



TRANSPORTATION COMMISSION
Monday, December 4, 2017 6:00 PM
City Commission Room, City Hall, 6 E. 6th Street

MEETING AGENDA

1. Approve Nov 6, 2017 Regular Meeting minutes and Nov 9, 2017 Study Session minutes
2. **General Public Comment** *(The public is allowed to speak to any items or issues that are not scheduled on the agenda)*

3. **Non-motorized Infrastructure Prioritization Policy**

Recommend approval of the Non-Motorized Infrastructure Prioritization Policy

4. **Monterey Way - 6th Street to Bob Billings Parkway (Traffic Calming)**

Recommend approval of traffic calming on Monterey Way from 6th Street to Bob Billings Parkway

5. **Kingston Drive (Traffic Calming)**

Recommend denial of traffic calming on Kingston Drive from Princeton Boulevard to Iowa Street

6. **Goodell Court (No Parking)**

Recommend denial of no parking on Goodell Court

7. **Cambridge Road (Traffic Calming)**

Recommend denial of traffic calming on Cambridge Road from Avalon Road to High Drive

8. **School Area Traffic Control Policy**

Recommend approval of the School Area Traffic Control Policy

9. **Staff Items**

10. **Commission Items**

Complete Streets Subcommittee Minutes November 16, 2017



11. Calendar

Next Study Session – December 14, 2017

12. Adjournment

City of Lawrence
Transportation Commission
November 6, 2017 Minutes

MEMBERS PRESENT: Charlie Bryan, David Hamby, Chris Storm, Mark Hurt, Steve Evans, John Ziegelmeyer, Erin Paden, Ron May, Jeff Severin, Michele Dillon, Kathryn Schartz

MEMBERS ABSENT: N/A

STAFF PRESENT: David Cronin, Public Works Department
Nick Voss, Public Works Department
Zach Baker, Public Works Department
Amanda Sahin, Public Works Department

PUBLIC PRESENT: Carol Bowen, Gary Webber, Lana Scott, Charlea Rockhold

A complete video recording of the meeting is available on the City's website at <https://lawrenceks.org/boards/transportation-commission/>

The meeting was called to order by Charlie Bryan at 6:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

ITEM NO. 1:

[Approve of October 2, 2017 Meeting Minutes](#)

Moved by Commissioner Hurt, seconded by Commissioner Storm, to approve minutes. The motion carried, 11-0.

ITEM NO. 2:

[General Public Comment](#)

Public Discussion:

Carol Bowen – Radius returns at intersections and impact on pedestrians.

ITEM NO. 3:

[1909 Edgelea Rd \(Disabled Parking\)](#)

Staff Presentation:

Zach Baker presented a request to add two disabled parking stalls at 1909 Edgelea Rd. Staff recommends approval of the request.

Moved by Commissioner Evans, seconded by Commissioner Hamby, to approve one disabled parking spot in front on 1909 Edgelea Rd.

The motion passed, 11-0.

ITEM NO. 4:

28th St & Kensington Dr (Traffic Calming)

Staff Presentation:

Zach Baker presented a request for traffic calming on Kensington Road between 27th Street and 28th Street. The requestor also asked for the yield sign at 28th Street and Kensington Road be changed to a stop sign. Staff recommends approval of traffic calming. Staff recommends denial of the stop sign request.

Moved by Commissioner Ziegelmeyer, seconded by Commissioner Hamby, to approve traffic calming on Kensington Road between 27th Street and 28th Street and to deny installing a stop sign at 28th Street and Kensington Road.

The motion passed, 11-0.

ITEM NO. 5:

Crossgate Drive/ Alvamar (Traffic Calming)

Staff Presentation:

Zach Baker presented the proposal of the installation of three speed humps on Crossgate Drive as part of the Alvamar development.

Moved by Commissioner Hurt, seconded by Commissioner Storm, to approve installation of three speed humps on Crossgate Drive.

The motion carried, 11-0.

ITEM NO. 6:

23rd St Center Turn Lane

Staff Presentation:

Zach Baker presented the project scope for 2018 construction design of a center turn lane on 23rd Street between Louisiana and Massachusetts.

Moved by Commissioner Evans, second by Commissioner Hurt, to approve the project scope as presented with the addition of studying the feasibility of incorporating a shared use path along 23rd Street.

The motion carried, 11-0.

ITEM NO. 7:

Surrey Drive – 24th Terrace to 25th Terrace (No Parking)

Staff Presentation:

Nick Voss presented a request that was received for the addition of no parking on one side of Surrey Drive. Staff recommends denial of this request.

Moved by Commissioner Hamby, seconded by Commissioner May, to deny the addition of no parking on Surrey Drive.

The motion carried, 11-0.

ITEM NO. 8

Cedarwood Avenue – 25th Street to 26th Street (Traffic Calming)

Staff Presentation:

Nick Voss presented a request to add traffic calming on Cedarwood Avenue from 25th Street to 26th Street. Staff recommends denial of the traffic calming request.

Moved by Commissioner Ziegelmeyer, seconded by Commissioner Hamby, to deny traffic calming on Cedarwood Avenue from 25th Street to 26th Street.

The motion carried, 10-0.

Abstention from Commissioner Paden.

ITEM NO. 9

CDBG Sidewalk Gap Application

Staff Presentation

Nick Voss proposed to apply for \$150,000 of 2018 Community Development Block Grant (CDBG) funds for sidewalk gap projects located in low to moderate-income area of Lawrence. The application is due Dec 1, 2017.

Moved by Commissioner Dillon, seconded by Commissioner Schartz to approve staff recommendation to apply for CDBG funding application.

The motion carried 11-0.

ITEM NO. 10

Staff Items

Amanda Sahin presented an update on Bike/Pedestrian Prioritization Policy.

ITEM NO. 11

Commission Items

Commissioner Evans presented a draft Complete Streets Evaluation form that he presented at the 10-26 Complete Streets Subcommittee Meeting.

ITEM NO. 12

Calendar

Next Study Session is November 9, 2017 at Noon in City Commission Room.

Commissioner Bryan proposed having a one-day training for all Commissioners in January that would also include setting goals for next year. We will discuss the timing of this at the December Study Session.

ITEM NO. 13

Adjournment

Moved by Commissioner Dillon, seconded by Commissioner Hamby, to adjourn at 8:31 p.m.

The motion carried, 11-0.

City of Lawrence
Transportation Commission Study Session
November 9, 2017 Minutes

MEMBERS PRESENT: Charlie Bryan, David Hamby, Chris Storm, Mark Hurt, Steve Evans, Erin Paden, Ron May, Jeff Severin, Michele Dillon, Kathryn Schartz

MEMBERS ABSENT: Michele Dillon, John Ziegelmeier

STAFF PRESENT: David Cronin, Public Works Department
Nick Voss, Public Works Department
Zach Baker, Public Works Department
Amanda Sahin, Public Works Department
Steve Lashley, Public Works Department
Jessica Mortinger, Senior Transportation Planner

PUBLIC PRESENT: Byron Wiley, Jesse Brinson, Ardith Pierce, Alee Phillips, Michael Almon, Pat Kehde, Bonnie Uffman

A complete video recording of the meeting is available on the City's website at <https://lawrenceks.org/boards/transportation-commission/>

ITEM NO. 1:

[19th Street – Harper to O'Connell](#)

David Cronin gave presentation on the proposed 19th Street project.

ITEM NO. 2:

Review 2018 Street Maintenance Plan

Do to time constraints this item was moved to the December regular meeting.

Memorandum

City of Lawrence

Public Works Department

TO: Transportation Commission
FROM: Jessica Mortinger, Senior Transportation Planner
Amanda Sahin, Transportation Engineer
DATE: November 27, 2017
RE: Agenda Item for Transportation Commission 12/4/2017:
Non-motorized Infrastructure Prioritization Policy

Background

The City has been working on a policy and data driven ranking criteria in order to allocate standalone pedestrian and bicycle funds to priority projects. This is in an effort to implement priorities identified in the Regional Pedestrian Plan, the Pedestrian and Bicycle Issues Taskforce Report and Countywide Bikeway plan.

At the August 8, 2017 meeting a draft of the Pedestrian and Bicycle Prioritization Criteria was presented to the Transportation Commission. It was also discussed by the Transportation Commission at the September 14, 2017 Study Session. Since those meetings staff has been working on refining the criteria, adding ADA ramp criteria to the document, and creating the rest of the policy. With the addition of the ADA ramps the document name was changed to the Non-motorized Infrastructure Prioritization Policy. The policy has been presented to the Independence Inc. Access Review Board and they support the policy as written.

Next Steps

After the approval of this policy and passing of the resolution by City Commission, staff will score all the projects in each category that are part of a current approved bicycle or pedestrian plan. The process laid out in the policy will be used to develop a recommended 2018 project list for the \$600,000 that is set aside for these type of standalone projects (\$150,000 unspent 2017 and \$450,000 2018 pedestrian and bicycle funding). Due to the time constraints for construction in 2018 there will not be a public call for projects this year, the projects selected will be solely based on the planned priorities and how they score respectively. Public engagement was fundamental in the development of the approved pedestrian and bicycle plans that were the basis for the development of the project list. The 2018 proposed project list will be brought back to the Transportation Commission for approval. Starting with the 2019 budget we will institute the call for projects annually as laid out in the policy. In future years these projects will be programmed on a five year cycle, similar to the Capital Improvement Program.

Action Request

Recommend approval of the Non-motorized Infrastructure Prioritization Policy.

Attachments

Non-motorized Prioritization Policy

Non-motorized Infrastructure Prioritization Policy

Pedestrian, ADA and Bicycle Infrastructure

Pedestrian, ADA and Bicycle Infrastructure may include but are not limited to ADA curb ramps, sidewalk, curb extensions, shared use path, bike lanes, protected bike lanes, bicycle boulevards, bicycle route signage, crossing improvements and other infrastructure that improves the built environment for people who walk or bicycle.

Sidewalk maintenance is the responsibility of the property owner and will not be considered for prioritization.

Identification of projects

Projects identified from existing approved non-motorized plans have been assigned a prioritization score based on the criteria outlined below. The development of each plan included public engagement opportunities to identify community priorities for multimodal transportation networks.

Inclusion of the project on the list does not guarantee funding or implementation. Pedestrian and Bicycle improvements that are not stand alone and are part of roadway projects might be ranked, but will not be funded with pedestrian and bicycle funding.

Call for Projects

Requested additions to the project list can be made during the formal call for projects concurrent with the development of the Capital Improvement Program (CIP). Requested projects will be reviewed by the Public Works Department to determine the appropriateness and feasibility. If new projects are added, the prioritization scoring model will be used to score the added projects. Addition of a project to the list does not guarantee funding or implementation.

Project Scoring

This criteria provides a data driven approach to scoring projects based on priorities identified in approved plans, infrastructure that provides access to priority destinations and high volume roadways/crossings. The prioritization model was developed using clear measurable criteria to highlight priority areas using obtainable data from previous plans, studies and current GIS data.

Each of the three areas will be scored separately:

- ADA Ramps
- Pedestrian Gaps
- Bikeways

ADA Ramp Prioritization Criteria

Criteria for prioritizing ADA ramps is broken into four areas: 1. Priority Networks (5 max points) 2. Pedestrian Access to Priority Destinations (5 max points) and 3. Crossing Type (5 points max) and 4. User Request for Improved Route Accessibility (10 points).

1. Priority Networks

Projects that improve accessibility along priority networks recognized in adopted plans have the highest weight. This criteria recognizes the Regional Pedestrian Plan Priority network: Safe Routes to School Routes are the highest priority, followed by Arterial Streets, then Collector Streets and finally Local streets.

2. Pedestrian Access to Priority Destinations

Projects within closer proximity to priority destinations receive higher priority to promote access around high demand pedestrian destinations. This score is symbolized on a map produced by creating buffers (based on the pedestrian network routing) of identified locations.

3. Crossing Type

The type of crossing is used as a priority because the highest volume of pedestrian demand is anticipated at controlled intersections. Projects that are located at signalized intersections have the highest weight. The next highest category is stop sign or beacon controlled crossings. The lowest weight crossings are other marked crossings and then lastly unmarked crossings.

4. User Request for Improved Route Accessibility

Ramp requests that are received through the ADA Transition Plan Coordinator, from citizens who use mobility devices, or on their behalf, to provide specific accessible routes based on their location and travel needs. These requests can be made year round.

