

To: Traffic Committee of Lawrence
From: New York Elementary
Date: May 28, 2004
Re: Safety Issues Around School

There are several issues regarding signs and crosswalks in areas surrounding New York School. One of the concerns is that drivers can travel 30 mph going northbound in front of the school, but can only travel 20 mph going southbound. There is actually a sign at the southern point of the block near Tenth Street that designates a 30 mph speed zone. This creates a very unsafe situation for the children at New York School which we are very concerned about and would like to resolve.

Some other concerns that PTO have are as follows:

- PTO would like to have a push button crosswalk at 11th & New York Sts.
- They would also like to check into 4 way stop signs being installed at the four corners surrounding the school.

We would like to request a time to come to a traffic committee meeting to discuss the above concerns. Please let us know when this could happen.

Sincerely,

Sharen S. Steele
Principal

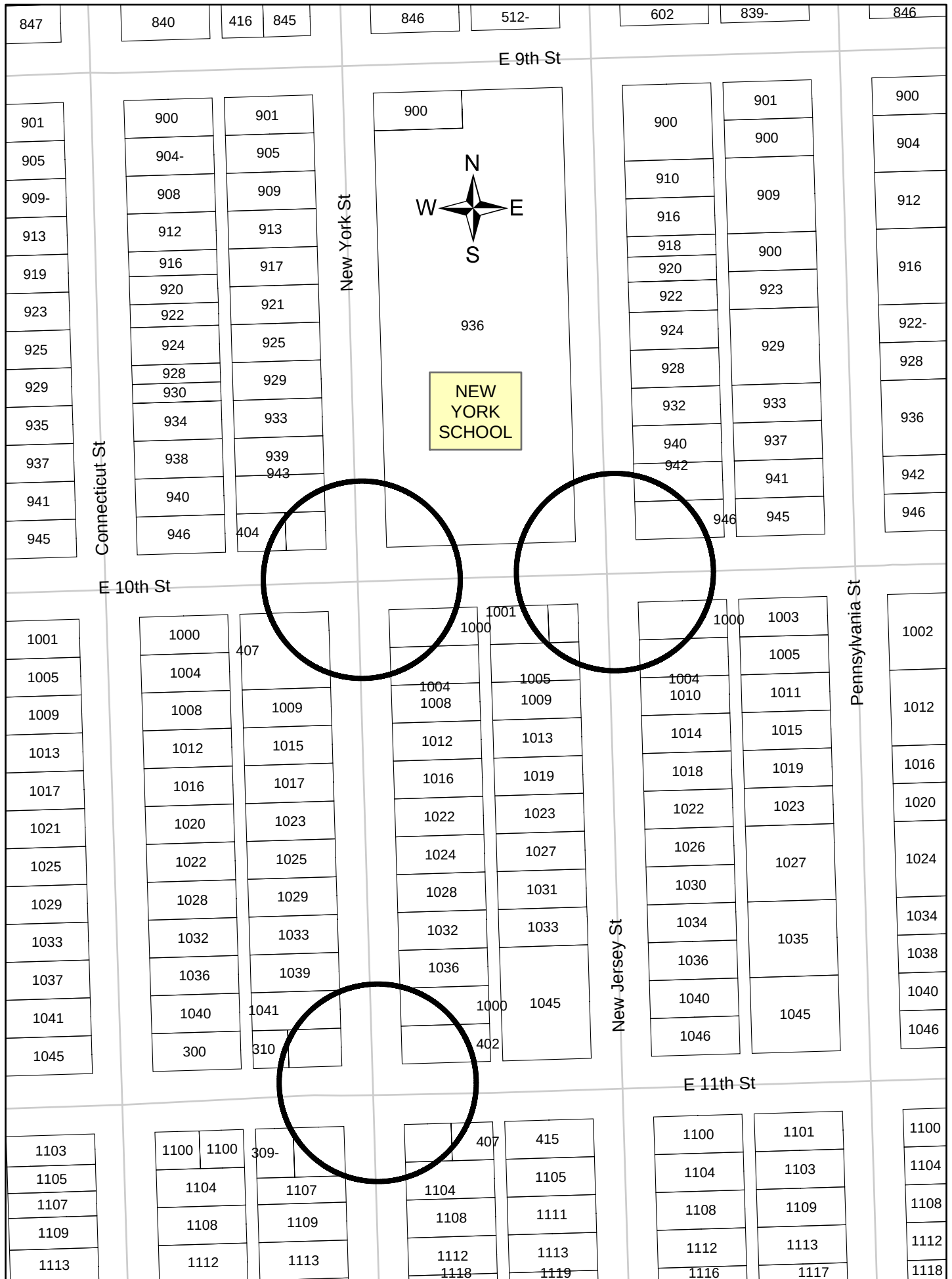
Lori Strecker
PTO President

Terri Hurtado
PTO Treasurer

Tina Todd
Secretary

Dawn Hawkins
PTO Member

Ted Edwards
Concerned Parent





