

AGENDA: TSC 6/1/15

ITEM NO. 2: Consider request to establish NO PARKING along both sides of Crestline Drive from 9th Street to Bob Billings Parkway.

Staff Report:

1. Crestline Drive is classified as a "collector" street between 9th Street and Bob Billings Parkway; it is paved approximately 26 feet wide and the posted speed limit is 30mph.
2. Parking is currently permitted along the east side of the street from Yale Road to Harvard Road; and,
3. Parking is currently permitted along the west side of the street from a point 115 feet south of 9th Street to Yale Road.
4. There have been no reported crashes between 9th Street and Harvard Road during the past three (3) years.

MINUTES: TSC 6/1/15

ITEM NO. 2:

Consider request to establish NO PARKING along both sides of Crestline Drive from 9th Street to Bob Billings Parkway.

Woosley reviewed the information provided in the staff report and noted additional correspondence received on this item.

Public Comments:

Don Spradling, 2710 Oxford Road: The biggest problem is traffic during the peak hour when both schools let-out; a lot of people park in that area to pick people up and it causes a serious congestion issue; there isn't any parking on Crestline except in this area which is the busiest area on Crestline; this would affect a couple of houses, but, I have noticed there isn't much on-street parking during the evenings; when there is a bus on Crestline the whole area gets congested; a lot of parents park on Crestline to pick up students from the middle school; although there haven't been any accidents recently, there have been a number of close calls; before we can work with the school to get parents off Crestline, we need to get standardized no parking along Crestline.

Jeanne Pees, 2905 Stratford Court, President of Sunset Hills Neighborhood Association: When cars are parked on Crestline between 9th and Yale, it makes it very difficult for traffic on Crestline; so we are asking that you put no parking on that stretch; just because of safety purposes and weather conditions and hills and curves, we think for sure that we would like to see no parking between 9th and Yale; it is dangerous when you come down Crestline during school hours with cars parked there.

Commission Discussion:

Commissioner Jones asked Spradling where the vehicles would go if parking isn't permitted; Spradling stated he didn't have an answer for that.

Commissioner Jones asked Spradling if the time frame for the congestion was 40-50 minutes after school lets out; Spradling stated that was correct.

Commissioner Devlin asked Spradling if there was a similar problem before school in the morning; Spradling stated there wasn't a problem in the morning.

Commissioner Ziegelmeier asked Spradling if prohibiting parking during a certain time period would solve the problem; Spradling stated would solve a lot of the problems.

Commissioner Ziegelmeier asked Spradling if most of the people were sitting in their cars while they were waiting; Spradling stated that was accurate on the west side of Crestline near the middle school.

Commissioner Harrod asked Spradling what no parking 8am-5pm weekdays would do for the situation; Spradling stated that would be a viable option.

Commissioner Crawford asked Spradling if he thought the people waiting on Crestline were trying the skirt the set-up plan for picking up students; Spradling stated they may be skirting, but they are perfectly legal.

Commissioner Jones: I don't see how restricting parking would make things any smoother. Spradling stated there are a number of other places where the waiting could take place.

Commissioner Storm asked is the City had prohibited standing anywhere else in the city; Woosley advised that No Parking, No Stopping, No Standing had been established on Mississippi Street across from Pinckney Elementary School.

Commission Harrod asked Pees if this had been discussed within the neighborhood; Pees advised that she had e-mailed all the members and requested that they forward their concerns to the city.

Commissioner Storm noted that he didn't think establishing no parking would improve the flow of traffic on Crestline when school lets out, however, it is a short duration, but, from a consistency standpoint, having no parking makes sense.

Commissioner Hoskinson: I think the no parking would potentially discourage some of the standing too.

Commissioner Devlin: I do see the validity in that argument.

MOTION BY COMMISSIONER STORM, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND ESTABLISHING NO PARKING ALONG BOTH SIDES OF CRESTLINE DRIVE FROM 9TH STREET TO BOB BILLINGS PARKWAY; THE MOTION CARRIED, 7-0.

David Woosley

From: Donald J Spradling [<mailto:djspradling@ku.edu>]
Sent: Thursday, April 09, 2015 5:47 PM
To:
Subject: multi-stop at 9th and crestline

Mr. Woosley,

I am contacting you regarding the proposed 9th street corridor from Centennial to Wellington, which is in the Sunset Hills area.