ADA Ramp Prioritization Criteria		Points
1	Priority Network (select one, max 5 pts)	
	Safe Routes to School Route	5
	Arterial Street Classification of Roadway	4
	Collector Street Classification of Roadway	3
2	Local Street Classification of Roadway	1
	Pedestrian Access to Priority Destinations (select one, max 5 pts)	
	Within ¼ mi of school or 1/8 mi of public transit stop	5
	Within ½ mi of school, ¼ mi of transit stop, ¼ mi of neighborhood or community retail (includes medical facilities, grocery store, farmers market and retail food outlets), 1/8 mi of park, 1/8 mi of library, or 1/8 of post office	3
3	Farther than ½ mi of school, ¼ mi of transit stop, ¼ of neighborhood or community retail, 1/8 mi of park, 1/8 mi of library, or 1/8 mi of public institutions (ex: post office, city hall)	1
	Crossing Type (select one, max 5 pts)	
	Signalized Controlled Intersections	5
	Stop Sign or Beacon Controlled Crossings	4
4	Other Marked Crossings	2
	Unmarked Crossings	1
4	User Request for Improved Route Accessibility(max 10 pts)	10

Max Points -25

Pedestrian Gap Prioritization Criteria

Criteria for prioritizing pedestrian gap projects is broken into three areas: 1. Priority Networks (5 max points) 2. Pedestrian Access to Priority Destinations (5 max points) and 3. Safety (20 max points). Safety is weighted the highest.

1. Priority Networks

Projects that improve connectivity along priority networks recognized in adopted plans have the highest weight. This criteria recognizes the Regional Pedestrian Plan Priority network: Safe Routes to School Routes are the highest priority, followed by Arterial and Collector Streets without sidewalks on either side followed by Arterial Streets, Collector Streets and finally Local streets.

2. Pedestrian Access to Priority Destinations

Projects within closer proximity to priority destinations receive higher priority to promote access around high demand pedestrian destinations. This score is symbolized on a map produced by creating buffers (based on the pedestrian network routing) of identified locations.

3. Safety

Higher volume roadways have greater priority as well as projects that improve crossing on roadways over 15,000 AADT. While crash history is not considered in project scoring, project design will consider crash history.

Pedestrian Gap Prioritization Criteria		Points
1	Priority Network (select one, max 5 pts)	
	Safe Routes to School Route	5
	Arterial/Collector Street Classification of Roadway with no sidewalks on either side	4
	Arterial Street Classification of Roadway	3
	Collector Street Classification of Roadway	2
	Local Street Classification of Roadway	1
2	Pedestrian Access to Priority Destinations (select one, max 5 pts)	
	Within ¼ mi of school or 1/8 mi of public transit stop	5
	Within ½ mi of school, ¼ mi of transit stop, ¼ mi of neighborhood or community retail (includes medical facilities, grocery store, farmers market and retail food outlets), 1/8 mi of park, 1/8 mi of library, or 1/8 of post office	3
	Farther than ½ mi of school, ¼ mi of transit stop, ¼ of neighborhood or community retail, 1/8 mi of park, 1/8 mi of library, or 1/8 mi of public institutions (ex: post office, city hall)	1
3	Safety - Roadway Volume (select one, max 5 pts)	
	Project on a road that has over 25,000 AADT on roadway	5
	Project on a road that has over 20,000 AADT on roadway	3
	Project on a road that has over 15,000 AADT on roadway	1
	Safety - Crossing (max 5 pts)	
	Project adds crossing improvements on a road over 15,000 AADT	5
Max Points - 20		

Bikeway Prioritization Criteria

Criteria for prioritizing bicycle infrastructure projects is broken into three areas: 1. Adopted Plan Priorities (5 max points) 2. Bicycle Demand (5 max points) and 3. Safety (20 max points). Safety is weighted the highest.

1. Adopted Plan Priorities

Projects that improve connectivity along networks recognized in adopted plans have the highest weight. This criteria recognizes the priority network from the [Ped Bike Issues Taskforce Report](#) and the [Countywide Bikeway Plan](#).

2. Bicycle Demand Model

Bicycle demand is calculated based on a scoring system that ranks areas based on 5 proximity factors: High density housing, medium density, K-12 schools, college/university, existing bike infrastructure. These factors impact the demand for bicycle transportation throughout the community. Areas of higher demand are prioritized.

Proximity Factors

High-Density Housing

A buffer of high-density housing. High-density housing as defined in the updated comprehensive plan is greater than or equal to 16 people per acre.

Factor	Score
High Density Housing	
within 0.25 mile	16
within 0.5 mile	12
within 1 mile	8
within 2 miles	4

Medium-Density Housing

A buffer of medium-density housing. Medium density housing as defined in the updated comprehensive plan is greater than or equal to 7 people per acre and less than 16 people per acre.

Medium Density Housing	
within 0.25 mile	9
within 0.5 mile	7
within 1 mile	3
within 2 miles	2

Schools K-12

A buffer distance from the property boundaries of public and private kindergarten through 12th grade.

Schools K-12 (public & private)	
within 0.25 mile	18
within 0.5 mile	14
within 1 mile	6
within 2 miles	2

College / University

A buffer distance from college / university boundaries.

College/University	
within 0.25 mile	20
within 0.5 mile	18
within 1 mile	15
within 2 miles	7

Existing Shared Use Path or Bike Lane

A buffer distance from existing shared use path and bike lane infrastructure.

Existing Shared Use Path / Bike Lane	
within 0.25 mile	18
within 0.5 mile	14
within 1 mile	6
within 2 miles	2

(The possible range of scores with the bicycle demand model are 0 to 81)

3. Safety

Higher volume roadways have greater priority as well as projects that improve crossing on roadways over 15,000 AADT. While crash history is not considered in project scoring, project design will consider crash history.

Bikeway Prioritization Criteria		Points
1	Adopted Plan Priorities (select one, max 5 pts)	
	Along the Ped/Bike Issues Taskforce Report Long Term Bikeway Priority Network	5
	Along network identified in approved Countywide Bikeway Plan	4
	Arterial/Collector with no Shared Use Path	3
2	Bicycle Demand (select one, max 5 pts)	
	<i>Bicycle demand is calculated on the bicycle demand heat map which is a prioritization score based on proximity to housing density, K-12 private/public schools, college/university and existing bikeway infrastructure.</i>	
	score greater than 66 up to 81	5
	score greater than 49 up to 65	4
	score greater than 33 up to 49	3
	score greater than 17 up to 33	2
	score greater than 0 up to 17	1
3	Safety - Roadway Volume (select one, max 5 pts)	
	Project on a road that has over 25,000 AADT on roadway	5
	Project on a road that has over 20,000 AADT on roadway	3
	Project on a road that has over 15,000 AADT on roadway	1
	Safety - Crossing (max 5 pts)	
	Project adds crossing improvements on a road over 15,000 AADT	5

Max Points - 20

Project Selection

The scoring process outlined above provides the first step in identifying corridors that should be considered for bicycle and/or pedestrian improvements. There are many other conditions that need to be considered in the final selection of projects and ultimately in project design. The following should also be considered in project selection:

- Equity in project distribution (environmental justice areas)
- Opportunities for parallel routes
- Grant funding opportunities
- Economies of scale
- Available funding
- Other relevant factors

The following process will be used to determine a final project ranking

- The available funding for pedestrian and bicycle infrastructure will be distributed between the three category areas (ADA ramps, pedestrian gaps, and bikeways) by recommendation of the Transportation Commission.
- City Staff will review the projects with the highest scores in each category. Project feasibility will be evaluated and planning level cost estimates will be prepared.
- City Staff will present a list of projects ranked on the established criteria and other factors as outlined above for pedestrian gap and bikeway projects to the Transportation Commission for consideration. Ramp projects will not be presented with specific locations but may recommend areas of focus.
- Transportation Commission will recommend a final project list for each category to be approved by City Commission.

Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: Amanda Sahin, Transportation Engineer
DATE: November 10, 2017
RE: Agenda Item for Transportation Commission 12/4/2017:
Traffic Calming Request – Monterey Way, 6th Street to Bob Billings Parkway

Background

In October 2017, the Transportation Commission received a request for traffic calming on Monterey Way from 6th Street to Bob Billings Parkway. The requestor cited in increase in traffic, speeding and reckless driving as reasons for the requests.

Details

Monterey Way, 6 th Street to Bob Billings Parkway						
Street Classification	Posted Speed Limit	Safe Route to School	Bus / Transit Route	Part of Douglas County Bikeway Plan	Sidewalk along Street	Street Cross Section/Pavement Data
Collector	35 mph	No	No	Yes	Both Sides	Curb and Gutter, 31-foot width, residential area

Traffic counts and 85th percentile speed were obtained for Monterey Way in this region during October of 2017. The average 85th percentile speed of traffic on Monterey Way was 44 mph and the 24-hour two-way traffic averaged 7,404 vehicles.

The City of Lawrence Traffic Calming Policy is listed below:

Traffic-Calming Devices may be permitted on “collector” streets as designated by the City's Major Thoroughfares Map, and under any one of the following conditions:

- The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
- The 24-hour two-way traffic volume is greater than 3000, or
- Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
- More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or

Traffic Calming Request – Monterey Way, 6th Street to Bob Billings Parkway

- 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% or more of the stated values.

The 85th percentile speed and 24-hour traffic volumes do meet the criteria for installing traffic-calming devices on both segments analyzed.

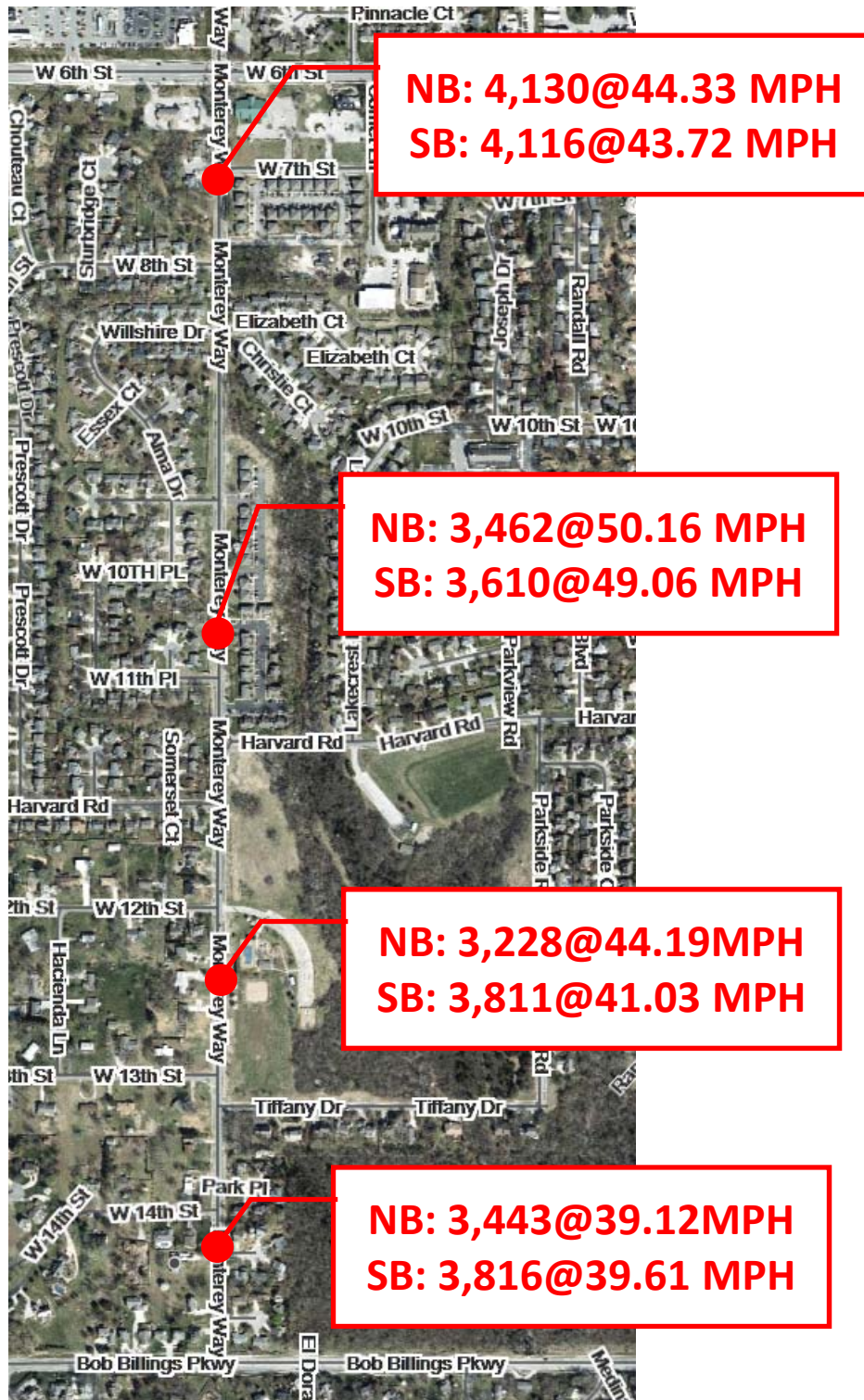
Action Request

It is staff recommendation the Transportation Commission approve the request for installation of traffic calming devices on Monterey Way from 6th Street to Bob Billings Parkway.

