

## **AGENDA: TSC 8/5/13**

ITEM NO. 2: Consider request for a MULTI-WAY STOP at the intersection of 7<sup>th</sup> Street & Alabama Street or construction of SPEED HUMPS on Alabama Street approaching 7<sup>th</sup> Street.

### Staff Report:

1. The "Manual on Uniform Traffic Control Devices" provides the following criteria for installation of a multi-way stop: Where traffic signals are justified, five or more reported crashes in a 12-month period, where the volume on the main street averages at least 300 vehicles per hour for 8 hours of an average day and the volume on the minor street averages at least 200 units per hour for the same 8 hours, or if the number of crashes and traffic volume are satisfied to the extent of 80% or more.
2. Traffic data collected on July 10-11 found the volume on the main street (7<sup>th</sup> Street) to average 50 vehicles per hour during the eight (8) highest hours of the day, and the volume on the minor street (Alabama Street) to average 23 vehicles per hour during the same eight (8) hours.
3. A review of Police Department crash reports found that there have been no reported crashes at this intersection during the past three (3) years.
4. Therefore, it does not appear that a MULTI-WAY STOP is currently justified.
5. The City's Traffic Calming Policy provides that traffic calming devices may be provided on "local" streets if the 85<sup>th</sup> percentile speed of traffic is 5mph or greater over the speed limit, if the 24-hour two-way traffic volume is greater than 1000, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or if any two of the conditions are satisfied to the extent of 80% or more.
6. Traffic data collected July 10-11 found approximately 326 vehicles on Alabama Street in a 24-hour period with an 85<sup>th</sup> percentile speed of 26.3mph; the posted speed limit is 20mph. A cut-through traffic study has not been conducted.
7. Therefore the criteria of the City's Traffic Calming Policy are currently met.

**MINUTES: TSC 8/5/13**

ITEM NO. 2:

Consider request for a MULTI-WAY STOP at the intersection of 7<sup>th</sup> Street & Alabama Street or construction of SPEED HUMPS on Alabama Street approaching 7<sup>th</sup> Street.

Woosley reviewed the information provided in the staff report.

Public Comment:

Jennifer Sievers, 701 Alabama Street: I've lived at 7<sup>th</sup> & Alabama for about 16 years; it has been an increasingly hazardous intersection for a long time; the nursery school doesn't have a parking lot, so parents drop-off children in the morning and pick them up in the evening which creates a big parking mess with kids everywhere; they park right up to the intersection which creates decreased visibility for others; the church has a parking lot, but it doesn't accommodate everyone that attends; there's a lot of parking on the street, there are a lot of kids and there are a lot of elderly; they have activities other than Sunday morning; they have something on Thursday evenings and special events such as weddings, funerals, etc.; there is no signing to warn motorists of children in the street; it is also on the Pinckney walking route, so, any child that lives west of Illinois Street uses 7<sup>th</sup> Street and there are no warning signs; the east-west traffic is one of the major problems since there is a 4-way stop one block east and west of Alabama, but Alabama is a 2-way stop, so cars only come to a rolling stop; there is a lot of cut-through traffic north-south going highway speed; I see cars regularly going 40mph past my house; the cut-through traffic going to KU occurs at the same time as the children are being dropped-off and picked-up; it's an accident waiting to happen; I'm not really pushing for speed bumps and my neighbors aren't either, just 2 stop signs; it wouldn't be a precedent, there are already plenty of 4-way stops in Old West Lawrence; my family collected signatures throughout Old West Lawrence and we didn't encounter anyone against the idea; I'm hoping the Traffic Commission will push this through and make our neighborhood safer.

Beth Whittaker, 833 Missouri Street: There is a lot of excitement at the pre-school about a 4-way stop at the intersection; it's scary for the parents when they are there; people who walk or jog in the area are concerned about the intersection too.

Sarah St. John, 620 Alabama Street: I agree with Jennifer and Beth and everything they've said; in addition, there are residents in the neighborhood they take walks at night and that is one of the only blocks in the neighborhood without a sidewalk on one side; I go through the intersection twice a day and every time I have to approach it with extreme caution; some of the cars are almost airborne they are going so fast.

Betty Alderson, 1400 Lilac Lane: The school has been there so long, there probably weren't any parking requirements when it started; this may be one location that is worthy of an exception to the guidelines.

