AGENDA: TC 3/5/18
ITEM NO. 7:

No Parking Request - Ousdahl Road at 19th Terrace
Action: Recommend denying request for no parking on Ousdahl Road at 19th Terrace.

MINUTES: TC 3/5/18
ITEM NO. 7:

No Parking Request on Ousdahl Rd at 19th Ter

Staff Presentation:
Amanda Sahin presented the staff report on the no parking request on Ousdahl Rd at 19th Ter. The staff recommendation is to deny the request.

Public Comment:
Several members of the public provided comments.

Transportation Commission:
Moved by Commissioner Evans, seconded by Commissioner Schartz, to approve no parking on Ousdahl Road in the vicinity of 19th Terrace, 20th Street, and 20th Terrace.

The motion carried, 9-0.

Memorandum
City of Lawrence
Public Works Department

TO: Transportation Commission
FROM: Amanda Sahin, Transportation Engineer
DATE: Feb 13, 2017
RE: Agenda Item for Transportation Commission 3/5/2018:
No Parking Request – Ousdahl Road at 19th Terrace

Background

In November 2017, staff received a request to restrict parking on Ousdahl Road near the intersection of 19th Terrace. The Schwegler Neighborhood Association was the requestor and cited site visibility and accident history as reasons for the request. A previous request to eliminate parking on the east side of Ousdahl Road between 19th Street and 20th Street was heard by the Traffic Safety Commission in May 2016 and was denied, minutes are included in the attachments.

Details

Ousdahl Road						
Street Classification	Posted Speed Limit	Safe Route to School	Bus / Transit Route	Douglas County Bikeway Plan Route	Sidewalk along Street	Street Cross Section/Pavement Data
Collector	30 mph	Yes	No	Yes	Yes, West Side	Curb and Gutter, 27 foot width, residential area

- Parking is already restricted on the west side of the street from 19th Street to 20th Street. Parking on the east side of the street is allowed.
- Crash history shows two accidents near the intersection in the past two years. The police reports did not attribute either crash to the parking on the street or inadequate site distance.

Staff does not recommend restricting parking on the east side of Ousdahl Road near 19th Terrace. Eliminating parking in this location will displace the vehicles to another nearby street.

Action Request

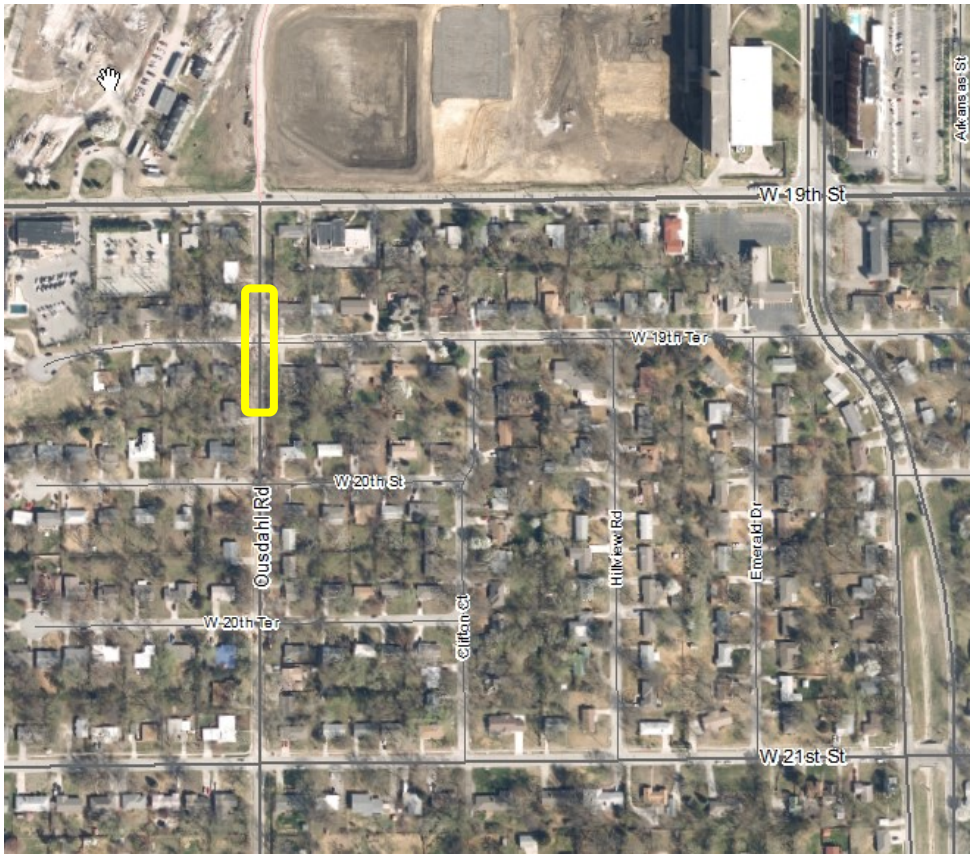
Staff recommends denying the request to restrict parking on Ousdahl Road at 19th Terrace.