Of concern is the traffic exiting Sunset hills elementary school on 9th street. There is a sign posted at the exit of the school which instructs people to turn right during particular hours but it is routinely disregarded, or not observed. Would it be possible to install a barrier in the road on 9th street such as delineators which would allow people exiting sunset hills to make a right turn only? The traffic at the school gets backed up and disrupted due to vehicular traffic trying to either go straight across to Schwartz Road 9th or making a left turn onto 9th Street. The delineators would also have the added benefit of traffic calming and speed reduction in a school zone.

Another concern I have is the street side parking on Crestline Dr, south of 9th, west side of Crestline Dr. There are usually several cars parked on the street which causes problems for pedestrians coming out of West Middle School and Sunset Hill Elementary School as well as the traffic issue created from someone travelling south on Crestline who must yield to north bound Crestline traffic (or vice versa) since cars are parked on the side of the street. Will the addition of a multi stop intersection include restricting parking on both sides of crestline from 9th to 15th? I believe this would be the best solution regardless of the addition of an intersection.

I have included a graphic to assist in describing the problem.

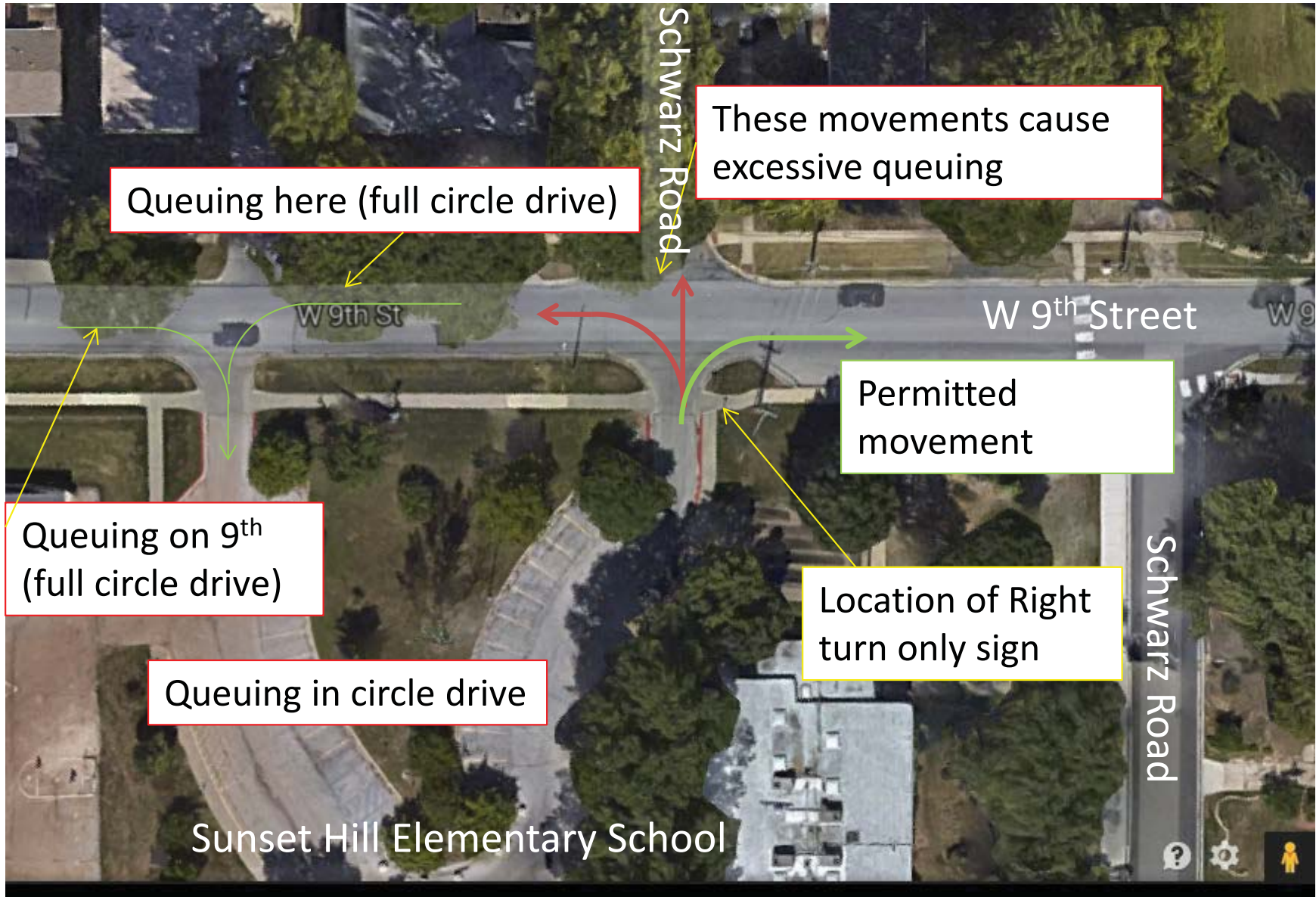
As disclosure, I have children who attend Sunset Hills, and I live on Oxford Road, in the Sunset Hills neighborhood.