City of Lawrence, Kansas
Traffic Engineering Division
School Crossing Study



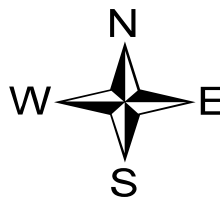
Weather: Partly cloudy, 45°

Location: **900 Block New York Street**

Time: 7:00-8:45AM

Date: 9-Nov-04

New York Street



8



New
York
School

7:00	0
7:15	0
7:30	1
7:45	0
8:00	4
8:15	3
8:30	0
Total	8

Notes: _____



City of Lawrence, Kansas
Traffic Engineering Division
School Crossing Study



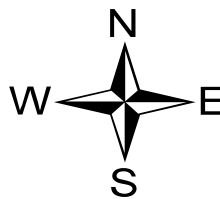
Weather: cloudy, 64°

Location: **900 Block New York Street**

Time: 3:45-6:00PM

Date: 9-Nov-04

New York Street



← 3

New
York
School

3:45	3+P
4:00	0
4:15	0
4:30	P
4:45	P
5:00	0
5:15	5P
5:30	P
5:45	P
Total	13

Notes: _____



City of Lawrence, Kansas
Traffic Engineering Division
School Crossing Study



Weather: sunny, 45°

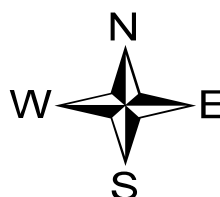
Location: **11th Street & New York Street**

Time: 7:00-8:45AM

Date: 10-Nov-04

11th Street

New York Street



5



Notes: _____

7:00	0
7:15	0
7:30	1
7:45	1+P
8:00	2
8:15	1
8:30	0
Total	5



City of Lawrence, Kansas
Traffic Engineering Division
School Crossing Study



Weather: partly cloudy, 64°

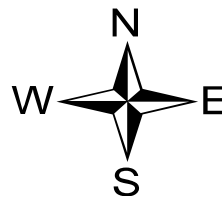
Location: **11th Street & New York Street**

