

AGENDA: TSC 3/18/13

ITEM NO. 2: Consider request for TRAFFIC CALMING on Sharon Drive.

Staff Report:

1. Sharon Drive is classified as a "local" street.
2. The speed limit on local streets is 30mph.
3. The City's *Traffic Calming Policy* permits traffic calming devices on local streets if the 85th percentile speed of traffic is 5mph or more over the speed limit; if the 24-hour 2-way traffic volume is greater than 1000; or, if each of the conditions is satisfied to the extent of 80 percent or more.
4. Traffic data collected February 19-20, 2013, found the 85th percentile speed at four (4) locations to range from 33.8mph to 37.0mph with an average of 35.4mph; and, the 24-hour 2-way traffic volume to range from 440 to 1125 with an average of 835.
5. Therefore, Sharon Drive meets the minimum criteria for consideration of traffic calming devices.

ITEM NO. 2:

Consider request for TRAFFIC CALMING on Sharon Drive.

Woosley reviewed the information provided in the staff report and noted receipt of three (3) e-mails concerning this item which were forwarded to each commission member.

Public Comment:

Mike Hadl, 101 Sharon Drive: I have lived here since October 1992; I have always felt that this street is one of the best developed streets in the area; there is good sight vision the entire length and everyone has a two-car garage; a lot of the driveways can accommodate six (6) cars; there are very few cars parked on the street so you can see if a ball goes in the street or if a child darts out; if we're having problems with people speeding, we need to call the police; I don't care for speed humps or traffic calming devices; if we have a problem, I am not aware of it.

Heidi Gowen, 110 N Sharon Drive: I am opposed to having speed humps or speed bumps on our street; I don't think the problem is as bad as we have been led to believe; I have lived on Sharon Drive for 10 years; as far as I'm aware, there have been no concerns about speeding on this street; there haven't been any accidents or incidents involving speeding cars; I've raised two (2) children while living here and I've never had any concern about their safety; this concern is not the opinion of the entire neighborhood; the only traffic on Sharon drive is residents and visitors; it would be a waste of money to build speed humps on a dead end street; if there is a concern about speeding, we should try a less costly alternative, perhaps police monitoring.

Commission Discussion:

Commissioner Ziegelmeyer asked if parking was allowed on either side; Woosley advised that parking was permitted on both sides of the street.

Commissioner Russell: I'm very familiar with this area and I don't recall any complaints within the last 10 years of speeding motorists.

Commissioner Rothrock: I was surprised at this request; the area is not the typical kind we get traffic calming requests from.

Commissioner Devlin: It doesn't make any sense to construct devices on a dead end street.

MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER ROTHROCK, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING ON SHARON DRIVE; THE MOTION CARRIED, 8-0.

David Woosley

From: Kelly Chellberg [kchellberg@gmail.com]
Sent: Thursday, January 24, 2013 8:35 AM
To: David Woosley
Subject: Speed bump/humps

The purpose of this email is to request a review for speed bumps/humps on Sharon Drive in Lawrence, Kansas. I have been a resident of this street for almost 9 years. The speeding has always been bad but in the last couple of years the high speeds have been worse. I have two small children and fear for their safety. I have extra locks on my gates and front doors but sometimes this is not enough.

Thank you for your time and I look forward to hearing from you,

Kelly Chellberg
301 Sharon Drive
Lawrence, Ks 66049

David Woosley

From: Julie Jasperson [juliejasperson@hotmail.com]
Sent: Monday, March 11, 2013 5:40 PM
To: David Woosley
Subject: No calming needed on Sharon Drive

March 11, 2013

TO: Lawrence Traffic Safety Commission

FROM: Marc and Julie Jasperson, 129 Sharon Drive, Lawrence, KS 66049

Today we received notice that you will be considering a request for traffic calming on Sharon Drive at your meeting on March 18. We would both like to go on record as stating that we do not think that Sharon Drive needs any traffic calming at all. The reasons are that there isn't much traffic and traffic has to slow down anyway due to the number of cars parked on the street at any given time. There are always cars parked on one or the other side of the road and that slows traffic down.

We also don't want our tax dollars spent on more traffic calming devices that we think are unnecessary.

We've lived at 129 Sharon Drive for 20 years, so we are well aware of the traffic patterns on our street and we don't believe traffic calming devices are needed. Our children grew up here and there was never an issue with traffic.

Thank you for your time, and we appreciate your consideration of our comments.