Attachments:

No Parking Request – Ousdahl Road at 19th Terrace

Location map and pictures
Request Email
May 2016 Traffic Safety Commission Minutes

LOCATION



Facing west on 19th Terrace looking south

No Parking Request – Ousdahl Road at 19th Terrace

Facing west on 19th Terrace looking north

Facing east on 19th Terrace looking south

No Parking Request – Ousdahl Road at 19th Terrace

No Parking Request – Ousdahl Road at 19th Terrace

Amanda Sahin

From: Travis Robinett <travis.robinett@gmail.com>
Sent: Thursday, November 30, 2017 8:42 AM
To: Amanda Sahin
Subject: 19th Terrace and Ousdahl intersection accidents

Hello Amanda,

My name is Travis Robinett, I am the chair of the Schwegler Neighborhood Association's Board of directors.

I'm writing to you because our neighborhood has seen an uptick of accidents at 19th Terr and Ousdahl. I spoke to Jessica Mortinger last night at the Transit Study meeting, and she recommended contacting you to get the issue solved ASAP.

The issue is that when pulling out onto Ousdahl from 19th Terrace, it's very difficult to see around the parked cars on Ousdahl to the south, as the parking zone comes too close to the intersection.

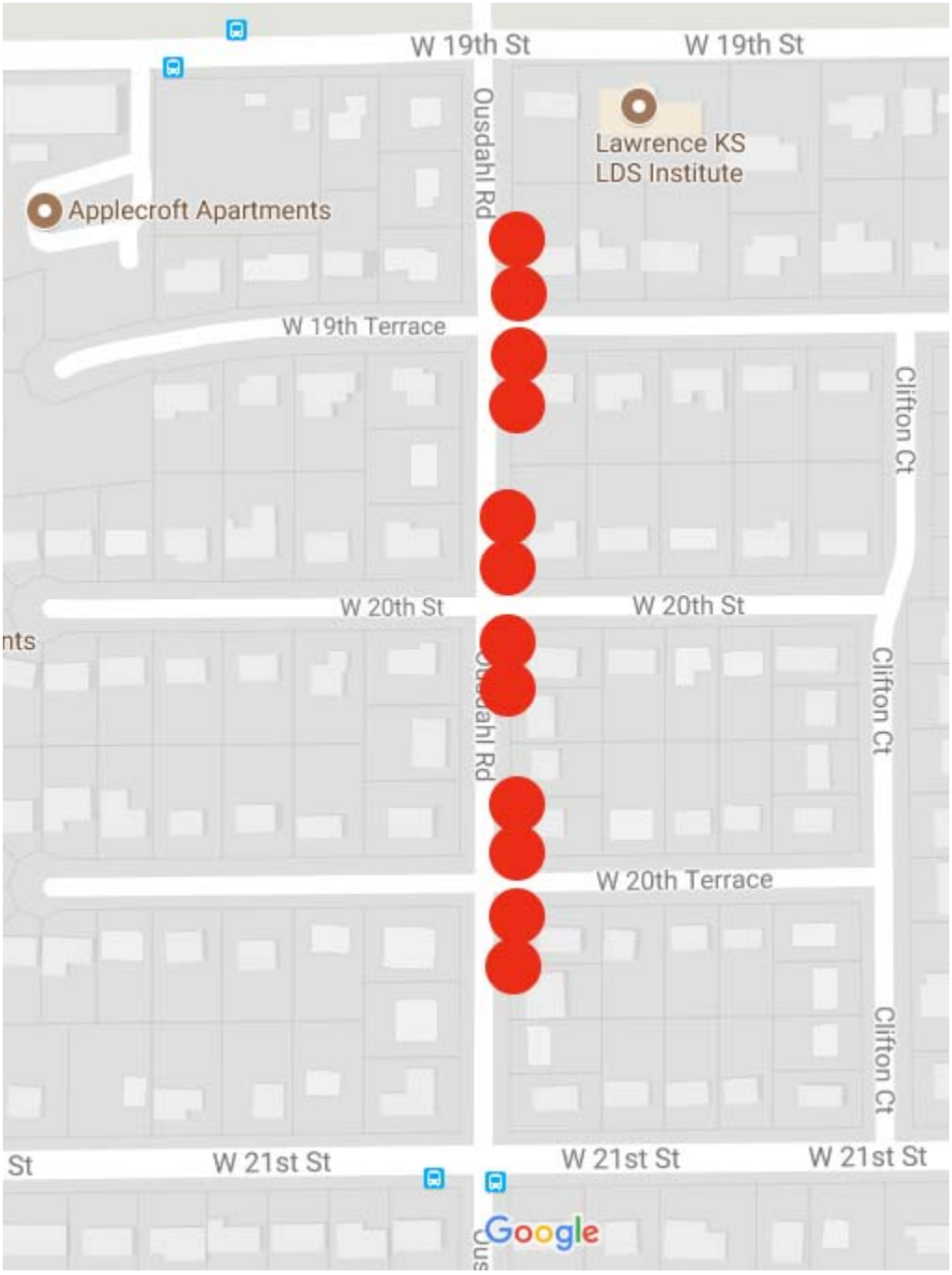
Here is a picture of an accident on 10/15.