Attachments:

Traffic Data/Map
Request Email
Notification Postcard
Resident Responses

Monterey Way Traffic Counts/Speed Data



Taken: 1400 10/30/17 to 1400 10/31/17

Amanda Sahin

From: Haufler, Christopher H. <vulgare@ku.edu>
Sent: Saturday, October 21, 2017 2:51 PM
To: Amanda Sahin
Cc: David Cronin; Lisa Larsen; Matthew Herbert; Stuart Boley; Mike Amyx; Leslie Soden
Subject: Re: Taming the Monterey Way racetrack

Ms. Sahin,

Many thanks for your kind response to my inquiry about speeding traffic on Monterey Way between 6th and 15th Streets. At a recent neighborhood meeting, we discussed the situation and based on the Traffic Calming Policy that you referenced, we may meet the expectations included there. It would indeed be interesting to know what percentage of the traffic is exceeding the speed limit and how many vehicles are using Monterey Way for their travel, especially during high commuter traffic times.

As you know, there is already one traffic circle along that stretch of Monterey Way, but it is our observation that many drivers use it as an opportunity to test the cornering ability of their vehicles, and to determine how fast they can accelerate after the roundabout to regain their excessive speed. Harvard Road is often identified as a good example of a street where “traffic calming” has been deployed effectively. As we walk along that road, it is disturbing to see how many drivers prioritize speed over their car’s suspension and still rocket down that road as well.

Others have pointed out to us that simply enforcing the speed limit is apparently not a workable solution, and those at our recent neighborhood meeting wondered what ever happened to speed traps. Have we really given up on the option of enforcing the stated speed, and decided that humps and traffic circles are the best solution?

My neighbors and I look forward to learning what you discover, and we will be glad to work with you to discover the best solution to what has become a true problem on our street.

Thanks again for looking into this situation and helping us improve our neighborhood.
—Chris Haufler

On Oct 20, 2017, at 2:36 PM, Amanda Sahin <asahin@lawrenceks.org> wrote:

Mr. Haufler,

Based on your concern for speeds I would recommend staff do a study to determine if this section of Monterey Way meets the city's Traffic Calming Policy https://assets.lawrenceks.org/assets/public-works/traffic/traffic_calming_policy.pdf. Staff will review and suggest recommendations to the Transportation Commission and we will notify you when placed on a future agenda. Let me know of any additional concerns.

Thank you,
Amanda Sahin, P.E., Transportation Engineer
Public Works Department - City of Lawrence, KS
PO Box 708, Lawrence, KS 66044
office: (785) 832-3034

From: David Cronin
Sent: Tuesday, October 17, 2017 6:24 PM
To: Charles Soules <csoules@lawrenceks.org>
Cc: Amanda Sahin <asahin@lawrenceks.org>
Subject: Re: Taming the Monterey Way racetrack

Sent from my iPhone

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

On Oct 17, 2017, at 6:04 PM, Charles Soules <csoules@lawrenceks.org> wrote:

From: Tom Markus
Sent: Sunday, October 1, 2017 10:15 PM
To: Brandon McGuire <bmcguire@lawrenceks.org>; Charles Soules <csoules@lawrenceks.org>
Cc: City Commissioners Email <commissioners@lawrenceks.org>; Anthony Brixius <brixius@lkpd.org>
Subject: Fwd: Taming the Monterey Way racetrack

Please review and take appropriate action.

Sent from my iPhone

Begin forwarded message:

From: Lisa Larsen <llarsen@lawrenceks.org>
Date: October 1, 2017 at 4:56:55 PM CDT
To: Tom Markus <tmarkus@lawrenceks.org>
Subject: Fwd: Taming the Monterey Way racetrack

Please look into this. Thanks Lisa

Sent from my iPhone

Begin forwarded message:

From: "Haufler, Christopher H."
<vulgare@ku.edu>
Date: October 1, 2017 at 2:16:38 PM CDT
To: "<cityhall@lawrenceks.org>",
<cityhall@lawrenceks.org>,"
<llarsen@lawrenceks.org>,"
<llarsen@lawrenceks.org>,"
<sboley@lawrenceks.org>"

<sboley@lawrenceks.org>,
"mamyx@lawrenceks.org"
<mamyx@lawrenceks.org>,
"matthewjherbert@gmail.com"
<matthewjherbert@gmail.com>,
"lsoden@lawrenceks.org"
<lsoden@lawrenceks.org>

Subject: Taming the Monterey Way racetrack

Greetings Commissioners:

I have been a Lawrence resident since 1979 when I was hired by the University of Kansas as an assistant professor. I currently serve as the chair of one of the two biology departments at KU. Since coming to Lawrence, I have had many opportunities to extoll the virtues of our wonderful city, and have had few reasons to be concerned about the quality of life in Lawrence.

I reside at 3801 Park Place, a short cul-de-sac along Monterey Way where I built a home in 1993. My wife and I have two dogs that we walk twice daily along the streets in our neighborhood. We greatly appreciate and enjoy our excellent neighbors and the comfortable environs.

With the expansion of the city to the west, Monterey Way has seen more and more traffic, and unfortunately that traffic does not respect our neighborhood. **Monterey Way has become a racetrack for inconsiderate travelers**, the majority of whom regularly exceed the speed limit of 35 MPH. Further, 35 MPH is faster than it should be for a two-lane road lined with houses, and a busy city park (Dad Perry Park) that hosts young children playing soccer and families having picnics.

Something is out of whack here: Each day as we walk our dogs along Monterey way, I observe most drivers traveling at speeds well in excess of the already too high 35 MPH, and I have personally witnessed individuals passing each other at speeds that must reach ~60 MPH.

Can you please help to alleviate this very dangerous situation by reducing the Monterey Way speed limit to 30 MPH, and then enforcing the speed of cars on the road?

My neighbors and I are in agreement that Monterey Way has become a dangerous road for us, our children, and our fellow Lawrence citizens.

We seek your help in returning our environment to its former status as a wonderful place to call home.

Thank you for considering this request.

—Chris Haufler

3801 Park Place

Lawrence

**MONTEREY WAY, 6TH STREET TO BOB BILLINGS PARKWAY,
TRAFFIC CALMING REQUEST**

The City of Lawrence has received correspondence from an area resident requesting traffic calming on Monterey Way from 6th Street to Bob Billings Parkway. Since you own and/or reside at property in the area, we would like to receive your input before a recommendation is made to the City Commission on this request.

This item will be included in the November Transportation Commission meeting scheduled for **December 4, 2017 at 6:00 p.m.** in the City Hall Commission Room. Public is welcome to attend and provide input. Additional information on this item will be available prior to the meeting at:

<https://lawrenceks.org/boards/transportation-commission/> under the Agendas and Minutes tab. If you are unable to attend the meeting, please email me at the address below with comments and your comments will be posted and passed on to the Transportation Commission before the meeting.

Amanda Sahin, P.E.
Transportation Engineer
asahin@lawrenceks.org
(785) 832-3034



Amanda Sahin

From: Melissa Manning <lissamanning4@gmail.com>
Sent: Saturday, November 18, 2017 6:48 PM
To: Amanda Sahin
Subject: Another expensive roundabout!

I live a block from Monterey Way between 6th and Bob Billings Parkway at 3916 Willshire Drive. I use Monterey Way every day. The last thing we need in the world is another roundabout! There is already one we didn't need at Harvard and Monterey Way. We do not need anymore expensive "traffic calmers" on this stretch of road. Honestly please use our money for needed but less glam road maintenance.

Melissa Manning
3916 Willshire Drive
Lawrence Ks 66049
785 550 9093

Amanda Sahin

From: George Roberts <intrepid@sunflower.com>
Sent: Saturday, November 18, 2017 11:02 AM
To: Amanda Sahin
Subject: Monterey Way traffic

I think it would be insane to add "calming" traffic structures to Monterey Way between 6th and Billings. We have a nice circle already in place halfway between those two streets that slows down traffic. Any additional strategies would be money ill spent and in my opinion not needed. I have lived on Elizabeth Court since 1994 and I never thought of Monterey Way as a street that people routinely exceed the speed limit on. We are do not need more circles or speed bumps.

G.A.Roberts

3735 Elizabeth Court

(785)841-6048

Amanda Sahin

From: Amanda Sahin
Sent: Monday, November 20, 2017 10:15 AM
To: 'Kami Bible'
Subject: RE: Traffic Calming Request

We are not at the point yet to identify locations or how many speed cushions. If approved this would go on the list and would be scored based on the approved scoring criteria. Depending how it scores it may be funded next year or could take several years. Once funding is available we would lay out the locations and at that point residents would actually vote yes or no. 70% within 300 ft of any device have to approve to move forward. The step we are at now is the preliminary phase of just trying to see if it should be added to the list of potential projects. All of the emails from residents along with the traffic speeds/volumes we collected will be presented to Transportation Commission for a recommendation.

Thank you

Amanda Sahin, P.E., Transportation Engineer Public Works Department - City of Lawrence, KS PO Box 708, Lawrence, KS 66044
office: (785) 832-3034

-----Original Message-----

From: Kami Bible [mailto:kami.bible@mac.com]
Sent: Monday, November 20, 2017 10:11 AM
To: Amanda Sahin <asahin@lawrenceks.org>
Subject: Re: Traffic Calming Request

Thank you for your response. Do you know where the proposed location for these cushions along Monterey?

My family and I have lived along Monterey for 5 years. I do not feel these are necessary. I do feel traffic has become heavier. I thought this may be due to the construction on Wakarusa.

Kami Bible

> On Nov 20, 2017, at 9:59 AM, Amanda Sahin <asahin@lawrenceks.org> wrote:

>

> Kami,

>

> We would be adding speed cushions. They are similar to speed humps but they have cut outs for emergency vehicles. These are the City standard for streets that are classified as collector streets like Monterey Way is. There are some located on Harvard west of Monterey Way. I have attached a picture.

>

> Thank you

> Amanda Sahin, P.E., Transportation Engineer Public Works Department -

> City of Lawrence, KS PO Box 708, Lawrence, KS 66044

> office: (785) 832-3034

>

>

> -----Original Message-----

> From: Kami Bible [mailto:kami.bible@mac.com]

> Sent: Friday, November 17, 2017 4:51 PM
> To: Amanda Sahin <asahin@lawrenceks.org>
> Subject: Traffic Calming Request
>
> Hello,
>
> I am a resident along Monterey Way, between 6th & Bob Billings. I am curious to know what traffic calming means and how this would be carried out. Can you elaborate on this?
>
> Thank you,
>
> Kami Bible
> <speed cushion example.png>

Amanda Sahin

From: Kristin Howick <kemhowick@sbcglobal.net>
Sent: Monday, November 20, 2017 2:23 PM
To: Amanda Sahin
Subject: Re: Lack of Info

I would be so opposed to speed cushions I would put my house up for sale. Kristin Howick

On Monday, November 20, 2017 10:06 AM, Amanda Sahin <asahin@lawrenceks.org> wrote:

Ms Howick

Monterey Way is classified as a Collector street. The approved traffic calming for that designation is speed cushions. They are similar to speed humps but have cut outs for emergency vehicles. The installation of these would likely have the effect of diverting some of the traffic to Kasold. Even though we use them as a way to slow down traffic there is also studies that show that they decrease traffic volumes. We do not use stop signs or traffic signals as traffic calming measures. Those are only installed if the traffic volumes meet certain warrants (or if there are site distance issues). The request that came into our office was specifically for traffic calming and so we are routing this through the traffic calming process as requested.

Thank you

Amanda Sahin, P.E., Transportation Engineer
Public Works Department - City of Lawrence, KS
PO Box 708, Lawrence, KS 66044
office: (785) 832-3034

From: Kristin Howick [mailto:kemhowick@sbcglobal.net]
Sent: Friday, November 17, 2017 10:09 PM
To: Amanda Sahin <asahin@lawrenceks.org>
Subject: Lack of Info

Ms. Sahin, I have checked the transportation commission webpage but could not find any posted information regarding proposed traffic calming on Monterey Way. I am unable to attend the meeting in December. As one of the few homeowners whose property directly faces Monterey Way, I can offer a perspective that others may not. Monterey Way has been designated as a feeder street in the past. As such a large portion of the current traffic does not come from area residents but are those looking for FAST access to other areas especially the high volume of large truck traffic. Is traffic calming even possible with this designation? If so, could extraneous traffic be encouraged to use another route(a 4-lane divided route like Kasold) and discouraged from using Monterey Way? Maybe lowering the speed limit to 30 mph or actually enforcing the current speed of 35 mph might be effective measures. Could trucks over a certain empty weight be prohibited from using Monterey Way? The current roundabout @ Harvard Rd. is poorly constructed. The central greenery obstructs the view of on-coming traffic(pedestrian, bicycle, and auto) from all directions. The north and eastern portions of the circle do not drain well and during cold weather the road often has a treacherous icy build-up that road crews are unable to remove because the circle is too narrow. As it was not designed to calm traffic in the first place, merely encourage smooth flow of traffic, why not fix the problems by replacing it with a traffic signal at a T intersection? The placement of streets that intersect with Monterey Way are off set allowing only a few opportunities for additional stop sign placement but may be more cost effective overall combined with a reduction in speed limit. Sites @ 8th? 12th? maybe an on demand pedestrian crossing? or some combination? I would be absolutely opposed to measures such as speed bumps or additional traffic circles. Kristin Howick

Amanda Sahin

From: Dave Stoffer <davidstoffer@sunflower.com>
Sent: Monday, November 20, 2017 6:52 AM
To: Amanda Sahin
Subject: Traffic Calming Request

You have two no vote/opinions from David & Cheryl Stoffer
Owners of 3910 W 13th St
Lawrence, Ks 66049

Amanda Sahin

From: Gerry and Kim <gkcollie@gmail.com>
Sent: Monday, November 20, 2017 12:52 PM
To: Amanda Sahin
Subject: traffic calming on Monterey Way

To whom it may concern;

We feel that having traffic calming on Monterey Way, is not the way to go. We feel that the city should reduce the speed back down to 30 miles per hour (like it was years ago) and have the police take radar on it. My wife and I travel Monterey Way at least 3-5 times a day and have not seen any reasons to install traffic calming devices.