Commission Discussion:

Commissioner Harden: I don't know if a 4-way stop is the best solution; that will actually speed some drivers up because of the time they lose stopping; it's counter-intuitive but they can create more problems than they solve; having a lot of congestion is probably one of the best things because that is traffic calming; if you want to really slow the traffic down, you need some type of physical barrier; stop signs allocate right-of-way at an intersection and are not for speed control; they typically make it worse; all intersections are potentially dangerous, that is why there is criteria for solutions; this intersection meets the criteria for a physical barrier, that slows vehicles down whether they want to or not; I'm fearful of a 4-way stop, it is a ceremonial thing and makes everyone feel good and really not a whole lot changes; I think you really need to have some hard stuff out there in the street to slow everyone down.

Commissioner Russell: One of my concerns is that everyone has mentioned the parking problem and installing stop signs will eliminate parking spots.

Commissioner Ziegelmeyer asked what liability exists if we don't comply with the MUTCD; Woosley advised that there is always a liability potential when you don't follow national standards.

**MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER BOLEY, TO RECOMMEND CONSTRUCTION OF TRAFFIC CALMING DEVICES ON ALABAMA STREET AT 7<sup>TH</sup> STREET; THE MOTION CARRIED, 9-0.**

**From:** jennifer sievers <[jenmcknightsievers@gmail.com](mailto:jenmcknightsievers@gmail.com)>  
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**To:** [voteyourselfafarmer@gmail.com](mailto:voteyourselfafarmer@gmail.com), [riordan346@gmail.com](mailto:riordan346@gmail.com),  
[schummfoods@gmail.com](mailto:schummfoods@gmail.com)  
**Subject:** 7th and Alabama intersection

Dear Mr. Farmer, Dr. Riordan and Mr. Schumm,

I have lived at the corner of 7th and Alabama for 17 years, and have noticed increasingly that there is a desperate need for a four-way stop here.

At this intersection, we have the Lawrence Community Nursery School, the Calvary Baptist Church, and parking at these two facilities often impedes traffic visibility. Also, because of these facilities, there are often small children crossing the streets, or in the street waiting to get into a car.

This intersection is also on the Pinckney Elementary walking route. Dozens of kids on their way to and from school are using and crossing this intersection.

In addition, there are many pedestrians, lots of kids and dogs, and also elderly people that live at and around this intersection.

Because 7th and Alabama is bordered by streets that have four-way stops, cars and trucks needing a fast route from 6th St. to 9th St. use Alabama. It is unreal how fast some of these cars will go when using this street. It is incredibly scary to watch a huge delivery truck driving on Alabama, going 40 miles per hour, while the nursery school is letting the kids out for the day and children are everywhere. It seems like only a matter of time before someone gets seriously hurt or killed.

Another suitable solution would be to place speed bumps on Alabama near the intersection to remind cars and trucks to slow down. I've noticed this solution on Arizona Street, right off of 6th, where cars speeding through a neighborhood were apparently a problem also.

Please consider doing this for the safety of the neighborhood, and also please let me know if you need more information from me or another way I could help facilitate a solution.

Sincerely,  
Jennifer M. Sievers



**ALL WAY Stop Warrant Worksheet**



Date: July 10-11, 2013

Location: 7th Street & Alabama Street

Time Period	7th Street							Alabama Street							Grand Total
	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	
12-01		4			2		6		1			2		3	9
01-02		5			2		7		0			2		2	9
02-03		0			4		4		1			1		2	6
03-04		2			3		5		0			1		1	6
04-05		0			2		2		3			2		5	7
05-06		5			0		5		1			1		2	7
06-07		3			2		5		2			2		4	9
07-08		14			11		25		6			7		13	38
08-09		18			16		34		11			7		18	52
09-10		15			19		34		7			13		20	54
10-11		15			22		37		10			16		26	63
11-12		34			22		56		8			11		19	75
12-01		21			32		53		8			4		12	65
01-02		25			26		51		12			14		26	77
02-03		24			17		41		18			15		33	74
03-04		23			30		53		11			10		21	74
04-05		19			26		45		6			15		21	66
05-06		31			33		64		12			16		28	92
06-07		25			17		42		10			10		20	62
07-08		22			27		49		7			4		11	60
08-09		13			17		30		9			10		19	49
09-10		20			12		32		4			2		6	38
10-11		8			6		14		3			7		10	24
11-12		3			0		3		1			3		4	7
Totals	0	349	0	0	348	0	697	0	151	0	0	175	0	326	1023