Here is another of one from 11/17.

We are hoping the city can quickly remedy this issue by pushing the no parking zone further away from the intersection to increase visibility. At our last quarterly meeting of the neighborhood association, we voted to request this action for 19th Terrace, 20th street, and 20th Terrace.

Heavy parking in the area is an issue not only because of KU students, but because of construction workers at the central district parking in our neighborhood, so vision is blocked all during the day, increasing the risk for accidents.

I made this map as an example of what we'd like to see. The red dots are not to scale, of course, and we would like staff to study the site and make a decision of distance based on best practices.



I know these issues usually come through to transportation commission. I plan to show up Monday to make public comment. But it seems like it could be a simple fix if the city can just come by and move the no parking signs back.

Please let me know, I know a lot of my neighbors are anxious to get this issue solved. Feel free to call me if you need to.

Have a great day!

Travis Robinett
SNA Board of Directors Chairperson
Travis.Robinett@gmail.com
(512) 775-4040

Sent from my iPhone

Commission Discussion:

Commissioner Storm asked who requested the recount; Woosley advised that some of the residents requested it; in addition, it was requested that a cut-through study be conducted.

Commissioner Koprince asked how long the neighborhood would have to wait to submit another request, if this request is denied; Woosley advised that the city policy states they would have to wait one (1) year.

MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER CRAWFORD, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING IN THE 2300 BLOCK OF VERMONT STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 3:

Consider request for TRAFFIC CALMING on Edgehill Road near Louisiana Street.

This Item was deferred indefinitely.

ITEM NO. 4:

Consider request to establish NO PARKING along the east side of Ousdahl Road between 19th Street & 20th Street..

Woosley reviewed the information provided in the staff report.

Public Comments:

None.

Commission Discussion:

Commissioner Jones: I'm not sure why traffic would be a problem there.

Commissioner Storm: I think that the concern is that Ousdahl will be a main entrance to KU.

Commissioner Koprince: I don't see how this solves the problem that is being raised.

Commissioner Devlin: If you have No Parking on both sides, you're asking for speeding.

Commissioner Storm: I don't know what the point is in restricting parking on Ousdahl.

Commissioner Jones: If we take parking out of there, where is it going to go?

Commissioner Harrod: I would be inclined to deny this until someone came forward and articulated a problem.

