at night and that is one of the only blocks in the neighborhood without a sidewalk on one side; I go through the intersection twice a day and every time I have to approach it with extreme caution; some of the cars are almost airborne they are going so fast.

Betty Alderson, 1400 Lilac Lane: The school has been there so long, there probably weren't any parking requirements when it started; this may be one location that is worthy of an exception to the guidelines.

Commission Discussion:

Commissioner Harden: I don't know if a 4-way stop is the best solution; that will actually speed some drivers up because of the time they lose stopping; it's counter-intuitive but they can create more problems than they solve; having a lot of congestion is probably one of the best things because that is traffic calming; if you want to really slow the traffic down, you need some type of physical barrier; stop signs allocate right-of-way at an intersection and are not for speed control; they typically make it worse; all intersections are potentially dangerous, that is why there is criteria for solutions; this intersection meets the criteria for a physical barrier, that slows vehicles down whether they want to or not; I'm fearful of a 4-way stop, it is a ceremonial thing and makes everyone feel good

and really not a whole lot changes; I think you really need to have some hard stuff out there in the street to slow everyone down.

Commissioner Russell: One of my concerns is that everyone has mentioned the parking problem and installing stop signs will eliminate parking spots.

Commissioner Ziegelmeier asked what liability exists if we don't comply with the MUTCD; Woosley advised that there is always a liability potential when you don't follow national standards.

MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER BOLEY, TO RECOMMEND CONSTRUCTION OF TRAFFIC CALMING DEVICES ON ALABAMA STREET AT 7TH STREET; THE MOTION CARRIED, 9-0.

ITEM NO. 3:

Consider request to establish a CROSSWALK with PEDESTRIAN HYBRID BEACON on 11th Street at Delaware Street.

Woosley reviewed the information provided in the staff report.

Public Comment:

None.

Commission Discussion:

Commissioner Harden asked if the neighborhood association had commented on this request; Woosley advised that he had not heard from them.

Commissioner Rothrock noted that this would be a lot of crossing beacons on one stretch of roadway when other areas of town would like to have them.

MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER ROTHROCK, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A CROSSWALK WITH PEDESTRIAN HYBRID BEACON ON 11TH STREET AT DELAWARE STREET; THE MOTION CARRIED, 7-2 (Boley & Howard: the major park at this intersection and the distance to a safe crossing in each direction.

ITEM NO. 4:

Consider request to establish a BUS LOADING ZONE along the west side of Hilltop Drive, from Harvard Road, north 600 feet.

Woosley reviewed the information provided in the staff report.

Public Comment:

John Wilkins, 1652 Mississippi Street: This request comes from the Principal of Hillcrest, in order to prepare for construction at the school next spring; most of the construction will be on the west side of the school, so it is appropriate to keep the buses away from that area and consolidate them on the east side of the school; .

Commission Discussion:

Commissioner Boley asked if the buses were there all day or just specific times; Wilkins advised that it was not all day, but only 7-9 in the morning and 2-4 or so in the afternoon.

Commissioner Russell asked if there was any parking allowed on the east side of Hilltop, north of the school driveway; Wilkins indicated that there wasn't currently.

Commissioner Russell stated he was concerned for the residents on the east side of the street if parking were allowed where buses would be on the west side.

Commissioner Rothrock stated he visited the site and there weren't any vehicles parked on the west side of the street between 9th and Harvard.

MOTION BY COMMISSIONER HARDEN, SECOND BY COMMISSIONER RUSSELL, TO RECOMMEND ESTABLISHING A BUS LOADING ZONE 7-9AM 2-4PM MON-FRI ALONG THE WEST SIDE OF HILLTOP DRIVE FROM HARVARD ROAD, NORTH 600 FEET; THE MOTION CARRIED, 9-0.

ITEM NO. 5:

Public Comment:

None.

ITEM NO. 6:

Commission Items:

None.

ITEM NO. 7:

Miscellaneous:

None.

The meeting adjourned at 8:00 p.m. The next scheduled meeting of the Traffic Safety Commission is Monday, October 7, 2013.

Respectfully submitted,

David E. Woosley

David E. Woosley, P.E.
Transportation/Traffic Engineer