Time: 3:45-6:00PM

Date: 9-Nov-04

11th Street

New York Street



6



Notes: _____

3:45	3
4:00	2
4:15	P
4:30	0
4:45	0
5:00	0
5:15	0
5:30	0
5:45	0
Total	6



City of Lawrence, Kansas
Traffic Engineering Division
School Crossing Study

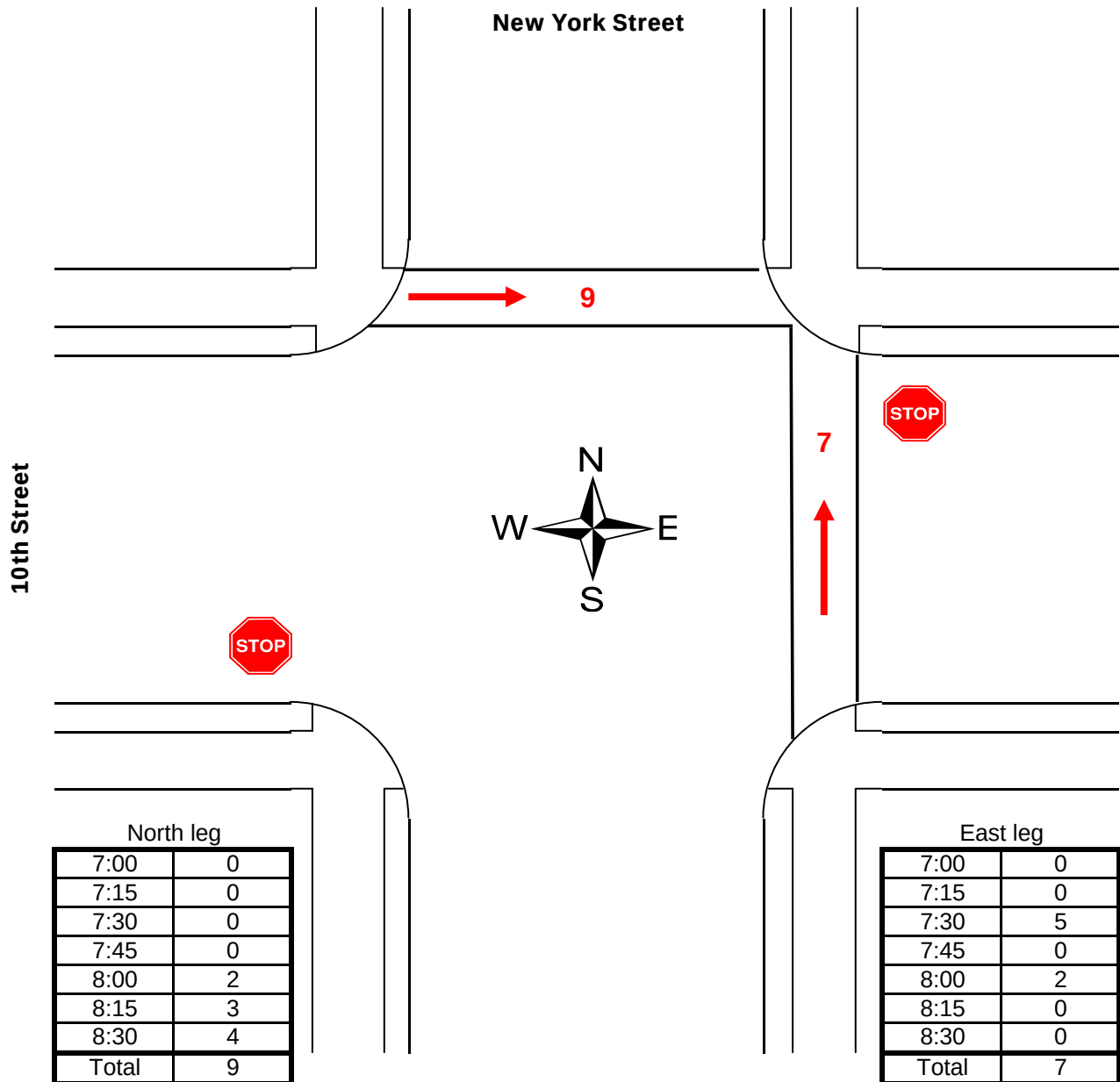


Weather: partly cloudy, 45°

Location: **10th Street & New York Street**