MOTION BY COMMISSIONER HARROD, SECOND BY COMMISSIONER KOPRINCE, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG THE EAST SIDE OF OUSDAHL ROAD BETWEEN 19TH STREET & 20TH STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 5:

Consider request to establish a MULTI-WAY STOP at the intersection of 19th Terrace & Ousdahl Road.

Woosley reviewed the information provided in the staff report and noted the receipt of email correspondence.

Public Comments:

None.

MOTION BY COMMISSIONER HARROD, SECOND BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A MULTI-WAY STOP AT THE INTERSECTION OF 19TH TERRACE & OUSDAHL ROAD; THE MOTION CARRIED, 8-0.

ITEM NO. 6:

Consider request for TRAFFIC CALMING on Arkansas Street between 8th Street & 9th Street.

Woosley reviewed the information provided in the staff report and noted receipt of three (3) emails in support of the request.

Public Comments:

None.

David Woosley

From: Kevin Kelly [mailto:kukhawk@msn.com]
Sent: Thursday, March 03, 2016 10:31 AM
To:
Subject: Re: Central District

I am wanting to look into the possibility of making Ousdahl No Parking from 19th St to 20th St. I would like to apply to put a stop sign at 19th Terrace and Ousdahl. I would like to start the process to have speed bumps and a lowered speed limit on 19th Terr between Ousdahl and Naismith.
I still have concern with the new project and parking. It doesn't matter how many pay to park spots KU puts at the new area or spots for new KU residents there will still be students that decide our hood is free and close enough to walk to KU classes or park for the bus stop. Our hood will be the new expanded free parking lot. How about new free parking spots to be added along 19th St while we are doing that project? The existing churches on 19th between Ousdahl and Naismith could use more parking. The churches already use 19th Terr. for parking.

Kevin

Amanda Sahin

From: David Cronin
Sent: Monday, March 05, 2018 8:06 AM
To: Amanda Sahin
Subject: FW: 3/5 Agend Item 7 - Schwegler Neigborhood Association Response to Staff Report

David P. Cronin, P.E., *City Engineer*
Public Works Department - City of Lawrence, KS
PO Box 708, Lawrence, KS 66044
office: (785) 832-3130 | fax: (785) 832-3398

From: Schwegler Community Group - Lawrence KS [mailto:schweglerna@gmail.com]
Sent: Sunday, March 4, 2018 11:57 AM
To: David Cronin <dcronin@lawrenceks.org>; hurt@ksdot.org; michele.dillon@gmail.com; Steve Evans <Scevans704@gmail.com>; earthpaden@hotmail.com; jjzieg@sunflower.com; rkmay@usd497.org; cbryan@ldchealth.org; dhultine@ku.edu; cottagecat@aol.com
Subject: 3/5 Agend Item 7 - Schwegler Neigborhood Association Response to Staff Report

Good morning Traffic Commissioners,

Schwegler Neighborhood Association has done its own evaluation of the sight lines at the three intersections in our initial request, linked below. We request that this presentation be included in the attachments on the agenda for tomorrow's meeting.

Here is the link to our brief Presentation. Please read the notes accompanying each slide, they offer more context and details.

We apologize for the short notice, but we've only had since Wednesday to formulate a response to the staff report attached to the agenda already. We will have an SNA member present our findings in person during public comment on Monday.

We referenced the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design of Highways and Streets, and compared those standards for safe Stopping Sight Line distances at yield-controlled intersections to our own tape measurements of our neighborhood sight lines.

We found that even with a generous margin of error, these three intersections cannot be considered safe for sight lines, according to these national design standards. The final numbers are included in the linked report, each intersection is hundreds of feet off from safe design standards, short by as much as 315 feet.

Our main goal with this request is for our neighbors to feel safer at these intersections. We hope to see the Commission take action to improve the sight lines and mitigate the problems with them as much as possible.

We appreciate your consideration of this request for safer sight lines at these intersections along Ousdahl.