Regards,

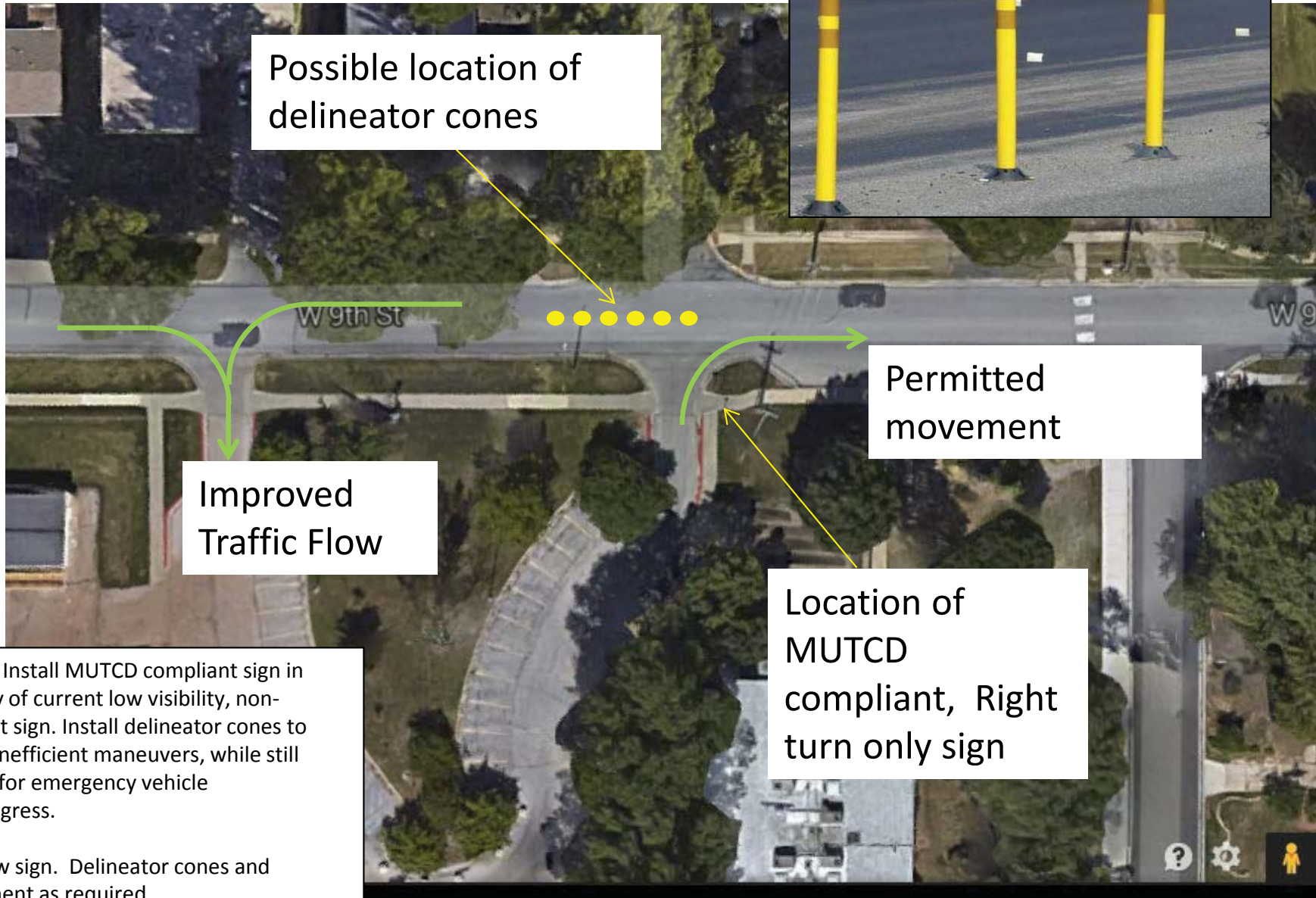
Donald J Spradling, EIT
Graduate Research Assistant
University of Kansas
(785) 550-7130

2710 Oxford Rd.
Lawrence KS, 66049

Case #1: Sunset Hill Traffic



Case #1: Sunset Hill Traffic Solution



Solution: Install MUTCD compliant sign in proximity of current low visibility, non-compliant sign. Install delineator cones to prevent inefficient maneuvers, while still allowing for emergency vehicle ingress/egress.