Wouldn't be cheaper to lower the speed limit and take radar every so often, then installing traffic calming devices?

Thank you for considering this email.

Sincerely,
Gerald Collie

Amanda Sahin

From: Amanda Sahin
Sent: Tuesday, November 21, 2017 8:18 AM
To: 'Doug Blair'
Subject: RE: Traffic calming on Monterey Way

Mr Blair

We do not believe lowering the speed limit will help in this matter. People are already greatly exceeding the speed limit in this area. Changing the posted speed limit is shown to not have an impact on drivers because people will generally drive as fast as they feel comfortable. The best way from an engineering perspective to lower speeds is to change the experience of driving on the road. That can be achieved many ways but speed humps (or speed cushions) in this case or the most economical on an existing road. As far as enforcement goes I am sure that it would help in the short term but without continued enforcement people will begin to speed up again. Our Police Department does not have a designated unit to enforce traffic therefore any continued enforcement would take officers out of service and not allow them to respond to more critical calls for service.

Thank you

Amanda Sahin, P.E., *Transportation Engineer*
Public Works Department - City of Lawrence, KS
PO Box 708, Lawrence, KS 66044
office: (785) 832-3034

From: Doug Blair [mailto:dougblair51@gmail.com]
Sent: Tuesday, November 21, 2017 7:03 AM
To: Amanda Sahin <asahin@lawrenceks.org>
Subject: Traffic calming on Monterey Way

Amanda,

In response to the post card we received regarding discussion on 12/4 about installation of a "traffic calming on Monterey Way", where the posted speed limit is 35 mph, I have this comment. Why not reduce the speed limit to 30 or even 25mph first. Maybe even ask the LPD to occasionally run a speed check/radar unit to enforce the posted limit. We already have a traffic circle at Harvard and Monterey Way to manage and slow traffic. I feel that that physical barrier, coupled with a lower speed limit, should be enough to reduce the need for further "traffic calming" devices.

Doug Blair
3801 West 14th Terrace

Amanda Sahin

From: Amanda Sahin
Sent: Tuesday, November 21, 2017 5:01 PM
To: 'Graham, Sharon D.'
Subject: RE: Traffic Calming?

Hello Sharon

The agenda will be posted early next week but I can give you the basic info now. We are still at the beginning stages of this process so no design is being considered yet. The traffic calming was requested by a resident last month and we have taken traffic data. The data did meet the thresholds for traffic calming per the City policy. If approved at this meeting (and at a subsequent City Commission meeting) it would be added to the list and scored against the current projects on the list. This does not guarantee funding. Once funding is available the design will be looked at and the neighbors within 300' of any device will be given an opportunity to vote on moving forward on the project or not. A 70% approval is required to install any devices.

Currently we are just giving nearby residents an opportunity to come to the meeting or send an email that will be included in the agenda packet to voice support or to speak against the idea of traffic calming in this sector.

Thank you

Amanda Sahin, P.E., *Transportation Engineer*
Public Works Department - City of Lawrence, KS
PO Box 708, Lawrence, KS 66044
office: (785) 832-3034

From: Graham, Sharon D. [mailto:sgraham@ku.edu]
Sent: Tuesday, November 21, 2017 1:03 PM
To: Amanda Sahin <asahin@lawrenceks.org>
Subject: Traffic Calming?

Amanda,

I received a post card in the mail regarding proposed traffic calming on Monterey from 6th to Bob Billings. There is no agenda yet on the website. Can you provide details as to what is being considered? I personally don't see that there is a problem.

Thank you.

Sharon D. Graham
3905 Harvard Rd

Amanda Sahin

From: Haufler, Christopher H. <vulgare@ku.edu>
Sent: Tuesday, November 21, 2017 9:05 AM
To: Amanda Sahin
Subject: Calming Monterey Way

Dear Ms. Sahin,

I write this message in support of a plan to calm traffic along Monterey Way between 6th Street and Bob Billings Parkway. I have lived along this busy road since 1993 and have watched as building flourished in west Lawrence, and the traffic on Monterey Way increased dramatically. Along with having more traffic on this road, the speed of the traffic also increased, and the courtesy of drivers has decreased. As I walk my dog along the sidewalk on Monterey Way, I have been distressed to see impatient commuters actually pass those who were traveling at the posted speed limit!

One of the nicest features of this stretch of Monterey Way is Dad Perry Park. Since 1993, I have been pleased to see more and more use of this park by area residents, and especially young children being coached in soccer practice. I cringe to imagine the young soccer player in hot pursuit of a rolling soccer ball encountering the Monterey Way driver traveling above the posted speed limit and texting.

Monterey Way is a two-lane road that is not a major thoroughfare and yet it provides commuters with a straight shot from 6th Street to Bob Billings Parkway. Too many drivers consider it to be a better route than 4-lane Wakarusa Drive or Kasold Drive and have flooded it with too much traffic traveling at unsafe speeds. Steps must be taken to reduce the number and speed of vehicles along Monterey Way before an unfortunate incident occurs and tragedy results.

I appreciate the study that has been conducted documenting the high volume and high speed of traffic along Monterey Way, and I encourage the city to pursue improvements to our street as quickly as possible. Monterey Way should protect its status as a residential street rather than a commuter conduit.

Thank you for this opportunity to share our input and recommendations.

—Chris Haufler
3801 Park Place
Lawrence

Amanda Sahin

From: Kathy Saving <kmsaving@gmail.com>
Sent: Tuesday, November 21, 2017 7:25 PM
To: Amanda Sahin
Subject: Traffic calming request

I do not believe that we need traffic calming on Monterey Way. I drive this street every day and have never noticed cars speeding and am not aware of many accidents. Unlike Harvard with many driveways and cars backing into the street, Monterey Way has few houses facing the street. Traffic is already slowed by the roundabout so I do not see a need to slow down traffic any more. Traffic calming speed bumps slow traffic down well below the speed limit and are just not necessary on this street.

Kathy Saving
928 Alma Drive
Lawrence, KS 66049

Amanda Sahin

From: dilleymgmt@aol.com
Sent: Wednesday, November 22, 2017 11:30 AM
To: Amanda Sahin
Subject: Traffic calming Monterey Way

Thank you for the opportunity to provide input to this individual citizen request. As a retired traffic engineer I can state that traffic calming is a useful tool, most appropriately on residential streets that are being used as a cut through to avoid congested arterials.

This however is not the case with Monterey Way between 6th and Bob Billings.

Monterey way through this reach functions at a minimum as a local collector if not as a minor arterial. This definitely is not a residential street and North of Perry Park, no houses even front on Monterey Way. The existing roundabout seems to function well to control traffic speed on this type of roadway.

Traffic calming would only function to unnecessarily impede the flow of traffic. As an owner of an apartment complex I just cannot support the application of any traffic calming techniques on Monterey Way.

Michael Dooley

Amanda Sahin

From: Sandy Malik <send2sandym@gmail.com>
Sent: Friday, November 24, 2017 9:15 AM
To: Amanda Sahin
Subject: Monterey Way

Dear Ms. Sahin,

Thank you for your interest and action re: the traffic on Monterey Way. I live on the corner of Monterey Way and Park Place (and have lived here for 13 years), and am very concerned about the speed of traffic going by my house. I am very much in agreement with any traffic calming measures to help alleviate the situation.

Thanks again for your help,

Sandy Malik
3809 Park Place
Lawrence, KS 66049

Amanda Sahin

From: Justin Begaye <chocothunder@hotmail.com>
Sent: Saturday, November 25, 2017 2:50 PM
To: Amanda Sahin
Subject: No changes please

I am a loyal taxpayer of Lawrence KS and live on 6th and Monterey Way. Please do not install speedbumps (traffic calming) as it is unnecessary.

Thank you.

Sent from my T-Mobile 4G LTE Device

Amanda Sahin

From: David Starr <dstarr1976@gmail.com>
Sent: Saturday, November 25, 2017 2:47 PM
To: Amanda Sahin
Subject: Monterey Way Traffic calming

Amanda,

My name is David Starr and I received a mailer regarding the Monterey Way 6th street to Bob Billings Parkway Traffic calming request.

I will be unable to attend the meeting on December 4th, but I am opposed to any modifications to Monterey Way. Thank you for providing the opportunity to address this.

Sincerely,

David Starr

Phone Call Log:

Melynn McGrew – Feels that the traffic issues will go away once Wakarusa construction is complete.
Does not support traffic calming.

Amanda Sahin

From: Steve Albright <steve@askmcgrew.com>
Sent: Monday, November 27, 2017 2:51 PM
To: Amanda Sahin
Subject: Monterey Way calming device

Dear Amanda Sahin,

I live at 3911 Willshire Dr. and travel the 6th St to Bob Billings Pkwy stretch of Monterey Dr. several times each workday and on weekends as well. I have never sensed a need for a traffic calming device along this route. I think the roundabout at Monterey Dr. and Harvard Rd. is sufficient to control traffic speeds along the section of Monterey Way in question.

Regards,

Stephen Albright



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Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: Amanda Sahin, Transportation Engineer
DATE: November 10, 2017
RE: Agenda Item for Transportation Commission 12/4/2017:
Traffic Calming Request – Kingston Drive, Iowa Street to Princeton Boulevard

Background

In October 2017, the Transportation Commission received a request for traffic calming on Kingston Drive from Iowa Street to Princeton Boulevard. The requestor cited cut-through traffic and speeds as a concern.

Details

Kingston Drive, Iowa Street to Princeton Boulevard						
Street Classification	Posted Speed Limit	Safe Route to School	Bus / Transit Route	Part of Douglas County Bikeway Plan	Sidewalk along Street	Street Cross Section/Pavement Data
Local	30 mph	No	No	No	South Side	Curb and Gutter, 27-foot width, residential area

Traffic counts and 85th percentile speed were obtained for Kingston Drive in this region during November of 2017. The 85th percentile speed of traffic was 34 mph and the 24-hour two-way traffic averaged 339 vehicles. The cut-through traffic percentage was approximately 26%.

The City of Lawrence Traffic Calming Policy is listed below:

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

Traffic Calming Request – Kingston Drive, Iowa Street to Princeton Boulevard

- D. Where no single condition is satisfied, but where any two of A, B, or C above are satisfied to the extent of 80% or more of the stated values.

The 85th percentile speed, 24-hour traffic volumes, and cut-through traffic do not meet the criteria for installing traffic-calming devices.

Action Request

It is staff recommendation that the Transportation Commission deny the request for installation of traffic calming devices on Kingston Drive from Iowa Street to Princeton Boulevard.

Attachments:

Traffic Data/Map
Request Email
Notification Letter
Resident Responses

Kingston Dr Traffic Counts/Speed Data



Taken: 0700 11/2/17 to 0700 11/3/17

Amanda Sahin

From: Amanda Sahin
Sent: Friday, October 20, 2017 3:33 PM
To: 'asdenning@gmail.com'
Cc: David Cronin
Subject: RE: traffic concern

Mr. Denning,

Based on your concern for speeds I would recommend staff do a study to determine if Kingston Drive meets the city's Traffic Calming Policy https://assets.lawrenceks.org/assets/public-works/traffic/traffic_calming_policy.pdf. Staff will review and suggest recommendations to the Transportation Commission and we will notify you when placed on a future agenda. Let me know of any additional concerns.

Thank you

Amanda Sahin, P.E., Transportation Engineer Public Works Department - City of Lawrence, KS PO Box 708, Lawrence, KS 66044
office: (785) 832-3034

-----Original Message-----

From: David Cronin
Sent: Friday, October 20, 2017 2:31 PM
To: Amanda Sahin <asahin@lawrenceks.org>
Subject: FW: traffic concern

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

-----Original Message-----

From: Andrew Denning [mailto:asdenning@gmail.com]
Sent: Friday, October 20, 2017 8:21 AM
To: David Cronin <dcronin@lawrenceks.org>
Cc: Whitney Denning <wmdenning@ku.edu>
Subject: traffic concern

Dear Commissioners,

At the recommendation of the Public Works staff, I am writing to make a request that the Transportation Commission examine traffic flow in my neighborhood. I live on Kingston Drive in the Deerfield neighborhood of Lawrence. Ours is a short street that cuts between Iowa Street and Princeton Blvd. These are two major arteries, and to save time, many cars use Kingston to cut through. When they do so, in a residential neighborhood with many young children, many people drive at high speeds; Iowa is 45 mph and Princeton is 35 mph, and many cars go through our neighborhood at similar speeds.