Thank you,

Schwegler Neighborhood Association

SNA Sight Line Analysis

19th Terr & Ousdahl
20th St & Ousdahl
20th Terr & Ousdahl

19th Terrace & Ousdahl

Saturday
March 3, 2018

20th Street & Ousdahl

Saturday
March 3, 2018

20th Terrace & Ousdahl

Saturday
March 3, 2018

Stopping Sight Distance

Sight distance is the length of the roadway ahead that is visible to the driver. The available sight distance on a roadway should be sufficiently long to enable a vehicle traveling at or near the design speed to stop before reaching a stationary object in its path. Although greater lengths of visible roadway are desirable, the sight distance at every point along a roadway should be at least that needed for a below-average driver or vehicle to stop.

Stopping sight distance is the sum of two distances: (1) the distance traversed by the vehicle from the instant the driver sights an object necessitating a stop to the instant the brakes are applied; and (2) the distance needed to stop the vehicle from the instant brake application begins. These are referred to as brake reaction distance and braking distance, respectively.

American Association of State Highway and Transportation Officials (AASHTO)
Geometric Design of Highways and Streets

Metric					US Customary				
			Stopping sight distance					Stopping sight distance	
Design speed (km/h)	Brake reaction distance (m)	Braking distance on level (m)	Calculated (m)	Design (m)	Design speed (mph)	Brake reaction distance (ft)	Braking distance on level (ft)	Calculated (ft)	Design (ft)
20	13.9	4.6	18.5	20	15	55.1	21.6	76.7	80
30	20.9	10.3	31.2	35	20	73.5	38.4	111.9	115
40	27.8	18.4	46.2	50	25	91.9	60.0	151.9	155
50	34.8	28.7	63.5	65	30	110.3	86.4	196.7	200
60	41.7	41.3	83.0	85	35	128.6	117.6	246.2	250
70	48.7	56.2	104.9	105	40	147.0	153.6	300.6	305
80	55.6	73.4	129.0	130	45	165.4	194.4	359.8	360
90	62.6	92.9	155.5	160	50	183.8	240.0	423.8	425
100	69.5	114.7	184.2	185	55	202.1	290.3	492.4	495
110	76.5	138.8	215.3	220	60	220.5	345.5	566.0	570
120	83.4	165.2	248.6	250	65	238.9	405.5	644.4	645
130	90.4	193.8	284.2	285	70	257.3	470.3	727.6	730
					75	275.6	539.9	815.5	820
					80	294.0	614.3	908.3	910

Note: Brake reaction distance predicated on a time of 2.5 s; deceleration rate of 3.4 m/s^2 [11.2 ft/s^2] used to determine calculated sight distance.

Exhibit 3-1. Stopping Sight Distance

AASHTO Geometric Design of Highways and Streets

Left Turn From Yield: 355 ft design sight distance

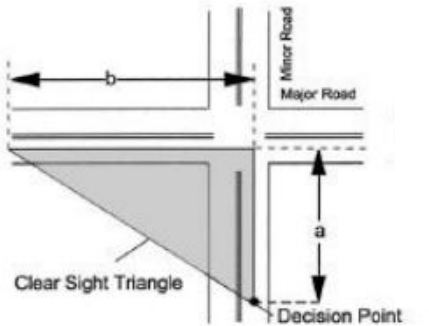
Metric				US Customary			
		Length of leg				Length of leg	
		Passenger cars				Passenger cars	
Design speed (km/h)	Stopping sight distance (m)	Calculated (m)	Design (m)	Design speed (mph)	Stopping sight distance (ft)	Calculated (ft)	Design (ft)
20	20	44.5	45	15	80	176.4	180
30	35	66.7	70	20	115	235.2	240
40	50	89.0	90	25	155	294.0	295
50	65	111.2	115	30	200	352.8	355
60	85	133.4	135	35	250	411.6	415
70	105	155.7	160	40	305	470.4	475
80	130	177.9	180	45	360	529.2	530
90	160	200.2	205	50	425	588.0	590
100	185	222.4	225	55	495	646.8	650
110	220	244.6	245	60	570	705.6	710
120	250	266.9	270	65	645	764.4	765
130	285	289.1	290	70	730	823.2	825
				75	820	882.0	885
				80	910	940.8	945

Note: Intersection sight distance shown is for a passenger car making a right or left turn without stopping onto a two-lane road.