Cost: New sign. Delineator cones and replacement as required.

Benefits: Better flow during peak demand. Less queuing, minimize conflict points.

Case #2: Crestline Parking



Why is parking permitted on the street in the area of Crestline which has the highest pedestrian density (proximity to Sunset Hill, and West Middle School)?

This has the effect of slowing vehicle maneuvers from 9th to Crestline and vice versa. It also restricts visibility and encourages veering into oncoming traffic (in a pedestrian heavy area) to move around cars parked on the street. Passing a parked vehicle encourages cars to increase velocity to make passing maneuver.

Parking Not Permitted

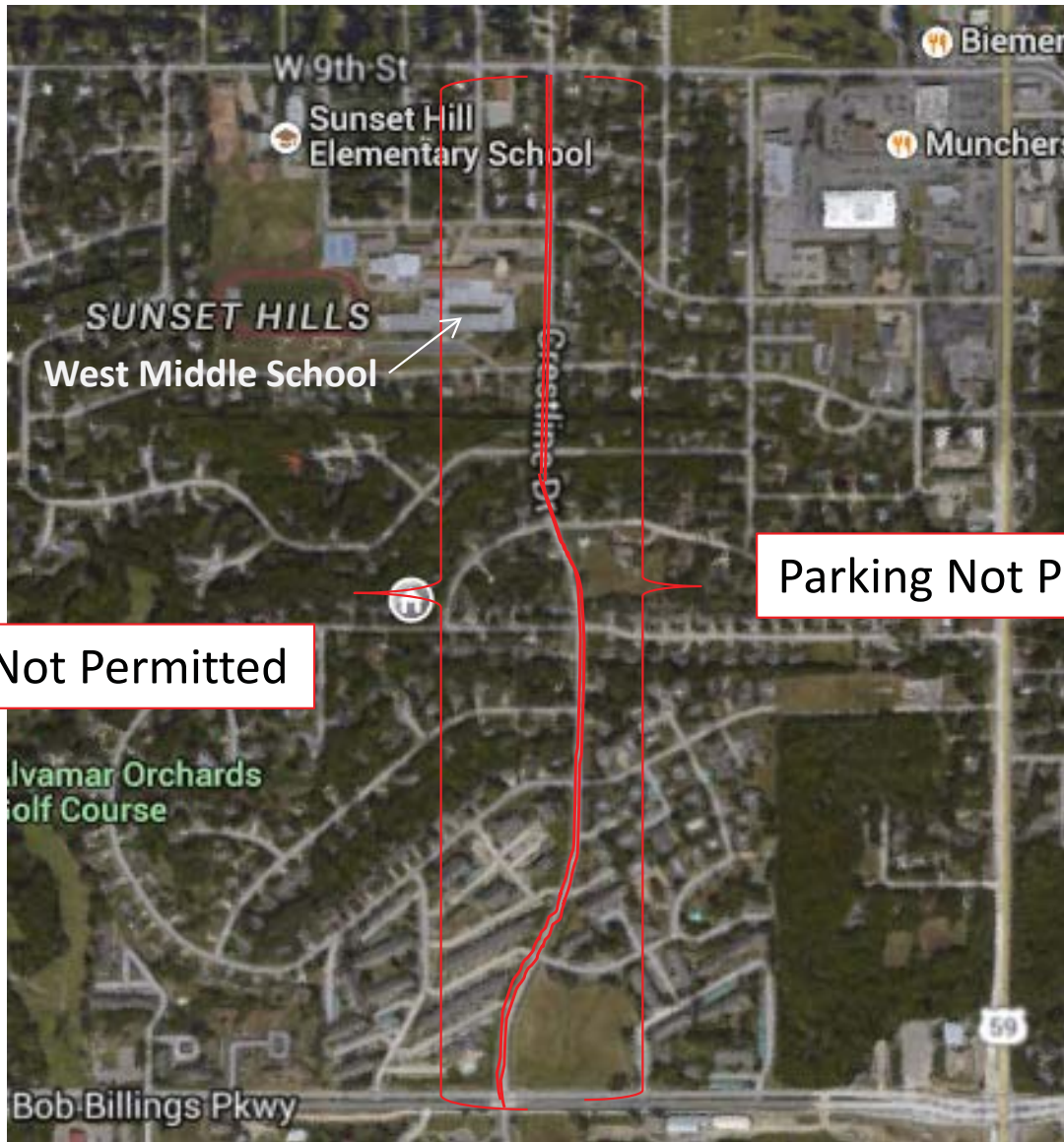
Parking Not Permitted

Crestline Dr Average width = 22ft.
 Average school bus width= 8.5 ft. (10 ft. driving)
 Average Parked car width =7 ft.

Width of usable lane, when a car is parked on Crestline and school busses and other large traffic is transiting either direction= 22-10-7= 5 ft.

Effectively a single lane road... during peak traffic flow.

Case #2: Crestline Parking, Solution



Solution: Do not allow parking on Crestline Drive.

Cost: New signs to show no parking areas.

Benefits: Safer pedestrian, less head on conflict possibilities. Better flow during peak demand.

David Woosley

From: Gary Webber <gwebber@sunflower.com>
Sent: Monday, June 01, 2015 1:21 PM
To: David Woosley
Subject: Crestline parking

Hi David,

I live at 907 Murrow Ct., two blocks west. I support changing to no parking on both sides of Crestline between 9th and Harvard. I know it will inconvenience the five houses affected in the nine hundred block, but hope not too greatly. Crestline is best situated and housed to serve as the primary feeder to 9th. A four-way stop at 9th would facilitate this. I would support parking on one side only of Murrow Ct. and Madeline if that would help distribute school traffic.

Best,
Gary Webber

David Woosley

From: Jon Dunham <jondun@sunflower.com>
Sent: Monday, June 01, 2015 4:33 PM
To: David Woosley
Cc: Gerald Pees
Subject: Parking on Crestline

Mr. Woosley,

I was notified by my homes association that there is a proposal to ban parking on Crestline from 9th to Harvard. I am very much in favor of this proposal. Crestline is the main way to get to my home. Whenever someone is parked on Crestline, especially right south of 9th street it really jams the two way traffic to the point that we have to wait to pass.

