

AGENDA: TSC 10/7/13

ITEM NO. 3: Consider request for TRAFFIC CALMING at Montana Street & Park Hill Terrace.

Staff Report:

1. Montana Street and Park Hill Terrace are both classified as "local" streets in a residential area and are paved approximately 24 feet wide without sidewalks.
2. State law establishes the speed limit in residential areas at 30 mph.
3. The City's *Traffic Calming Policy* provides that traffic calming devices may be permitted if the 85th percentile speed of traffic is 5 mph or greater over the speed limit.
4. Traffic data collected on September 17-18, 2013, found approximately 160 vehicles in a 24-hour period and an 85th percentile speed of approximately 31.45 mph.
5. Therefore, Montana Street and Park Hill Terrace do not meet the minimum criteria for consideration of traffic calming.

MINUTES: TSC 10/7/13

ITEM NO. 3:

Consider request for TRAFFIC CALMING at Montana Street & Park Hill Terrace.

Woosley reviewed the information provided in the staff report and noted the receipt of an e-mail (attached) in support of the request.

Public Comment:

Dana White, 2539 Montana Street: I do like the idea of doing speed bumps or speed humps along our road; it would be nice to be able to ride our bikes with a little more safety; cars do cut-through both ways to avoid the light at 23rd & Louisiana; I would like to see something happen.

David Arehart, 2545 Montana Street: There are a lot of children, a lot of dog-walkers accessing Montana; this street is the 23rd & Louisiana bypass; we see much increased traffic during the two (2) rush hours; we don't want sidewalks, the lack of sidewalks is one of the sweet things about our neighborhood, it forces people to walk along the side and say 'hi' to each other.

Commission Discussion:

Commissioner Ziegelmeyer: I drive that street periodically and I'm amazed that the vehicle count was as low as it was.

MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING AT MONTANA STREET & PARK HILL TERRACE; THE MOTION CARRIED, 7-1 (Howard, in order to get the item placed on the City Commission Regular Agenda).

From: Matthew Easley [mailto:matte64@swbell.net]
Sent: Monday, June 10, 2013 5:16 PM
To: David Woosley
Subject: Traffic Safety

Hello,

My name is Matt Easley and I live at 2584 Montana along with my wife Carrie and our 5 children. I'm writing because we are continually concerned about the traffic in our neighborhood. The traffic that travels along Park Hill Terrace from Louisiana through Montana and on to 23rd and Vermont is the area we are most concerned with. It seems there is an increase in traffic in the area and specifically an increase in speeding traffic. Unfortunately, some of this speeding traffic seems to be people living in the neighborhood. We also noticed a trend during the school year of cars congregating near the intersection of Park Hill and Louisiana in the morning and again in the afternoon. It appears that many of the cars congregating there are picking up children from Broken Arrow. The problem is that the cars line up along both sides of the street and are very close to the intersection making it very difficult to enter or exit our neighborhood. I believe this issue can be solved with some more policing of the area.

Our biggest concern is the speeding in the neighborhood. More patrols would help, but after living here for 14 years I think the speeding is worse than ever and patrols would only temporarily solve the problem. We feel a reasonable solution would be to install speed humps at both points of the curve where Montana and Park Hill Terrace meet. This curve is kind of a blind area and I regularly see people speeding through this area. Our neighborhood is full of walkers and kids, many kids walk to and from school daily. It would be tragic to see someone get hurt, especially if there are steps we can take to make the area safer.

I sincerely appreciate the Traffic Safety Commissions consideration of our concerns.

Matt and Carrie Easley

From: Matthew Easley [mailto:matte64@swbell.net]
Sent: Monday, October 07, 2013 2:38 PM
To: David Woosley
Subject: Re: October 7, 2013 Traffic Safety Commission Agenda

Thank you David.

I am unable to attend but would like to add my comments here if I may.
I've lived in this neighborhood for 14 years.

My main concern for traffic safety is where Park Hill and Montana change at the "curve" into one street or the other. The traffic coming from either direction has a blind curve. Multiple cars parked on the street narrow the path, especially at Park Hill traveling from the north east to southwest. I believe it is a dangerous situation and high potential for accidents. There was a fairly serious collision there several years ago. The other area of concern is the corner of Park Hill and Louisiana streets. The first few hundred feet of Park Hill going east from Louisiana have become the drop off and pick up point for Broken Arrow and South Middle School, especial on days of inclement weather. The problem is drivers stop in the middle of the street or park on both sides right up to Louisiana wait to pick up their students. This makes is very hazardous to anyone entering or exiting Park Hill. Add to this the children walking to and from school and I worry for the safety of everyone involved. Not sure of the solution, perhaps better enforcement by the police or some better signage at this spot. I believe there is no parking within 24 feet of on intersection?

And finally I feel there needs to be better speed limit enforcement in the neighborhood. I see traffic cut through our area from 23rd to get to Lousinana and often they are going way to fast. I think there are needs to traffic calming and better enforcement actions are needed as well.

Thank you,

Matt Easley
2584 Montana



Park Hill Parks



Montana St



Park Hill Ter

Haskell
Indian
Nations
University



TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

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