Exhibit 9-64. Design Intersection Sight Distance—Case C2—Left or Right Turn at Yield Controlled Intersections

AASHTO Geometric Design of Highways and Streets

Intersection Sight Triangles: Yield-Controlled Approach Sight Triangle



Clear Sight Triangle for Viewing Traffic Approaching from the Left

A – Approach Sight Triangles

Exhibit 9-50. Intersection Sight Triangles

Case C2—Left- and Right-Turn Maneuvers

The length of the leg of the approach sight triangle along the minor road to accommodate left and right turns without stopping (distance a in Exhibit 9-50A should be 25 m [82 ft]). This distance is based on the assumption that drivers making left and right turns without stopping will slow to a turning speed of 16 km/h [10 mph].

a = 82 ft (design standard)
b = 355 ft (design standard)
Not drawn to scale

AASHTO Geometric Design of Highways and Streets

Left Turn From Stop: 335 ft design sight distance

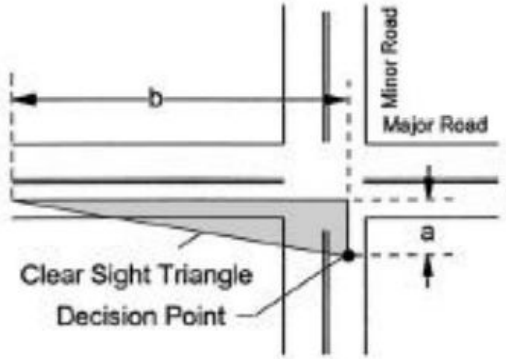
Metric				US Customary			
		Intersection sight distance for passenger cars				Intersection sight distance for passenger cars	
Design speed (km/h)	Stopping sight distance (m)	Calculated (m)	Design (m)	Design speed (mph)	Stopping sight distance (ft)	Calculated (ft)	Design (ft)
20	20	41.7	45	15	80	165.4	170
30	35	62.6	65	20	115	220.5	225
40	50	83.4	85	25	155	275.6	280
50	65	104.3	105	30	200	330.8	335
60	85	125.1	130	35	250	385.9	390
70	105	146.0	150	40	305	441.0	445
80	130	166.8	170	45	360	496.1	500
90	160	187.7	190	50	425	551.3	555
100	185	208.5	210	55	495	606.4	610
110	220	229.4	230	60	570	661.5	665
120	250	250.2	255	65	645	716.6	720
130	285	271.1	275	70	730	771.8	775
				75	820	826.9	830
				80	910	882.0	885

Note: Intersection sight distance shown is for a stopped passenger car to turn left onto a two-lane highway with no median and grades 3 percent or less. For other conditions, the time gap must be adjusted and required sight distance recalculated.

Exhibit 9-55. Design Intersection Sight Distance—Case B1—Left Turn From Stop

AASHTO Geometric Design of Highways and Streets

Intersection Sight Triangles: Yield-Controlled Departure Sight Triangle



Clear Sight Triangle for Viewing Traffic Approaching from the Left

a = 28 ft (hand-measured distance)
b = 335 ft (design standard)
Not drawn to scale