I and my neighbors would like to request that the city consider installing a few traffic calming features along our short street to slow down the traffic cutting through our neighborhood. I would be glad to speak to the commission or provide further information if necessary.

Kind regards,

Andrew Denning
2204 Kingston Drive
(775) 338-3942
asdenning@gmail.com



City of Lawrence

PUBLIC WORKS

THOMAS M. MARKUS
CITY MANAGER

City Offices
PO Box 708 66044-0708
www.lawrenceks.org

6 East 6th St
785-832-3000
FAX 785-832-3405

CITY COMMISSION

MAYOR
LESLIE SODEN

COMMISSIONERS
STUART BOLEY
MATTHEW J. HERBERT
LISA LARSEN
MIKE AMYX

November 10, 2017

Re: Kingston Drive, Iowa Street to Princeton Boulevard, Traffic Calming Request

Dear Property Owner and/or Resident:

The City of Lawrence has received correspondence from an area resident requesting traffic calming on Kingston Drive between Iowa Street and Princeton Boulevard. Since you own and/or reside at property in the area, we would like to receive your input before a recommendation is made to the City Commission on this request.

This item will be included in the December Transportation Commission meeting scheduled for **December 4, 2017 at 6:00 p.m.** in the City Hall Commission Room. Public is welcome to attend and provide input. Additional information on this item will be available prior to the meeting at: <https://lawrenceks.org/boards/transportation-commission/> under the Agendas and Minutes tab. If you are unable to attend the meeting, please email me at the address below with comments and your comments will be posted and passed on to the Transportation Commission before the meeting.

This meeting purpose is to receive a recommendation from the Transportation Commission to pass on to the City Commission for approval/denial. Official approval or denial of these requests will occur at a future City Commission meeting.

If you have any questions regarding this matter, please feel free to contact me at your convenience at (785) 832-3034 or asahin@lawrenceks.org.

Sincerely,

Amanda Sahin, P.E.
Transportation Engineer



Amanda Sahin

From: Jerod Lyles <jjlyles@hotmail.com>
Sent: Monday, November 20, 2017 3:51 PM
To: Amanda Sahin
Subject: Regarding letter about traffic calming request, Kingston Drive

Hello Amanda.

I received your letter today about the traffic calming request for Kingston Drive between Iowa Street and Princeton Boulevard. I will not be able to attend the meeting on the 4th so I'm sending you this response.

I think traffic calming devices on Kingston would be a fantastic idea. People drive way too fast down my street all the time. I'm worried about letting my daughter cross the street to retrieve a lost soccer ball alone even after she has looked both ways because the cars can come around the corner so quickly. So I vote yes for traffic calming devices.

Thank you,

Jeana Lyles
jjlyles@hotmail.com
2210 Kingston Drive

Sent from my iPad

Amanda Sahin

From: Pam/Tom Slawson/Geyer <slawsongeyer@hotmail.com>
Sent: Monday, November 27, 2017 8:51 PM
To: Amanda Sahin
Subject: Comments regarding traffic calming request on Kingston Drive

Dear Ms. Sahin,

I am writing to provide input on the request before the City of Lawrence for traffic calming on Kingston Drive between Iowa Street and Princeton Boulevard. In my opinion, this is a quiet section of road with very little traffic, outside of the neighborhood residents. As one of the residents, I am opposed to traffic calming measures, such as speed bumps. I have not observed speeding or dangerous driving in the years that I have lived on the corner of Kingston Drive. There are no cross roads creating intersections along this stretch of road, and it seems that installing speed bumps would frustrate residents and be a waste of taxpayer money.

I appreciate the opportunity to make my voice heard on this matter.

Sincerely,

Pam Slawson
2303 Manchester Rd

Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: Amanda Sahin, Transportation Engineer
DATE: Nov 16, 2017
RE: Agenda Item for Transportation Commission 12/4/2017:
No Parking Request – Goodell Court

Background

In November 2017, the Transportation Commission received a request to restrict parking to one side of the street on Goodell Court. The requesting resident cited excessive street parking and delays in travel due to the road being blocked by delivery vehicles and busses. A site visit and aerial images attached show parking usage along the street.

Details

Goodell Court						
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
Local	30 mph	No	No	No	Yes, South Side	Curb and Gutter, 26 foot width, residential area

Staff has been out to the location multiple times and has also received pictures from the requestor. The pictures (attached) appear to show sufficient width to accommodate parking on both sides of the street and a travel lane wide enough for emergency vehicles. Staff does not recommend limiting parking to one side of the street except in cases where there is insufficient width for emergency vehicles to pass, there are long stretches of roadway with cars parked on both sides, or there are site distance concerns. If the request is approved city staff would recommend parking to be restricted on the same side of the street as the sidewalk to increase pedestrian visibility.

Action Request

Staff recommends denying the request to restrict parking to one side of the street on Goodell Court.

Attachments:

Location map and pictures of existing parking
Request Email
Notification Letter
Resident Responses

No Parking Request – Goodell Court

The map displays a residential neighborhood with a grid of streets. The main vertical streets are Harper St, Kensington Rd, O'Connell Rd, and E 1600 Rd. The main horizontal streets are E 23rd St, E 24th St, E 25th Ter, E 27th St, E 28th St, E 29th St, E 30th St, and E 31st St. A yellow rectangle highlights the intersection of Kensington Rd and Goodell Ct. Other streets shown include Anderson Rd, Surrey Dr, Exchange Pl, Fairfield St, Thomas Ct, Willow Cv, Bonanza St, Round Ln, Whitmore Dr, Cranley St, Mayfair Dr, Carlton Dr, Dover Ct, Knox Dr, E 28th Pl, Chasehill Dr, Bishop St, Ann Ct, E 27th Ter, E 29th St, Charise Ct, Whitmore Ct, E 30th St, Fenwick Rd, Bishop Ct, Prairie Ct, N 1320 Rd, and N 1300 Rd. A red line indicates a 'Private' area. A scale bar at the bottom shows a distance of 10 miles.

No Parking Request – Goodell Court



Taken by City Staff (Saturday 1:45 PM)

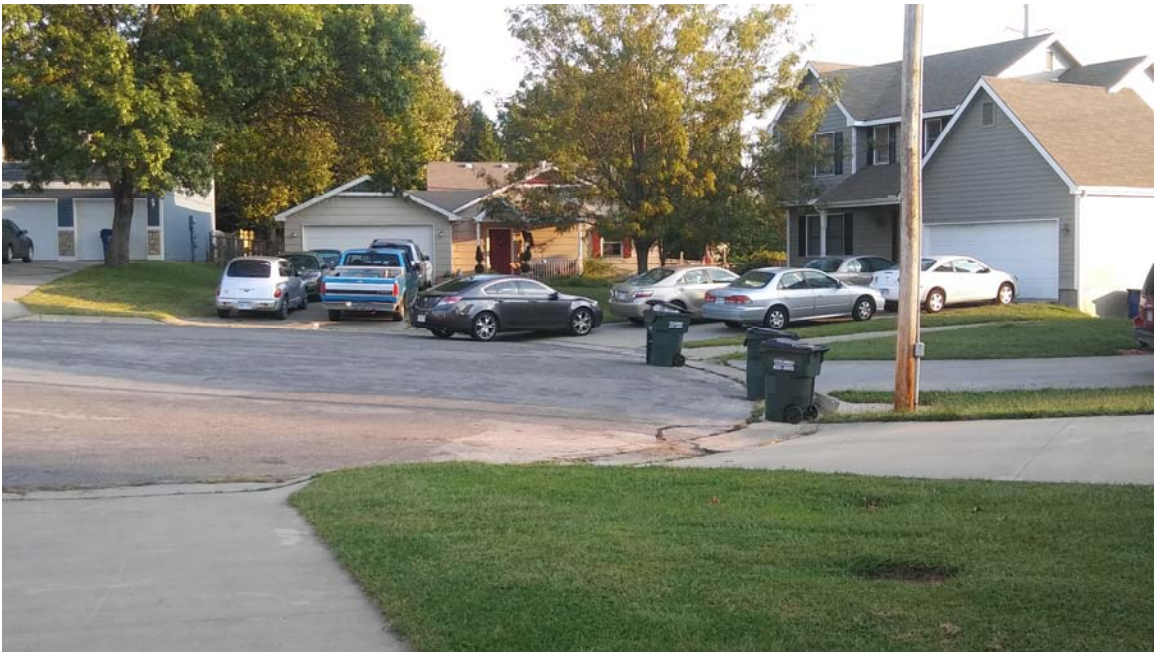


Taken by City Staff (Saturday 1:45 PM)

No Parking Request – Goodell Court

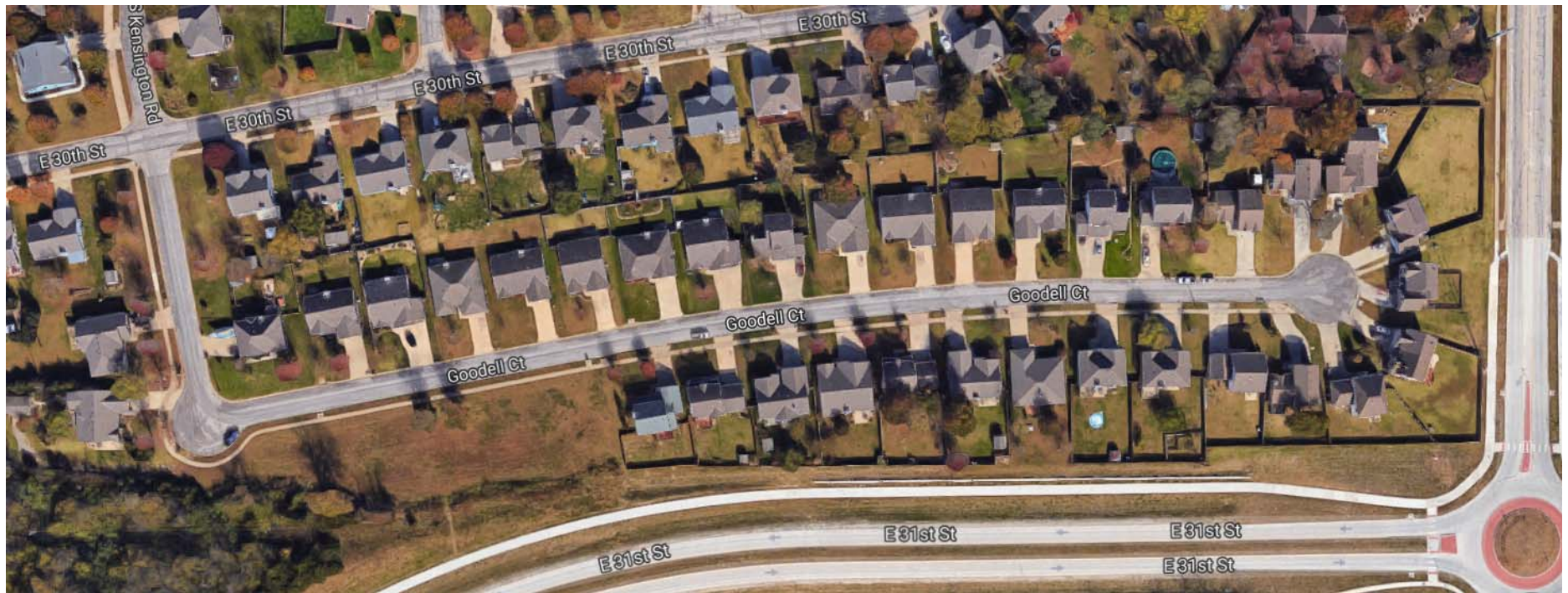


From requestor (unknown day and time)



From requestor (unknown day and time)

No Parking Request – Goodell Court



No Parking Request – Goodell Court

Amanda Sahin

From: Michelle Mcburney <mcburney.michelle5@gmail.com>
Sent: Wednesday, November 08, 2017 10:42 AM
To: Amanda Sahin
Subject: Re: Goodell court
Attachments: 092.jpg; 093.jpg; september 2017 070.jpg; september 2017 069.jpg; september 2017 073.jpg; september 2017 120.jpg; september 2017 119.jpg; september 2017 124.jpg; september 2017 122.jpg; october 2017 065.jpg; october 2017 065.jpg; 2017 family 347.jpg

My address is Goodell court. My concerns are the parking on both sides of Goodell court the parking is usually all the way down the street car to car on both sides and the people living in 2021 and 2016 usually fill there driveways packed full and then also park three or more vehicles on the street. Now the picture of the yellow house has a lawn service and the one on the right of it has a lawn service. the house on the right of the yellow house is 2104 and i think the yellow house is 2001 . the yellow house took down there house numbers while painting this summer . but they have a lot of traffic. now the two houses across the street from them have a lot of traffic to . the one directly across from the yellow house has a machine shop is his garage. so he always has more than just his cars parked in his drive way and around it. Then house to the left of that house throws a lot of house parties. When the do this they come and knock on everyone door and let us know and then fill the whole street with guest cars. As well as when they don't have parties they park a white honda on the street at all times and only move it when the tires get marked . same with 2104 that white truck you see on the street in front of there house never moves. plenty of room in there driveway but they choose not to use it. 2116 is also a mechanic and he likes to haul tons of cars to our block weekly and leave them parked on the street till 5pm everyday or sometimes 3 or 4 days at a time,, the red truck that is in the picture stays on this block and this week has been in the same spot going on four days now. Now brain made him remove all the non plated and non running cars finally last week from his drive way but this week he brought on back . Its the blue jeep in the driveway parked reversed. And then he has a silver car that keeps blocking our mail boxes every week. 2021 has calmed down on the illegal parking but now fills his driveway and at least 2 to 3 cars on the street. I will be sending you some pictures. if you need help deciphering them please let me know. Also i spoke to brain after we hung up and he said parking on one side of the street is ok . that he had a neighbor do it on his block. Alot of the heavy traffic is coming from youth drivers and ku students. There are a lot of kids on this block and if we don t eliminate the blind spots I feel someone will get hurt, Also with the winter rolling up .if someone was to slide in there car it is guaranteed a car will get hit.