Also, I am very much in favor of the 4 way stop at 9th and Crestline. In 30 years in this area, I've never witnessed an accident there, but have been very delayed by traffic on 9th blocking the flow of school traffic from West Middle School in the mid afternoon.

Thanks,
Jon Dunham
2712 Westdale Cir
Lawrence, KS 66049

David Woosley

From: Dan Dannenberg <ddannenberg@sunflower.com>
Sent: Monday, June 01, 2015 4:44 PM
To: David Woosley
Subject: Proposal to prohibit parking on the west side of Crestline from 9th St. to Harvard Rd.

Mr. Woosley: I live on University Drive just west of Crestline so I frequently travel that that route. I don't believe the current practice of allowing parking on the west side of Crestline is an undue traffic obstacle. However, when the middle school is in session and the day's classes end, there is usually a line of cars parked on the west side of Crestline waiting to pick up students. This creates a one lane street which would pose problems for first responders.

Because there is limited parking around the middle school, it is possible that Crestline is a place where those attending special events at the school can park. Because the need for this parking space is not on-going, I don't believe the community as a whole is well-served by prohibiting it.

Also, I once heard someone say that allowing parking on one side of a street serves to control the speed of vehicles traveling it.

Dan Dannenberg
e-mail ddannenberg@sunflower.com
tel 785.841.2973
2702 University Drive, Lawrence, KS 66049

David Woosley

From: Bonnie <bondun@sunflower.com>
Sent: Tuesday, June 02, 2015 7:00 AM
To: David Woosley
Subject: Parking on Crestline

I strongly support a suggested plan for "no parking on Crestline from Ninth to Harvard." It is truly scary to turn off of Ninth St. and meet school buses or trash trucks coming at you with no where to go. Then while waiting behind a parked car, one must worry about the possibility someone else will turn on to Crestline and rear-end your car. There just is not enough room to allow parking and a safe traffic flow. (By the way, there are no sidewalks along the north side of Harvard in front of West Junior High School. When the many rushed parents speed along Harvard to drop off their kids at the Harvard entrance, it is a free-for-all and much too dangerous for walkers.)

Thank you,
Bonnie Dunham
2712 Westdale Road

Sent from my iPad