Time: 7:00-8:45AM

Date: 10-Nov-04



Notes: _____



City of Lawrence, Kansas
Traffic Engineering Division
School Crossing Study

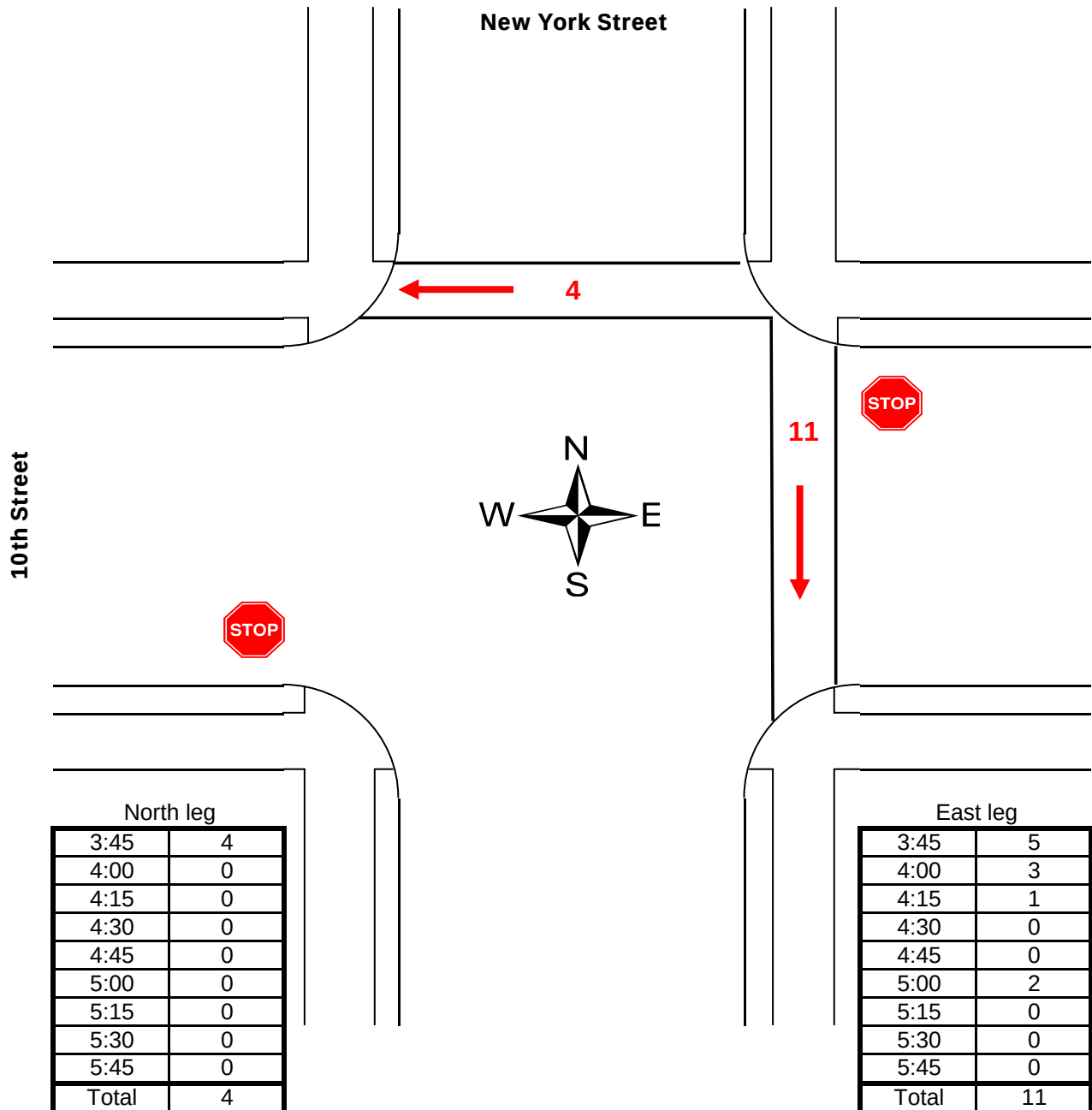


Weather: cloudy, 64°

Location: **10th Street & New York Street**

Time: 3:45-6:00PM

Date: 9-Nov-04



Notes: _____



City of Lawrence, Kansas
Traffic Engineering Division