On Fri, Nov 3, 2017 at 4:53 PM, Amanda Sahin <asahin@lawrenceks.org> wrote:

Thank you Ms. Mcburney. Can you please summarize what you are requesting and also provide your address for our records.

Thank you

Amanda Sahin, P.E., *Transportation Engineer*

Public Works Department - [City of Lawrence, KS](#)

PO Box 708, Lawrence, KS 66044

office: [\(785\) 832-3034](tel:7858323034)

From: Michelle Mcburney [mailto:mcburney.michelle5@gmail.com]

Sent: Thursday, November 02, 2017 2:12 PM

To: Amanda Sahin <asahin@lawrenceks.org>

Subject: Goodell court

This is Michelle Mcburney and I just spoke with you on the issues on goodell court. I will be taking pictures for you over the next week. the pictures I have sent to brain in the pass was addressing 2116 and [2120 goodell ct](#). these issues have been fixed. If you check the police records for goodell they were out several times when officers came out to mark tires of cars that never move. I'll be in touch.



City of Lawrence

PUBLIC WORKS

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CITY MANAGER

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CITY COMMISSION

MAYOR
LESLIE SODEN

COMMISSIONERS
STUART BOLEY
MATTHEW J. HERBERT
LISA LARSEN
MIKE AMYX

November 13, 2017

Re: Goodell Court, No Parking Request

Dear Property Owner and/or Resident:

The City of Lawrence has received correspondence from an area resident requesting No Parking on one side of Goodell Court. Since you own and/or reside at property in the area, we would like to receive your input before a recommendation is made to the City Commission on these requests.

This item will be included in the December Transportation Commission meeting scheduled for **December 4, 2017 at 6:00 p.m.** in the City Hall Commission Room. Public is welcome to attend and provide input. Additional information on this item will be available prior to the meeting at: <https://lawrenceks.org/boards/transportation-commission/> under the Agendas and Minutes tab. If you are unable to attend the meeting, please email me at the address below with comments and your comments will be posted and passed on to the Transportation Commission before the meeting.

This meeting purpose is to receive a recommendation from the Transportation Commission to pass on to the City Commission for approval. Official approval or denial of these requests will occur at a future City Commission meeting.

If you have any questions regarding this matter, please feel free to contact me at your convenience at (785) 832-3034 or asahin@lawrenceks.org.

Sincerely,

Amanda Sahin, P.E.
Transportation Engineer



Amanda Sahin

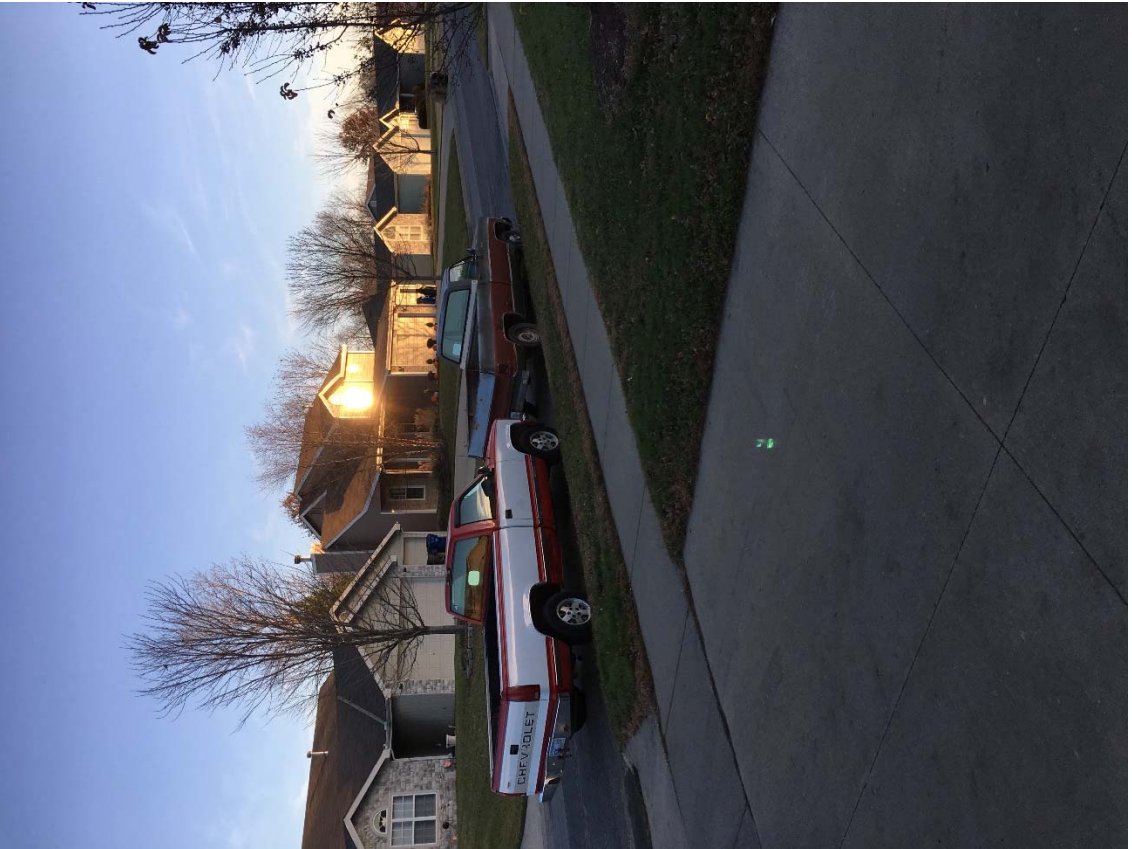
From: Gordon Dye <gordondy@aol.com>
Sent: Thursday, November 23, 2017 5:36 PM
To: Amanda Sahin
Subject: Goodell Court parking

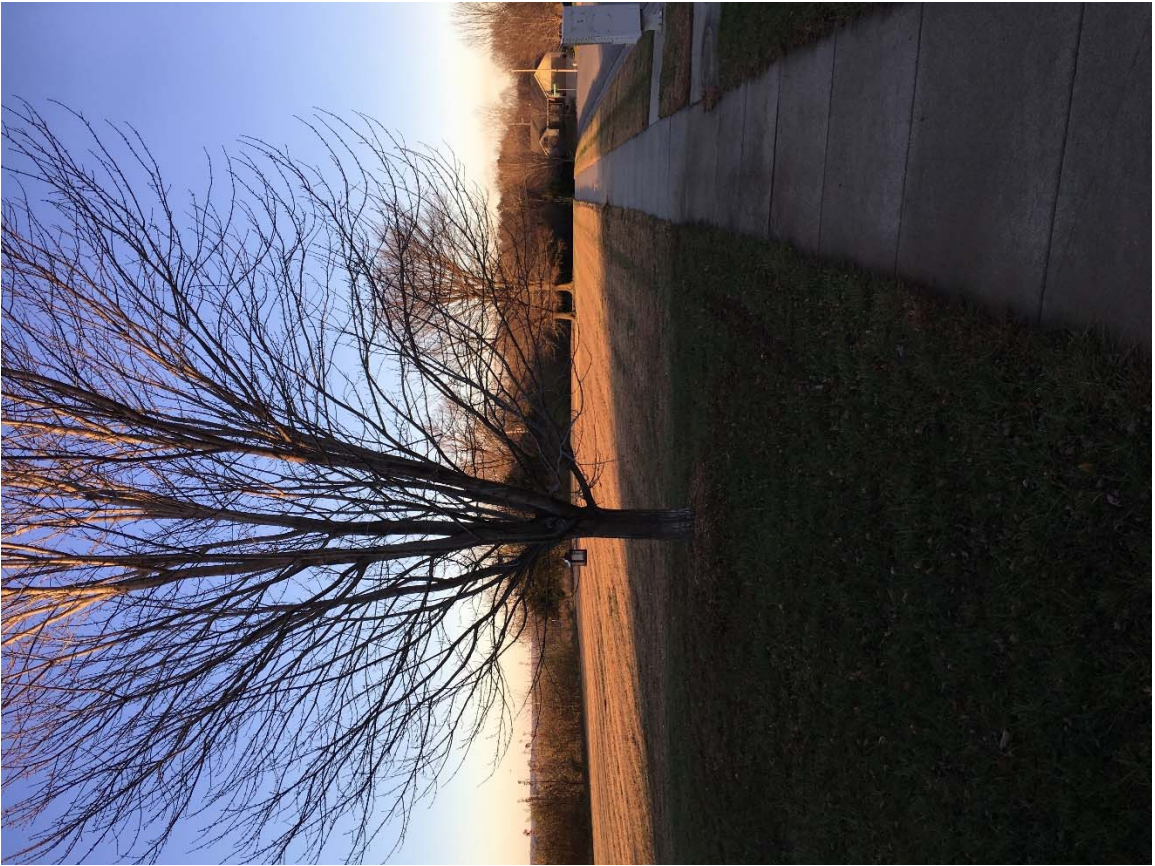
Hello Amanda,

My name is Tonya Dye and I received a letter about a complaint for parking on my street of Goodell Court. I plan to come to the city meeting but I thought I'd try to give some input now and also send a few pictures for your review also. I own one of the two trucks that have been complained about. It was actually my Father's who left it to me when he passed away. I use my truck and drive it/move it every 48 hours per the law. When the police came, two different times after the lady complained, they both said it wasn't a problem to park on the street as long as it was moved every 48 hours. I do return and park it in the same spot though so maybe that is why the lady keeps complaining. I will say that I've lived on this street for 11 years and had my truck the last 3 years and never had complaints from any neighbors until myself and my next door neighbor complained of repeated speeding on our street (actually by the lady who called in the complaints over the trucks.) We believe she is just upset over that and is now causing trouble with the parking concerns. Our street is a long dead end road with a cul-de-sac on each end. It also has a football sized empty field next to my house that the whole street uses for parking during special holidays, Thanksgiving, 4th of July, kids birthday parties etc. There are no houses in that area and the two trucks that park in that area are mine and my neighbors. Being that we live on a dead end cul-de-sac and not a main busy street it seems unnecessary and a waste of city money to add no parking signs. The trucks aren't blocking any driveways and our street isn't busy enough to impede traffic (besides the lady complaining who speeds up and down the street.) She claims it's dangerous for her kids but her youngest is 5 years old and really should not be riding his bike down the middle of the street when we have a football field length of sidewalk in place. Having no parking signs on one side would still mean you could just park on the other side so that seems redundant to me. I know it would be a hindrance for myself and most of the neighbors when having a function at their house because it is very useful having all that extra parking for visitors, especially since it is in front of an open field. I believe the parking complaints just stem from our concerns over her speeding, which I've also mentioned to the police who came here. Thank you for letting me give my input. I will attach a few pictures if possible or send in a second email. Please review the pictures if you can.

Thank You,

Tonya and Gordon Dye along with
Jess and Jon Price
Sent from my iPhone





Amanda Sahin

From: Alyson Cistola <ACistola@usd497.org>
Sent: Saturday, November 25, 2017 8:29 AM
To: Amanda Sahin
Subject: street parking

Dear Ms. Sahin,

I am unable to attend the meeting on Monday, December 4th regarding street parking on Goodell Court. I am all in favor of only parking on one side of the street. I was thrilled to receive notification stating that this concern was being addressed. We currently have people parking on both sides of the street directly in front of my house which makes it difficult for me to even pull out of my driveway safely! It often isn't just a car but trucks with trailers and equipment but even with just cars on both sides, you have to pull over and wait for oncoming traffic to pass before proceeding as it is not wide enough on our street to have parking on both sides and two lanes of traffic. It should not be necessary in a single family home neighborhood with 2-3 car garages and equally wide driveways for people to park on both sides of the street! This should not be something we have to deal with in a neighborhood with attached garages/driveways. The streets simply aren't wide enough!

