

AGENDA: TSC 2/2/15

ITEM NO. 5: Consider request to establish Yale Road as a ONE-WAY eastbound between Murrow Court and Crestline Drive.

Staff Report:

1. Yale Road is classified as a "local" street in a residential area and is adjacent to West Middle School.
2. Yale Road is currently established as a one-way street eastbound between Schwarz Road and Murrow Court; this is a continuation of the one-way designation of Schwarz Road southbound between 9th Street and Yale Road.
3. Parking is prohibited along the south side of Yale Road between Schwarz Road and Crestline Drive.
4. Establishing this portion of Yale Road as a one-way street may be an inconvenience to residents of Murrow Court and Madeline Lane between 9th Street and Yale Road and may slightly increase the amount of northbound traffic on Crestline Drive at 9th Street.
5. Although the request mentions a problem with parking on both sides of Schwarz Road between 9th Street and Yale Road during school drop-off and pick-up times, the school district plans to request that recessed angle-parking be permitted adjacent to Sunset Hill Elementary which may eliminate this problem.

MINUTES: TSC 2/2/15

ITEM NO. 5:

Consider request to establish Yale Road as a ONE-WAY eastbound between Murrow Court and Crestline Drive.

Woosley reviewed the information provided in the staff report. .

Public Comments:

Milton Scott, 907 Madeline Lane: I'm not in favor of changing Yale Road; I don't think there is a traffic flow problem, there is a parking lot problem for West Middle School; we are concerned that traffic that can now access the parking lot from Crestline to Yale Road, would have to use Madeline Lane or Murrow Court to get to the parking lot; cars that park on Madeline Lane for events at the church on 9th would have to use Murrow Court or turn around in the driveways on Madeline Lane in order to park on the east side of the street; I don't think we can take any more traffic on Madeline Lane.

Ed Callahan, 925 Madeline Lane: I would suggest that it be a one-way part-time, 8am-4pm, school days only.

David Unekis, 707 W. 4th Street: It may be better to take a look at this after changes are completed at Sunset Hills Elementary.

Phyllis Farrar, 907 Murrow Court: I would like to support the request; the change from a two-way street to a one-way street is often missed by drivers who are westbound on Yale, resulting in vehicles travelling on around Schwarz, surprising anyone passing the elementary school; when parents are waiting to pick-up students, they wait on both sides of Yale, leaving just enough room for a vehicle to get through; we support this change and we think it would improve traffic flow and safety for the students; it would require us to change our driving habits and it may increase traffic on Murrow Court.

Jen Unekis, 707 W. 4th Street: I don't really know what the solution to the problem is; I don't know how a one-way would make things any better.

Gary Webber, 907 Murrow Court: The diverter would work most of the time; but during school hours it would be a major bottleneck.

Commission Comments:

Commissioner Boley noted that a diverter may be able to be placed at Yale & Murrow to solve the problem of vehicles entering the wrong way.

Commissioner Rothrock: I see some pretty serious issues with taking all of the traffic that is approaching that area from the south and forcing them to turn left onto 9th Street and then turning left again; if Vermont Street behind St. John's School is any indication, I think you will get three lines of stopped cars; I'd be very concerned that you would plug-up the area.

Commissioner Ziegelmeyer: A diverter at Murrow Court makes a little bit of sense to me.

MOTION BY COMMISSIONER ROTHROCK, SECOND BY COMMISSIONER BOLEY, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH YALE ROAD AS A ONE-WAY EASTBOUND BETWEEN MURROW COURT AND CRESTLINE DRIVE; THE MOTION CARRIED, 7-0.

David Woosley

From: Shannan Johnson <lkbeauty4@gmail.com>
Sent: Thursday, October 30, 2014 10:18 AM
To: David Woosley
Subject: School cross walk needed

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Refer to TSC

My name is Shannan Johnson. I am requesting a school cross walk be placed at the intersection of ninth and Crestline street for West Junior High students to cross safely. My children lillyanna 13, and Auryn 12 were struck by a car on Oct. 29 2014 crossing this intersection on their way to school. A similar accident happened last year at this same intersection. My children are thankfully alright but, would like to get the steps in motion to prevent this from occurring again.