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **50**

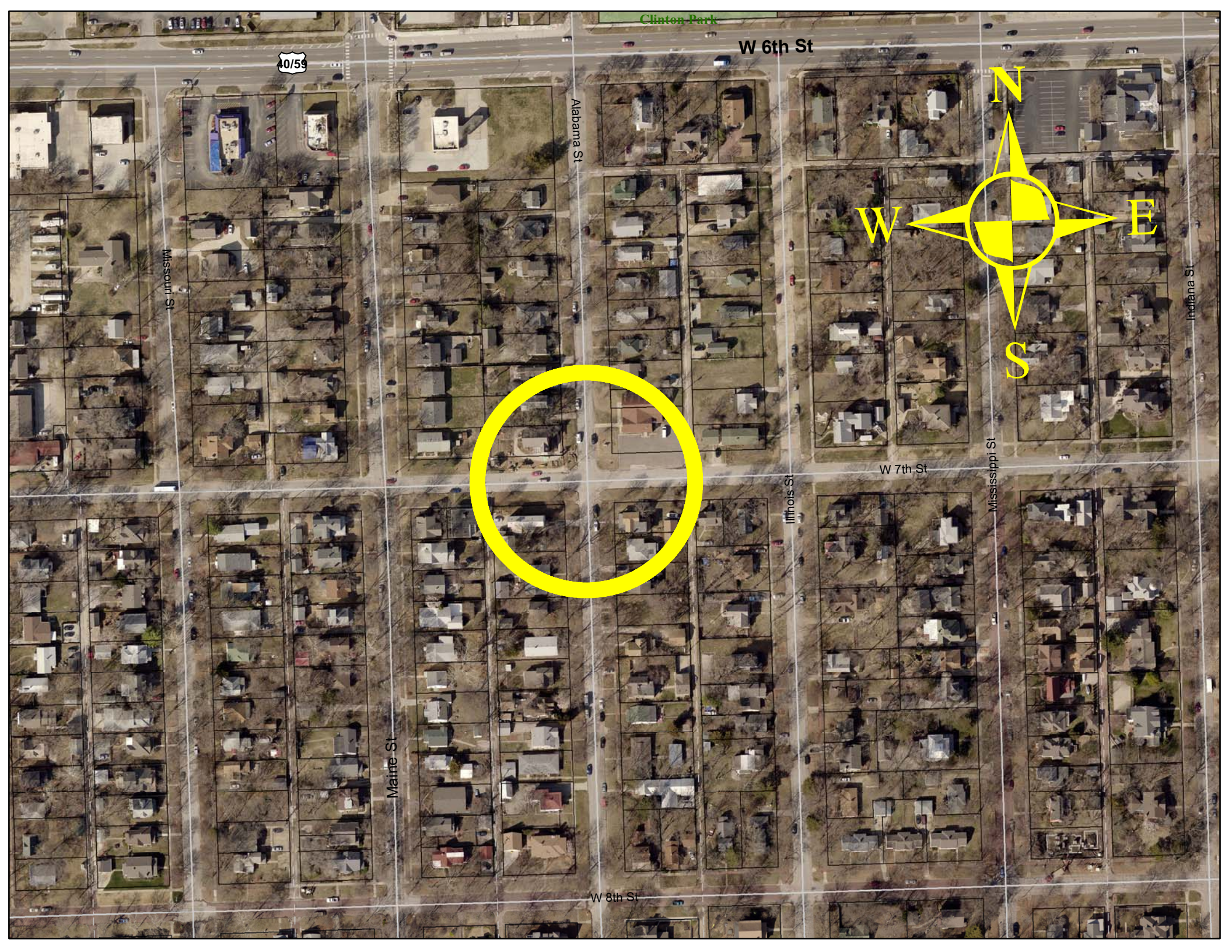
Average minor street volume for same 8 hours = **23**



# TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

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



Clinton Park

W 6th St

10/59

Alabama St

Missouri St



Indiana St

W 7th St

Illinois St

Mississippi St

Maine St

W 8th St