In addition, the corner at Bishop and 30th street is a horrible traffic hazard due to cars on both sides because it gets so much traffic now with the extension of 31st street. Due to the curve, there is a blind spot so you can't see if someone is coming or not and, again with cars on both sides there is not room to support 2 way traffic.

Thank you for considering this issue.

Sincerely,

Alyson Cistola
Goodell Court

Amanda Sahin

From: Kirsten Yunuba Stephens <yunubastephens@gmail.com>
Sent: Saturday, November 25, 2017 3:37 PM
To: Amanda Sahin
Subject: Goodell Court , No parking request

Dear Amanda Sahin,

I am writing because I live on Goodell Court and was recently informed by mail that the December 4th transportation meeting will have a discussion about parking along Goodell Court. Unfortunately I will not be able to attend this meeting so am writing my thoughts down.

I don't want the city to close one side of Goodell Court to parked vehicles. I believe it to be a waste of resources that could be used elsewhere. Goodell Court is a dead end cal-de-sac that does not have any through traffic.

If the city is hot to post no parking signs, 30th Street where it bends into Bishop Street would be a much better place. That street is a through street and having cars on both sides does pose a hazard to vehicles and bicycles.

Thank you for your time in reading my response; not for one minute do I believe it will affect the outcome. The transportation department has already made up their minds to proceed with this and asking for input is simply a way to placate the Democratic process.

Sincerely,

Kirsten Yunuba Stephens

Amanda Sahin

From: Linda Kenne <lkenne66@gmail.com>
Sent: Sunday, November 26, 2017 2:33 PM
To: Amanda Sahin
Subject: Parking on Goodell Ct

I could not find any information on the web page you suggested.

Without further information, I do not see any need to put in restricted parking on this street:

1. It is a cul-de-sac
2. Traffic is very light. On our end of the street there is very little on-street parking anyway. Only when there is obviously a party or gathering of some sort.
3. Who would monitor compliance, we seldom have police patrol this area.

Linda Kenne
1808 Goodell Ct.

Amanda Sahin

From: Karen Coover <executivelandcare@sbcglobal.net>
Sent: Monday, November 27, 2017 12:12 PM
To: Amanda Sahin
Subject: restricted parking Goodell Ct.

To whom it may concern,

My name is Chris Coover I live at 2104 Goodell Ct., I Have lived in this resident for 16 years and have yet to see any parking issues.

I appose the request for parking restricted to one side of the road.

This will create limited parking for residents, family and visiting guest not only on a daily basis but on holidays and special events.

By limiting parking to one side of the street this will increase the speed of traffic witch could put children and pedestrians at risk.

This will also make it difficult for city services to pick up waste on a weekly basis trying to navigate around parked cars.

Most people on this street have children and if forced to park a long distance from their homes at night or in bad weather I.E. rain, ice or

snowy conditions is not only inconvenient but could be dangerous.

There are no other cul-de-sacs in the Prairie Park sub division with restricted parking.

Again I strongly appose limiting parking to one side of the street.

Thank you, Chris Coover

Amanda Sahin

From: Martin Blankinship <mblankks@yahoo.com>
Sent: Tuesday, November 28, 2017 3:25 PM
To: Amanda Sahin
Subject: Goodell Court, No Parking Request

Amanda,

I will not be able to attend the Transportation Committee meeting on December 4th, but I do have some input to offer.

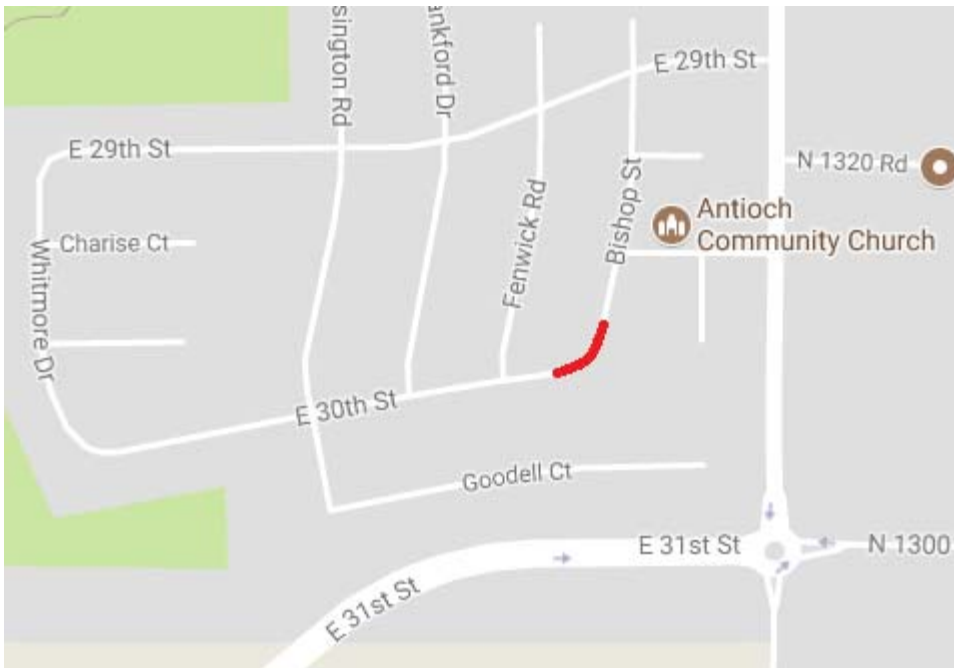
I support limiting parking to one side of the *Goodell Court*. Although this appears to be an issue on the east half of the street of *Goodell Court*, Every dwelling on this street has a two-bay garage and a two-lane driveway. To have cars parked on both side of the street seems to be a safety issue, especially for large delivery trucks.

I do not know what the city ordinance states, but if there restrictions to long-term curbside parking in the street, especially in examples where the vehicle appears to be defunct, I would like to see that enforced.

In addition to the recommendation to limit parking on *Goodell Court*, I would like to see the same, or even a stricter provision--for no parking--applied to a stretch on an adjacent street, where *30th Street* curves left and becomes *Bishop Street*. There is limited sight distance on this curve, while there are usually two or three cars parked on this curve, usually on the outside, or east bound side of the street. I believe it is a safety issue in negotiating this stretch with two-way traffic present. Although I am sure the traffic on this street is light, I would assume that 30th Street/Bishop sees more traffic that it did before the completion of 31st street to O'Connell Road.

On that note, I have noticed and am pleased at the recent addition of yield signs on 30th Street at the intersection of *Kensington Road*. Roughly eleven years ago, a speeding car heading westbound on 30th Street, totaled my car at this very intersection.

The area I mentioned is shown in the red in the illustration below.



Thanks for soliciting input on this matter.

Martin W. Blankinship
1915 Goodell Court
Lawrence, KS 66046

Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: Amanda Sahin, Transportation Engineer
DATE: November 16, 2017
RE: Agenda Item for Transportation Commission 12/4/2017:
Traffic Calming Request – Cambridge Road, Avalon Road to High Drive

Background

In October 2017, the Transportation Commission received a request for traffic calming on Cambridge Road from Avalon Road to High Drive. The requestor cited speed as a concern.

Details

Cambridge Road, Avalon Road to High Drive						
Street Classification	Posted Speed Limit	Safe Route to School	Bus / Transit Route	Part of Douglas County Bikeway Plan	Sidewalk along Street	Street Cross Section/Pavement Data
Local	30 mph	No	No	No	South Side	Curb and Gutter, 27-foot width, residential area

Traffic counts and 85th percentile speed were obtained for Cambridge Road in this region during November of 2017. The 85th percentile speed of traffic was 29 mph and the 24-hour two-way traffic averaged 558 vehicles. The cut-through traffic percentage was approximately 25%.

The City of Lawrence Traffic Calming Policy is listed below:

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:

- The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
- The 24-hour two-way traffic volume is greater than 1000, or
- Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
- Where no single condition is satisfied, but where any two of A, B, or C above are satisfied to the extent of 80% or more of the stated values.

Traffic Calming Request – Cambridge Road, Avalon Road to High Drive

The 85th percentile speed, 24-hour traffic volumes, and cut-through traffic do not meet the criteria for installing traffic-calming devices.

Action Request

It is staff recommendation that the Transportation Commission deny the request for installation of traffic calming devices on Cambridge Road from Avalon Road to High Drive.

Attachments:

Traffic Data/Map

Request Email

Notification Letter

Cambridge Rd Traffic Counts/Speed Data



Taken: 1100 11/08/17 to 1100 11/09/17

Amanda Sahin

From: Amanda Sahin
Sent: Tuesday, October 31, 2017 3:54 PM
To: 'Ian Smith'
Subject: RE: Traffic Calming Study

Ian,

Based on your concern for speeds I would recommend staff do a study to determine if Cambridge Rd meets the city's Traffic Calming Policy https://assets.lawrenceks.org/assets/public-works/traffic/traffic_calming_policy.pdf. Staff will review and suggest recommendations to the Transportation Commission and we will notify you when placed on a future agenda. Let me know of any additional concerns.

Thank you,

Amanda Sahin, P.E., *Transportation Engineer*
Public Works Department - City of Lawrence, KS
PO Box 708, Lawrence, KS 66044
office: (785) 832-3034

From: Ian Smith [mailto:ian.smith2@outlook.com]
Sent: Tuesday, October 31, 2017 11:02 AM
To: Amanda Sahin <asahin@lawrenceks.org>
Subject: Traffic Calming Study

To Whom It May Concern:

I am hereby requesting that a traffic calming study be done for Cambridge Road between Avalon Road and High Drive. Despite the short length of the street, many drivers are driving at an excessive speed. The straight orientation and lack of parking on the north side apparently serve as incentives for these drivers to "floor it." I have called the police department and have been advised to report specific drivers, but due to their speed, I have been unable to record the drivers' license plate numbers. Thank you for your time, and please inform me as to the progress of the study.

Ian Smith
1622 Cambridge Rd.
Lawrence, KS
303-495-8430

Sent from [Mail](#) for Windows 10



City of Lawrence

PUBLIC WORKS

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CITY MANAGER

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FAX 785-832-3405

CITY COMMISSION

MAYOR
LESLIE SODEN

COMMISSIONERS
STUART BOLEY
MATTHEW J. HERBERT
LISA LARSEN
MIKE AMYX

November 20, 2017

Re: Cambridge Road, Avalon Road to High Drive, Traffic Calming Request

Dear Property Owner and/or Resident:

The City of Lawrence has received correspondence from an area resident requesting traffic calming on Cambridge Road from Avalon Road to High Drive. Since you own and/or reside at property in the area, we would like to receive your input before a recommendation is made to the City Commission on this request.

This item will be included in the December Transportation Commission meeting scheduled for **December 4, 2017 at 6:00 p.m.** in the City Hall Commission Room. Public is welcome to attend and provide input. Additional information on this item will be available prior to the meeting at: <https://lawrenceks.org/boards/transportation-commission/> under the Agendas and Minutes tab. If you are unable to attend the meeting, please email me at the address below with comments and your comments will be posted and passed on to the Transportation Commission before the meeting.

This meeting purpose is to receive a recommendation from the Transportation Commission to pass on to the City Commission for approval/denial. Official approval or denial of these requests will occur at a future City Commission meeting.

If you have any questions regarding this matter, please feel free to contact me at your convenience at (785) 832-3034 or asahin@lawrenceks.org.

Sincerely,

Amanda Sahin, P.E.
Transportation Engineer



Memorandum

City of Lawrence

Public Works Department

TO: Transportation Commission
FROM: Dave Cronin, City Engineer
DATE: November 27, 2017
RE: Agenda Item for Transportation Commission 12/4/2017:
School Area Traffic Control Policy

Background

A draft of the City's School Area Traffic Control Policy has been completed and reviewed by both City and USD 497 staff. The purpose of the policy is to describe school area traffic control devices and methods used by the City of Lawrence. The policy conforms to traffic control used in school areas per the current *Manual on Uniform Traffic Control Devices*.

The City and USD 497 will enter into an agreement with a memorandum of understanding to adopt the School Area Policy and School Routes Map. All suggested or requested changes to the map will have formal recommendations of approval of the USD 497 Board prior to the study and recommendations by the Transportation Commission and action by the City.

Action

Provide a recommendation to the City Commission on approving the School Area Traffic Control Policy.

Attachments

School Area Traffic Control Policy

1.0 INTRODUCTION

- 1.1 Schools are sometimes located near congested streets, and school enrollment boundaries sometimes require students to cross busy roads.
- 1.2 The purpose of this policy is to describe school area traffic control devices and methods utilized by the City of Lawrence
- 1.3 Traffic control devices include school zones, reduced speed zones, school crosswalks, pedestrian hybrid beacons (PHB), crossing guards and school route plans.
- 1.4 This policy conforms to the traffic control for school areas guidance published in the latest edition of the *Manual on Uniform Traffic Control Devices* (MUTCD) by the Federal Highway Administration.
- 1.5 Each traffic control device and method described in this policy fulfills a specific function as related to traffic conditions. The type of traffic control device used must be related to vehicular volume and speed, street width, and the number of children utilizing a crossing location.
- 1.6 This policy applies uniformly to all schools with the exception of the use of crossing guards and school route plans, which apply only to elementary and middle schools.
- 1.7 This policy does not preclude the use of other traffic safety measures that can help calm traffic, reduce speeds, and help pedestrians cross roadways more easily, such as curb extensions, raised medians with a pedestrian refuge, lighting and enforcement of traffic laws.