School Crossing Study

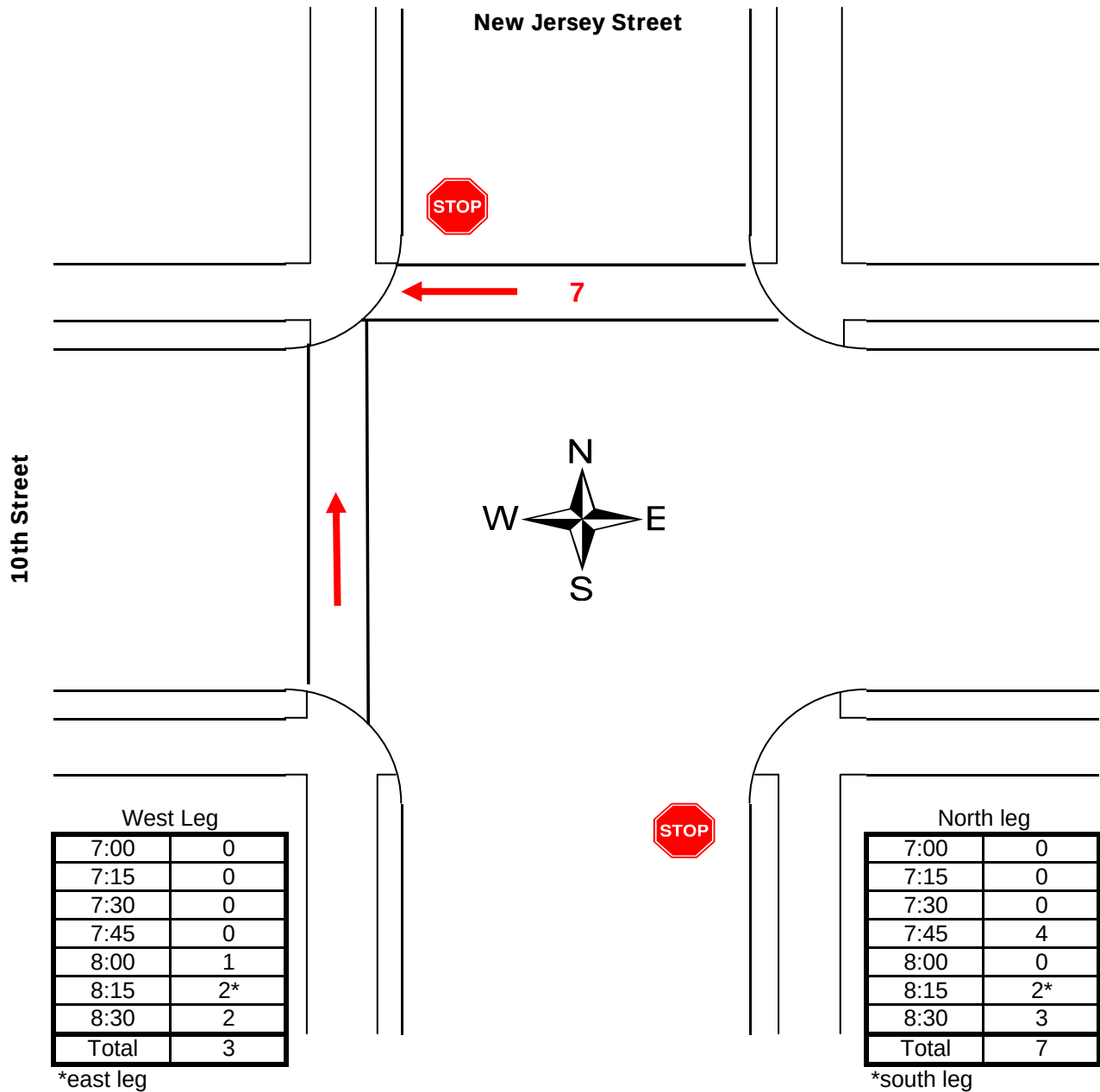


Weather: sunny, 45°

Location: **10th Street & New Jersey Street**

Time: 7:00-8:45AM

Date: 10-Nov-04



Notes: _____



City of Lawrence, Kansas
Traffic Engineering Division
School Crossing Study

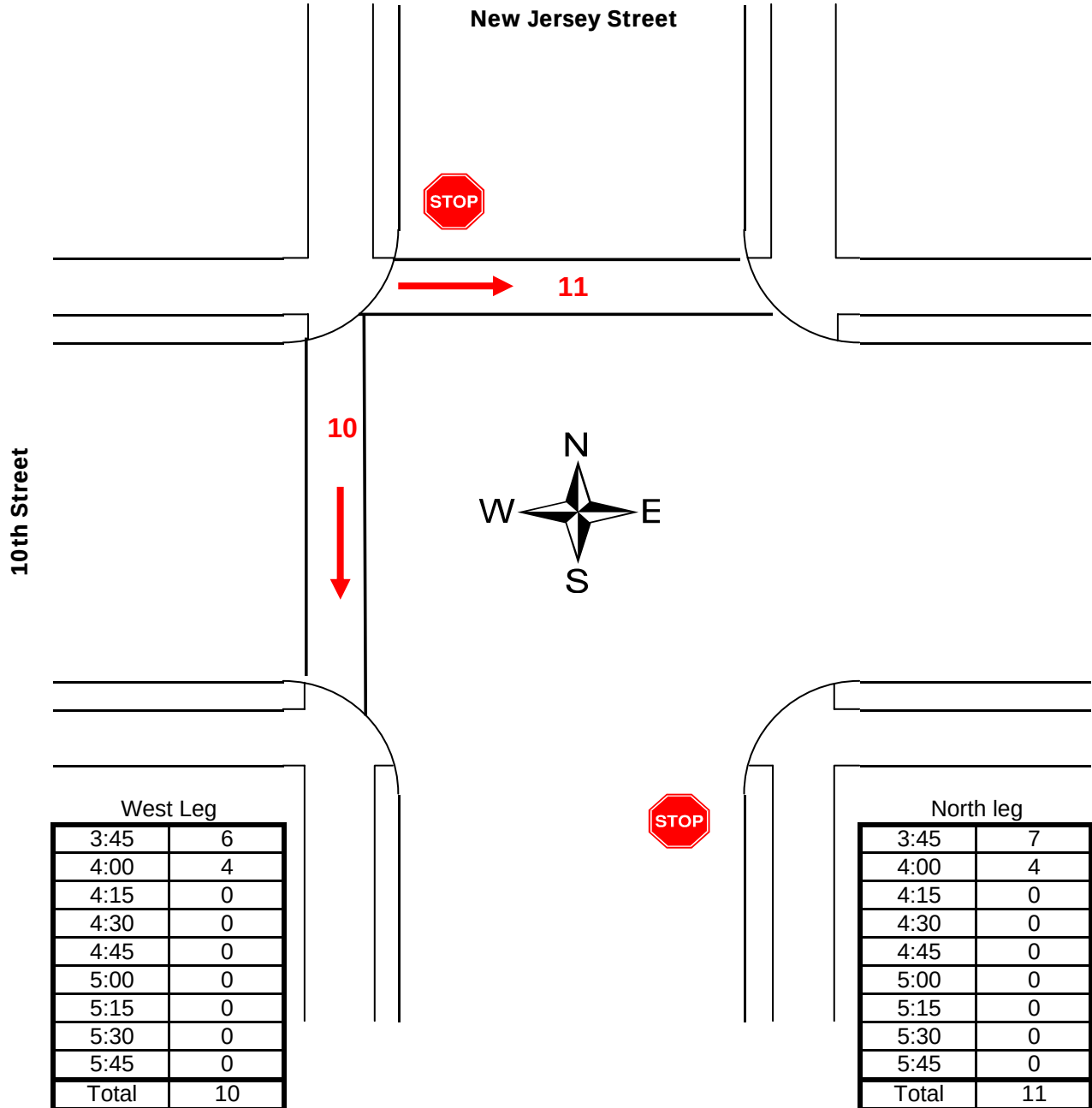


Weather: partly cloudy, 64°

Location: 10th Street & New Jersey Street

Time: 3:45-6:00PM

Date: 9-Nov-04



Notes: _____

David Woosley

From: Dawn Hawkins [hoohawkins@yahoo.com]
Sent: Sunday, December 05, 2004 11:48 PM
To: David Woosley
Cc: Nancy DeGarmo
Subject: New York School Proposals

David, (second attempt at sending this--please excuse if this is a duplicate!)