B -- Departure Sight Triangles

Exhibit 9-50. Intersection Sight Triangles

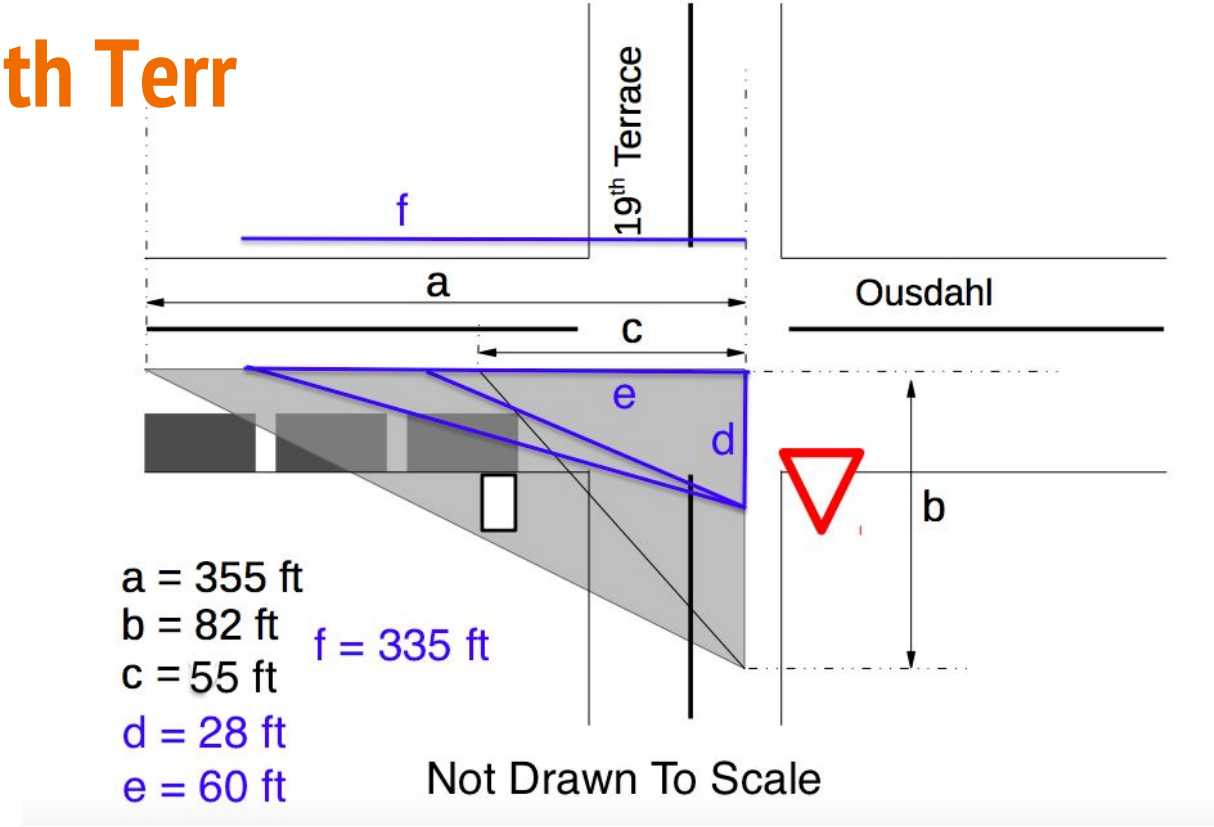
AASHTO Geometric Design of Highways and Streets

Measurements 19th Terr

SNA hand-measured distances:

- Yield sign to the center of northbound Ousdahl (d)
- 5 ft from the end of parking zone to center of the westbound 19th Terr (c)
- 10 ft from the end of parking zone to center of westbound 19th Terr (e)

(a), (b), and (f) are from AASHTO handbook



Conclusion: 19th Terrace & Ousdahl

Current Approach Stopping Sight Distance

c = 55 ft

300 ft short of AASHTO design standards

145 ft short of actual stopping sight distance

Current Departure Stopping Sight Distance

e = 60 ft

275 ft short of design standards

140 ft short of actual stopping sight distance

Conclusion: 20th Street & Ousdahl

Current Approach Stopping Sight Distance

c = 40 ft

315 ft short of design standards

160 ft short of actual stopping sight distance

Current Departure Stopping Sight Distance

e = 45 ft

290 ft short of design standards

155 ft short of actual stopping sight distance

Conclusion: 20th Terrace & Ousdahl

Current Approach Stopping Sight Distance

c = 45 ft

310 ft short of design standards

155 ft short of actual stopping sight distance

Current Departure Stopping Sight Distance

e = 50 ft

285 ft short of design standards

150 ft short of actual stopping sight distance

Even with a generous margin of error for our own measurements, these three intersections cannot be considered safe according to these national standards.

AASHTO Recommendations for Yield-Controlled Intersections with insufficient sight distance

Yield-controlled approaches generally need greater sight distance than stop-controlled approaches, especially at four-leg yield-controlled intersections where the sight distance needs of the crossing maneuver should be considered. If sight distance sufficient for yield control is not available, use of a stop sign instead of a yield sign should be considered. In addition, at locations where the recommended sight distance cannot be provided, consideration should be given to installing regulatory speed signing or other traffic control devices at the intersection on the major road to reduce the speeds of approaching vehicles.

Board of Directors