2.0 ZONES

- 2.1 School zone
 - 2.1.1 A school zone is a designated roadway segment approaching, adjacent to, and beyond school buildings or grounds, or along which school related activities occur.
 - 2.1.2 School zones are created, upon approval by the Traffic Engineer, by posting School Zone (S1-1) signs and End School Zone (S5-2) signs identifying the school site or crossing.
 - 2.1.3 A School Zone Sign (S1-1) may be provided on the approach of each street adjacent to a school and in advance of every marked school crosswalk that is not adjacent to a school.



Figure 1. School Zone Sign (S1-1)

- 2.1.4 An End School Zone Sign (S5-2) may be installed, upon approval by the Traffic Engineer, at the end of a school zone.

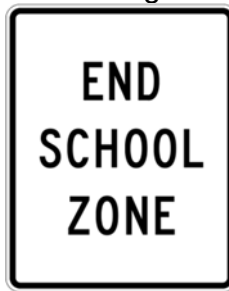


Figure 2. End School Zone Sign (S5-2)

- 2.1.5 A listing of school zone designations shall be maintained on the Schedule of School Zones, a copy of which shall be on file and available for public viewing in the office of the City Engineer.
- 2.1.6 A school zone does not automatically qualify for a reduced speed limit.
- 2.2 Reduced speed zone
- 2.2.1 A reduced speed zone is that portion of a street or highway located within a school zone that, at certain times of the day, is subject to a reduced speed limit of twenty (20) miles per hour or as otherwise specified in the Code of the City of Lawrence.
- 2.2.2 The reduced speed zone shall normally be in effect for 45 minutes prior to the beginning of school and for 30 minutes after the end of school or as otherwise specified in the Code of the City of Lawrence.
- 2.2.3 A reduced speed zone may be provided for each marked school crosswalk that is not controlled by a stop sign, traffic signal, or pedestrian hybrid beacon. A reduced speed zone may be established at other locations when justified by an engineering study.

2.2.4 Reduced speed zones shall typically begin and end approximately 200 feet in advance of the crosswalk.

2.2.5 A School Speed Limit Assembly (see Figure 3) or a School Speed Limit (S5-1) sign (see Figure 4) may be used to indicate the speed limit where a reduced speed zone has been established.



Figure 3. School Speed Limit Assembly



Figure 4. School Speed Limit (S5-1)

2.2.6 An End School Speed Limit (S5-3) sign (see Figure 5) may be used to indicate the end of the reduced speed zone.

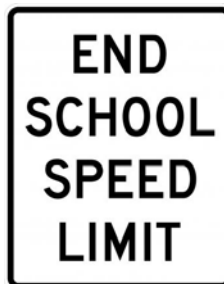


Figure 5. End School Speed Limit Sign (S5-3)

2.2.7 A listing of reduced speed zones and applicable time periods shall be maintained on the Schedule of Reduced Speed Zones, a copy of which shall be on file and available for public viewing in the office of the City Engineer.

3.0 SCHOOL CROSSINGS

3.1 Generally, school crossings are established based on school route plans and are sited to take advantage of existing traffic controls such as traffic signals.

3.2 A marked crosswalk may be provided at crossings adjacent to school properties, 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. Designated school crosswalks shall normally be limited to one per street per school

when practical. Uncontrolled crosswalks (absence of stop sign, traffic signal, pedestrian hybrid beacon, or adult crossing guard) may be marked if shown by a school route plan or, if a school route plan does not exist, it is not practical for children to use a marked crosswalk.

3.3 School crossings may be identified with the following pavement markings and signs:

3.3.1 Pavement markings

3.3.1.1 Crosswalk markings, if provided, are used to define the pedestrian path of travel across the roadway and alert drivers to the crosswalk location. Marked crosswalks should be designed in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD).

3.3.1.2 Stop and Yield Lines

3.3.1.2.1 If used, stop lines shall consist of solid white lines extending across approach lanes to indicate the point at which the stop is required to be made, in compliance with a stop sign, traffic control signal, or a pedestrian hybrid beacon.

3.3.1.2.2 If used, yield lines shall consist of a row of solid white isosceles triangles pointing toward approaching vehicles extending across approach lanes to indicate the point at which the yield is required to be made.

3.3.2 Signs

3.3.2.1 School sign (S1-1) may be placed approximately 200 feet in advance of the school crossing.

3.3.2.2 School crossing assembly (S1-1 with W16-7P) or other sign assemblies approved by MUTCD for use at school crossings may be placed at the school crossing.



Figure 6. School Crossing Assembly (School S1-1 with Diagonal Downward Arrow W16-7P)

- 3.4 In order to consider additional traffic control devices at a crossing, 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 3 afternoon studies will be conducted to determine the average number of children.
- 3.5 Warning devices
 - 3.5.1 Flashing Beacon
 - 3.5.1.1 A flashing beacon may be provided for each marked school crosswalk in a reduced speed zone that is not protected by a stop sign or traffic signal, if 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.
 - 3.5.1.2 Any beacons installed under this provision should be removed upon installation of a stop sign or traffic signal under other provisions of this policy.
- 3.6 Regulatory devices
 - 3.6.1 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.
 - 3.6.2 Pedestrian Hybrid Beacons
 - 3.6.2.1 A pedestrian hybrid beacon (PHB) (formerly known as a High intensity Activated crosswalk (or HAWK) signal) is a special type of hybrid beacon used to warn and control traffic at an un-signalized location to assist pedestrians in crossing a street or highway at a marked crosswalk.
 - 3.6.2.2 The beacon head consists of two red lenses above a single yellow lens. The signals remain off until a pedestrian activates the system by pressing a button. First, a FLASHING YELLOW light warns drivers that a pedestrian is present. The signal then changes to SOLID

YELLOW, alerting drivers to prepare to stop. The signal then turns SOLID RED and shows the pedestrian a "WALK" symbol. The signal then begins ALTERNATING FLASHING RED and the "WALK" indication changes to a flashing orange hand to notify pedestrians that their clearance time is ending. Drivers are allowed to proceed during the flashing red after coming to a full stop and yielding to pedestrians. At the conclusion of the cycle, the beacon head once again goes "dark."

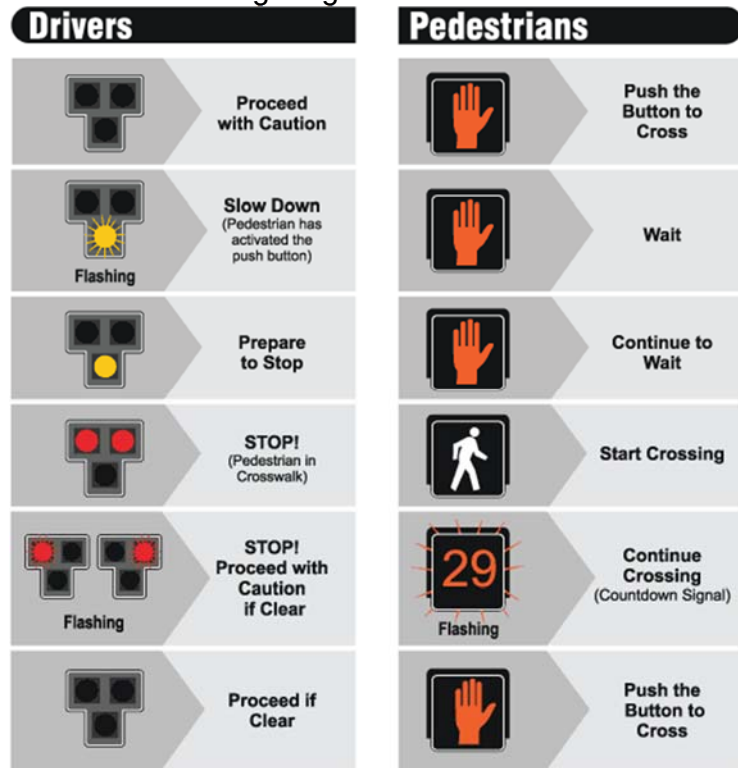


Figure 8. Pedestrian Hybrid Beacon instructions for drivers and pedestrians

- 3.6.2.3 A pedestrian hybrid beacon may be considered for installation to facilitate pedestrian crossings at a location that does not meet traffic signal or multi-way stop warrants.
- 3.6.2.4 The need for a pedestrian hybrid beacon should be considered on the basis of an engineering study that considers traffic volumes, speeds, road widths, sight distances and gaps in traffic.

4.0 ADULT CROSSING GUARDS

- 4.1 Adult crossing guards are used to provide adequate gaps in traffic at school crossing locations serving elementary and middle school students, and to assist elementary and middle school students in crossing a street or highway.
- 4.2 Adult crossing guards are used in the following situations: when adequate gaps in traffic are infrequent for students to cross; at complicated intersections with frequent vehicle turning movements; at wide street or highway crossings; and where vehicular speeds are high.
- 4.3 An adult crossing guard may be provided if any of the following minimum conditions are met:
 - 4.3.1 At an uncontrolled crosswalk if:
 - 4.3.1.1 the average number of students exceeds 40 and the available safe gaps in the traffic is 1.0-1.5 per minute; or
 - 4.3.1.2 the average number of students is 10 or greater and
 - 4.3.1.2.1 the speed limit on the street is over 35mph, or
 - 4.3.1.2.2 the street is marked for more than 3 lanes of traffic, or
 - 4.3.1.2.3 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
 - 4.3.1.2.4 the available safe gaps in the traffic is less than 1.0 per minute.
 - 4.3.2 At a crosswalk controlled by a Stop Sign (not an all-way stop), Traffic Signal, or a pedestrian hybrid beacon if the average number of students is 30 or greater; and
 - 4.3.2.1 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
 - 4.3.2.2 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.

- 4.3.3 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 by vehicle volume during the crossing period.

5.0 SCHOOL ROUTE PLANS

- 5.1 A school route plan for each school serving elementary to middle school students should be prepared to develop uniformity in the use of school area traffic controls.
- 5.2 The school route plan, developed in a systematic manner by law enforcement and traffic officials with input from the affected public school district or private school, should consist of a map showing streets, the school, existing traffic controls, established school walk routes, designated school zones, posted speed limits, established school crossings and adult crossing guard locations.
- 5.3 Each school route plan must be reviewed by the USD 497 or appropriate school Board and forwarded to the City of Lawrence; each school route plan must then be reviewed by the City Transportation Commission, and approved by the City Commission.
- 5.4 A listing of school routes plans shall be maintained on the Schedule of School Route Plans, a copy of which shall be on file and available for public viewing in the office of the City Engineer.
- 5.5 Changes/ amendments, additions or deletions to school route plans will first be reviewed by the USD497 or appropriate school Board. The school district will forward recommended changes to the City for approval. Requested changes/ modifications including additions and/ or removals of segments to an approved plan and approved by the USD 497 will be considered by the Transportation Commission annually, to be determined by the Board.

6 REQUESTS

- 6.4 All requests for school area traffic control must be submitted to the Traffic Engineer and evaluated in consultation with the appropriate public school

district or private school. After review and approval by school district the request will be forwarded to the Transportation Commission for consideration and recommendation to the City Commission.

6.5 The Transportation Commission is responsible for making recommendations to the City Commission regarding requests for school area traffic control.

6.6 Requests approved by the City Commission will be implemented by the City of Lawrence after funding is budgeted and available.

7 NOTIFICATION

7.4 The City of Lawrence will notify affected schools and school districts a minimum of 60 days in advance of any changes to school area traffic controls so that school communities can be informed and educated about the changes.

7.5 The City of Lawrence may notify affected residents and/or property owners a minimum of 60 days in advance of any changes to school area traffic controls.

Transportation Commission Complete Streets Subcommittee Minutes

November 16, 2017 at 1:30 pm at City Hall

Attendees: Steve Evans, Kathryn Schartz, Dave Cronin, Amanda Sahin, Bree Chance

Items discussed:

1. Steve presented revised versions of the Complete Streets Evaluation tool
 - a. Version 2 – identified three categories of elements of Complete Streets
 - i. Elements
 - ii. The street
 - iii. The curb
 - b. Version 3 – reordered sequence of elements
2. Used tool to look at an intersection: 23rd & Louisiana
 - a. Dave brought up the issue of needing some way to define some of the elements, such as “roadway diets”
 - b. May need a category of elements related to design, based on type of street (which would largely define the number of traffic lanes needed), whether it’s a new versus reconstruction project, etc.
3. Discussion about how to identify whether elements are necessary and/or being considered
 - a. Not all streets need to have all elements for bike/ped, mass transit, automobile
 - b. Dave brought up the National Complete Streets coding system – not necessary to identify number, percentage; exceptions to use of various elements should be discussed/documented
4. Steve will revise the tool based on the discussion today and after reviewing the evaluation tools used by other cities