Attached is a copy of our proposals, as amended from the last set I gave you. Can you please see that the commissioners get copy of this? I apologize for the late send.

There are changes from the previous proposals. Namely, we do not seek the mid-street cross-walk. It has been the concensus among all that I have spoke with about this idea that it would cause more problems than it would solve--that it would not be used and would create confusion. An idea that has been tossed around alot (and, of course, is not on the agenda) is designating the 900blk of New York as a one-way street. Perhaps this can be discussed.

Our Site Council has been discussing the possibilities of using capital outlay monies to create a designated drop-off/pick-up zone (maybe by the north door, where the annex currently sits.) As this would take a long time to complete, we are hoping to resolve our current safety issues right now with the proposals on the table.

Thank you for all of your time in addressing our concerns,
Dawn Hawkins
phone: 550-1632

NEW YORK SCHOOL NEIGHBORHOOD TRAFFIC SAFETY PROPOSALS

Preface

The PTO and other parents of New York School, as well as other community members in the New York School neighborhood, believe there to be matters of traffic safety concern in New York School area.

We believe there are specific concerns at New York school because it has no designated loading zone for kids being dropped off or picked up and the main street in front of the school is a through street, carrying more than school and residential traffic. We are currently investigating options for using capital outlay to design and build such an area. In the meantime, we would like to make necessary changes now to ensure immediate safety of pedestrians in this area.

We recommend the following to ensure the safety of children walking home from New York School, those being picked up in vehicles from school, and pedestrians in general in this neighborhood.

Item 1 THE SPEED LIMIT SIGN AND/OR END SPEED ZONE SIGN WHICH EXISTS FOR NORTHBOUND TRAFFIC, PRIOR TO THE SCHOOL PROPERTY, SHALL BE REMOVED.

Arguments :

- The traffic going southbound in this same area has a speed limit of 20mph, per the southbound flashing beacon at 9th and New York. Therefore, the sign is creating a difference in speed of the opposing traffic.

- All other schools in Lawrence have either a parking lot, a circle drive or sufficient parking in front of the school for children being picked up and dropped off. At New York School there is no designated loading zone for kids being dropped off or picked up in vehicles. There is also limited temporary parking on the side of the street closest to the school. Parents are parking on both sides of the street for pick-ups and drop-offs, requiring some children to cross in the middle of the street. The only crosswalks are at the ends of the street and it is not reasonable to expect that all families will go all the way to the end of the street to cross. Thusly, it is imperative to have through traffic driving more slowly than 30mph.

- The sign suggests drivers should drive 30mph in an area where children are crossing and loading into cars. This is too fast for a driver to stop quickly for a child walking into the street from behind a parked car.

- The Northbound flashing beacon in advance of the 10th & New York crosswalk deviates from city policy in that it is placed 580ft rather than the required 100-200ft (usu. 150ft) in advance of the crosswalk. By the time northbound traffic approaches the crosswalk it is likely that they have forgotten the school zone speed limit of 20mph. We believe a handicap could be given, or an exception made, in light of this. The 30mph zone directly after the cross and before the actual building property only further frustrates this by encouraging traffic to speed up right in front of the school.

- Though the City policy states that the speed zone must end 50-100ft beyond the crosswalk, we believe that exceptions must be made in certain situations where the policy may not affect actual safety and which rather impedes it.

(Note: There has been discussion among NY School parents of designating this 900blk of New York as a one-way street to alleviate congestion and confusion)**

Item 2 A FOUR-WAY STOP SIGN SHALL BE INSTALLED AT THE INTERSECTION OF 10th St. AND NEW YORK St. AND 10TH AND NEW JERSEY

Arguments:

-The current 2-way stop, which controls east-west traffic, often confuses children and drivers at this intersection.

-There seems to be a natural tendency for north and south bound drivers to stop or drastically slow down at this intersection as there is often a lot of foot traffic, especially children. However, some drivers don't stop even for children in the crosswalk that goes across New York at this intersection.