Marc and Julie Jasperson
129 Sharon Drive
Lawrence, KS 66049
843-7863

David Woosley

From: Bethany [bethany.lynne@yahoo.com]
Sent: Wednesday, March 13, 2013 9:12 AM
To: David Woosley
Cc: lancer.brayton@gmail.com
Subject: March 18, 2013 Agenda - Traffic Calming on Sharon Dr.

To Whom It Concerns,

I am a resident at 125 Sharon Dr, and received in the mail yesterday the agenda for the upcoming Traffic Safety Commission meeting on March 18, 2013. Given that I have a nearly two-year-old daughter who gets bored easily, I do not believe I will be able to attend, and hope that you will accept my comments via email.

I read the longer version of the notice (at http://www.lawrenceks.org/advisory_boards/tsc/system/files/130318TSCagenda2.pdf) and see that traffic speed and volume meet the criteria for consideration. As a resident, the volume numbers actually surprised me, particularly for a Monday-Tuesday period, as traffic in the area does not seem to be that dense on a regular basis. Is there data available on which intersections in the Sharon neighborhood had the highest traffic flow?

The agenda does not state whether calming circles or speed humps are under consideration. My hope is that, if calming is indeed necessary (and I think a longer study than two days should be considered), speed humps would be the solution.

My concerns with traffic calming circles in the neighborhood are as follows:

The intersections in the neighborhood are all T-sections bounded by residential plots with narrow easements and narrow sidewalks in front of the yards (unlike the T-section at Monterey and Harvard, which was surrounded by broad patches of dead space). In order to accommodate the intersections having to be widened for circles (which presents an additional cost to installation), sidewalks and properties would need to be cut into. Several neighbors also have driveways at or near the intersections, and circles would make it more difficult for them to get in and out of their drives, particularly during construction.

Circles also seem to present a problem in neighborhoods with narrow streets in general, even when installed at a full intersection. For reference, I point you to the incident in 2009 when a moving van got stuck on a circle in one of the Harvard neighborhoods (<http://www2.ljworld.com/news/2009/nov/13/movers-truck-stuck-harvard-road-roundabout/>). As somebody who drives down Harvard on a semi-regular basis, I feel that Sharon is somewhat narrower, and in combination with the T-intersections, I worry about delivery vehicles - UPS, FedEx - and their ability to get through the area unimpeded.

Lastly, since work would have to be done to widen the intersections and install circles, this would impede traffic in and out of the area during construction. If the circles are inserted one at a time, traffic would be less interrupted, but it would lengthen the overall time of such project.

In summary, if calming is needed, speed humps are the way to go.

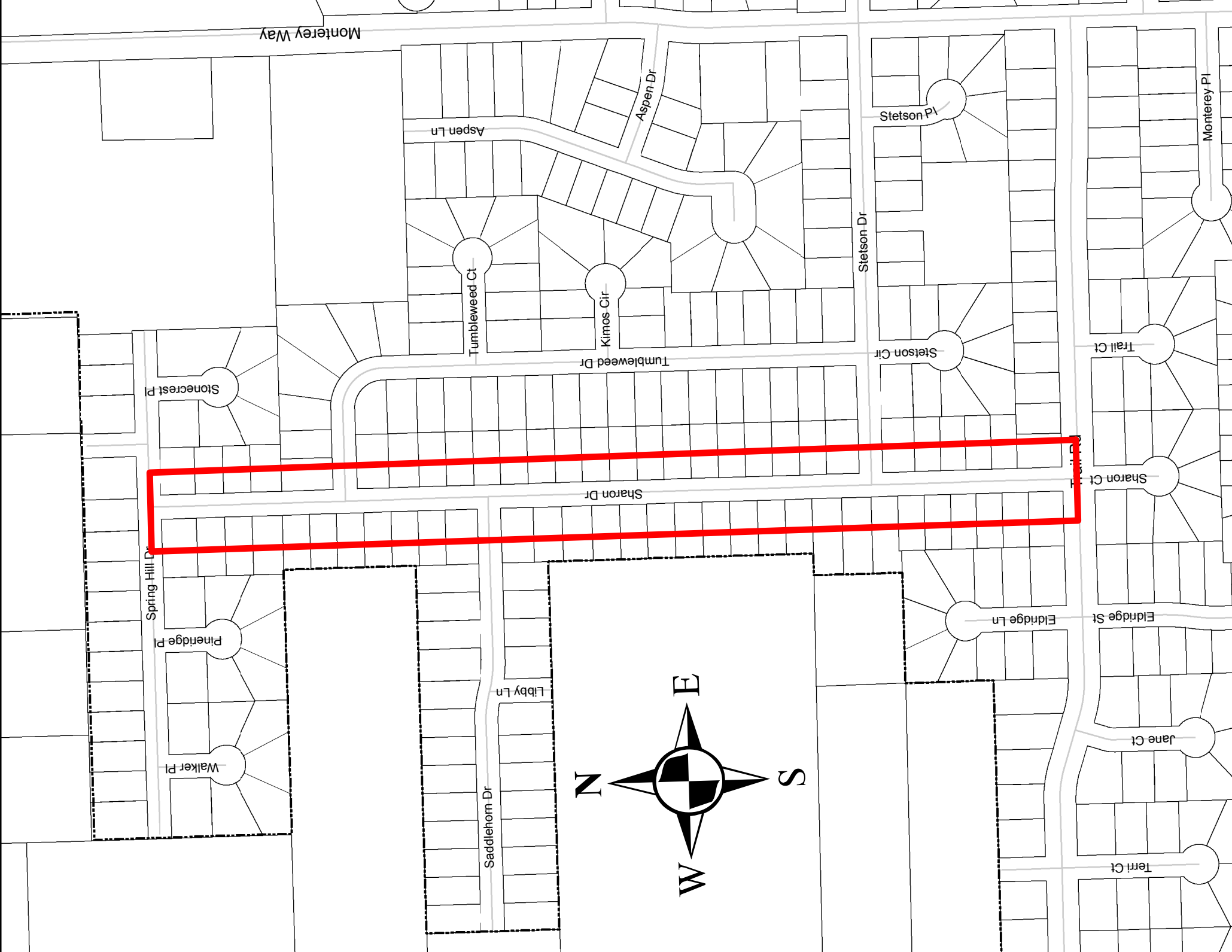
Sincerely,
Bethany Brayton
125 Sharon Dr
Lawrence, KS 66049