Thank you
Shannan Johnson
My number I can be reached at
785 304 1491



CITY OF LAWRENCE, KANSAS
SCHOOL CROSSING CONTROL POLICY

Resolution No. 5777, March 19, 1996
Resolution No. 6604, August 16, 2005
Resolution No. 6748, January 22, 2008

- Premises:
1. Traffic control signs, markings, and signals (other than School Advance and School Crossing signs, and Marked Crosswalks) will be provided for elementary students only. Junior and senior high students are capable of walking to-and-from school without special assistance from adults or traffic control devices.
 2. In order to consider an adult guard or other traffic control device, the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period. The crossing periods to be studied shall be the 45 minutes prior to the beginning of school and the 30 minutes after school dismissal, in 5-minute increments. A minimum of 3 morning and/or 3 afternoon studies will be conducted to determine the average number of children.

SCHOOL ADVANCE SIGN

A School Advance Sign may be provided on each approach of each street adjacent to a school and in advance of every marked school crosswalk that is not adjacent to a school.

MARKED CROSSWALKS

A marked crosswalk may be provided at crossings adjacent to school property, and at other locations where the following minimum requirements are met: vehicles enter the crosswalk (without being required to stop) at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period. Marked crosswalks shall be limited to one per street per school when practical. Unprotected crosswalks (absence of stop sign, traffic signal or adult crossing guard) may be marked if required by a school route plan or, if a school route plan does not exist, it is not practical for children to use a protected crosswalk.

REDUCED SPEED ZONE (20 MPH)

A reduced speed zone may be provided for each marked school crosswalk that is not protected by a stop sign, traffic signal or adult crossing guard. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect at times provided in the *Code of the City of Lawrence*. Any signs installed under this provision will be removed upon installation of a stop sign, traffic signal or adult crossing guard under other provisions of this policy.

REDUCED SPEED ZONE (20 MPH) WITH FLASHING BEACON

A reduced speed zone with flashing beacon may be provided for each marked school crosswalk that is not protected by a stop sign or traffic signal, if the following minimum requirements are met: the average number of students exceeds 40 and the available safe gaps in the traffic is greater than 1.5 per minute; or if the average number of students is 10 or greater and the available safe gaps in the traffic is 1.0-1.5 per minute. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect for 45 minutes prior to the beginning of school and for 30 minutes after the end of school. Any beacons installed under this provision will be removed upon installation of a stop sign or traffic signal under other provisions of this policy.

STOP SIGN AND TRAFFIC SIGNAL

A Stop Sign or Traffic Signal will only be provided in accordance with criteria established in the *Manual on Uniform Traffic Control Devices*, as published by the Federal Highway Administration, and adopted by the State of Kansas and the City of Lawrence.

ADULT CROSSING GUARD

An Adult Crossing Guard may be provided if any of the following minimum conditions are met:

1. At an unprotected crosswalk if:
 - (a) the average number of students exceeds 40 and the available safe gaps in the traffic is 1.0-1.5 per minute; or
 - (b) if the average number of students is 10 or greater and
 - (1) the speed limit on the street is over 35mph, or
 - (2) the street is marked for more than 3 lanes of traffic, or
 - (3) the product of the crossing time (in seconds) and the speed limit for approaching traffic (in feet per second) is equal to or larger than the measured sight distance, or
 - (4) the available safe gaps in the traffic is less than 1.0 per minute.
2. At a crosswalk protected by a Stop Sign (not an all-way stop) or a Traffic Signal, if the average number of students is 30 or greater; and
 - (a) the street is marked for 4 lanes or more lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period; or
 - (b) the street is marked for less than 4 lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 300 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period.
3. At a crosswalk at an All-Way Stop if the average number of students is 10 or greater and the all-way stop is warranted during the crossing period.

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.



National Ln

Century Dr

V 9th St

W 9th Ter

Harvard Rd

Crestline Dr

Crestline Dr

**West
Middle
School**

Madeline Ln

Yale Rd

Harvard Rd

Century Dr

Murrow Ct

Moundview Dr

Ludlam Park

Schwarz Rd

Schwarz Rd

W 7th St