-There are more than just school children crossing at this intersection. Many families use the playground at New York school when school is not in session. This intersection occurs at the main access to the playground.

-Studies that have been done at this intersection may not reflect an accurate number of students crossing there. The before-school program runs 7:00am to 8:45am, thusly leaving a 1.75hr window of students arriving. The after-school program goes from 3:45pm to 6pm, leaving a 2.25hr window of students departing. Any studies would need to take this into consideration.

(**Note: Many have suggested a 4-way stop at 9th and New York, as well)

~~Item 3 A SCHOOL CROSSING SHALL BE INSTALLED DIRECTLY IN FRONT OF THE NEW YORK SCHOOL BUILDING, PLACED IN THE MIDDLE OF THE 900 BLOCK OF NEW YORK ST.~~

New York School parents and PTO are not currently in support of this plan, as it would not likely serve it's purpose and would further confuse traffic in this very narrow street.

Item 4 A PUSH-BUTTON CROSS-WALK FOR NORTH AND SOUTH BOUND PEDESTRIAN TRAFFIC SHALL BE INSTALLED AT THE INTERSECTION OF 11TH AND NEW YORK.

Arguments:

-There is currently a crosswalk at this intersection, but traffic often fails to stop even with the presence of children at the crossing.

-11th street has traditionally carried a lot of through traffic, including truck traffic.

-Westbound traffic on 11th street has no stop sign between Haskell and Connecticut. Traffic tends to be going very fast by the time it approaches the crosswalk at this intersection.

-An actual stop light would ensure that traffic stops for pedestrians, particularly children, and would only be used when actually needed.

-The New York school boundary continues to 15th. This is a large area containing a number of NY school students, all of whom must cross 11th street at some point on their journey to school

-It would be unreasonable to expect children to divert to the 4-way stop at Connecticut to safely cross 11th street, as it would add 2blks to their walk.

-Studies done of this intersection may not reflect the needs of the school, as students can be traveling any time between 6:50am and 8:45am, as well as 3:45 to 6pm each day.

-This light would be of benefit to more than just New York School students. Children and adults, on route to the NY School playground or Downtown, cross here frequently.

12.5.04

WE THE NEIGHBORS OF 10TH E
NEW YORK THINK THERE SHOULD BE
4-WAY STOPS AT ALL 4 INTERSECTIONS
OF NEW YORK SCHOOL.

PETE LAFOR	407 E 10TH	<i>[Signature]</i>
Elizabeth S. Langer	407 E 10TH	<i>[Signature]</i>
Katherine Dessert	404 E. 10th	Katherine Dessert
Michael E. Wallace	1009 N. York St.	<i>[Signature]</i>
Catherine Morris	1009 New York	Cathy Morris
Storrey Samuel	1022 N.Y.	
Sabes Lemons	1000 New York	
Owen Lehmann	1008 New York	<i>[Signature]</i>
Gregor P. Brune	1001 1/2 New Jersey	Meg P. Brune
Kellie Smith Herrod	942 New Jersey	<i>[Signature]</i>
Wade S. Green	1010 New Jersey	Wade S. Green
Rebecca A. Moeller	1010 New Jersey	Rebecca Moeller
Jean E. Burgin	1022 New Jersey	Jean E. Burgin
Vicki Bergstrom	1019 New Jersey	<i>[Signature]</i>
Dorana Duncan	1023 New Jersey	<i>[Signature]</i>
Samuel J. Chapman	1023 New Jersey	Samuel Chapman
Clara Holladay	939 New York	
Elmerine Rogers	939 New York	
Aaron Ketchell	929 New York	<i>[Signature]</i>
David Louweter	404 E. 10th	David Louweter
PHILIP KIMBALL	1004 Connecticut	<i>[Signature]</i>
James A. Brown	1004 Connecticut	James A. Brown

Corinna Kimball-Brown 1004 Connecticut

CHRISTINE KOSTER 1015 NEW YORK

MATTHEW PRYOR 1015 NEW YORK

ALTA J DUNCAN 406 E. 10th

Corinna Kimball-Brown

Christine Koster

Alta J Duncan