From: cftuttle@sunflower.com [mailto:cftuttle@sunflower.com]
Sent: Sunday, March 17, 2013 9:46 PM
To: David Woosley
Subject: Item 2, March 18

The traffic flow on Sharon Dr. doesn't need speed bumps. West Spring Hill Dr. needs to be completed to Monterey Way to allow better security access and better flow of residence to and from the community. Sharon Dr. to Peterson would help too. Sharon Dr. is a continuous speed bump and when residents park on each side of the street it requires patience and yielding which slows traffic.

Future traffic planning should also be looking to build a US 40 bypass which would include connecting the JCT US 59/US40 in North Lawrence to North 1800 rd/438. This road, 438, should be made wider and connect back to US 40 @ JCT 1029. This road update would also allow US59 to flow with KS10 west of town as a bypass.

Thanks for the consideration. Charles Tuttle, 109 Sharon Dr.





TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

1. TRAFFIC-CALMING DEVICES may include but are not limited to Traffic-Calming Circles, Speed Humps and Speed Cushions, Speed Tables, Partial Diverters, Full Diverters, Center Island Narrowing, Chokers, and Road Closures; however, roundabouts are traffic management devices and are not subject to this policy.
2. TRAFFIC-CALMING DEVICES may be permitted on "local" streets as designated by the City's Major Thoroughfares Map, and under any one of the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 1000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. Where no single condition is satisfied, but where any two of A, B or C above are satisfied to the extent of 80 percent or more of the stated values.
3. TRAFFIC-CALMING DEVICES (except SPEED HUMPS) may be permitted on "collector" streets as designated by the City's Major Thoroughfares Map, under any one of the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 3000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
 - E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80 percent or more of the stated values.
4. Traffic data will be collected with city personnel using city equipment only. In the event that a requested location does not meet the minimum requirements as stated in 2 or 3 above, subsequent requests will not be considered for a minimum of one year.
5. The Lawrence-Douglas County Fire & Medical Department, the Police Department, the Public Works Department and the Traffic Safety Commission must review all requests for TRAFFIC-CALMING DEVICES before being presented to the City Commission.
6. If a project is approved by the City Commission, the City Commission will determine financing of the construction. The City Commission may require 0-100% of the costs to be paid by the group or neighborhood making the request.
7. After a project is approved and funded by the City Commission, TRAFFIC-CALMING DEVICES will only be constructed at a location if 70% or more of the property owners within 300 feet measured along the centerline of the street in each direction approve of the installation or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
8. Once installed, TRAFFIC-CALMING DEVICES may only be removed at a location if more than 70% of the property owners and residents within 300 feet measured along the centerline of the street in each direction approve of the removal or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
9. TRAFFIC CALMING DEVICES may initially be landscaped (if appropriate) by the city, provided that the group or neighborhood making the request agrees in writing to maintain the landscaping or pursuant to the payment of a landscape maintenance fee. No privately installed landscaping is permitted unless approved by the city in writing.