

AGENDA: TSC 12/7/15

ITEM NO. 2: Consider request for a PEDESTRIAN HYBRID BEACON on Kasold Drive at Riverview Road.

Staff Report:

1. Kasold Drive is classified as a "principle arterial" street, paved approximately 72 feet wide and a posted speed limit of 30mph.
2. Traffic data obtained October 1-2, 2015, found approximately 4700 vehicles per day and an 85th percentile speed of approximately 46.4mph.
3. Based on the width of the street and a walking speed of 3.5 feet/second (typical of an elementary student), there would need to be a gap in traffic of approximately 24 seconds for a pedestrian to safely cross the street.
4. Generally accepted criteria require 5 adequate gaps in each 5-minute period during peak traffic hours.
5. Traffic data obtained November 18, 2015, during the peak hours of 7:00-8:00AM and 5:00-6:00PM found the following:

AM: 1 5-minute period with 0 adequate gaps
 3 5-minute periods with 1 adequate gap
 3 5-minute period with 2 adequate gaps
 1 5-minute periods with 3 adequate gaps
 3 5-minute periods with 4 adequate gaps
 1 5-minute period with 5 adequate gaps

PM: 1 5-minute period with 0 adequate gaps
 3 5-minute periods with 1 adequate gap
 4 5-minute period with 2 adequate gaps
 3 5-minute periods with 3 adequate gaps
 1 5-minute periods with 4 adequate gaps
 0 5-minute periods with 5 adequate gaps

MINUTES: TSC 12/7/15

ITEM NO. 2:

Consider request for a PEDESTRIAN HYBRID BEACON on Kasold Drive at Riverview Road.

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

Public Comments:

Matt Eichman, 3500 Riverview Road: On a daily basis I have to cross Kasold to get my kids to school; I currently drive them, but, if it were safe to cross, we would walk. In

addition to the information provided, there is a fence on the northwest corner of the intersection that blocks the view for pedestrians, and on the southwest corner, there is vegetation blocking the view; this does not provide enough sight distance according to AASHTO criteria, even if there was sufficient gaps in traffic to cross. This is also a route to Deerfield Park when school is not in session.

Commission Discussion:

Commissioner Harrod asked Eichman if he had seen other children trying to cross the intersection; he stated he had seen children on bicycles and on foot.

Commissioner Jones: I can see the risk trying to get across there.

Commissioner Crawford asked if the 30mph speed limit was the whole length of Kasold; Woosley advised that it changed to 40mph just north of the intersection and that it was 35mph south of Harvard.

Commissioner Devlin: That is a dangerous area and there is constant traffic.

Commissioner Jones: I would be in support of this request; this is an ideal place.

MOTION BY COMMISSIONER JONES, SECOND BY COMMISSIONER CRAWFORD, TO RECOMMEND A PEDESTRIAN HYBRID BEACON ON KASOLD DRIVE AT RIVERVIEW ROAD; THE MOTION CARRIED, 8-0.

David Woosley

From: Matt Eichman <matt.eichman@hotmail.com>
Sent: Tuesday, September 29, 2015 10:47 AM
To: David Woosley
Cc: Heather F Eichman
Subject: Request for Improvement

Hello,

I live on Riverview Rd., just west of Kasold. My children attend Deerfield school and we use Deerfield Park regularly, requiring us to cross Kasold.

Currently, Riverview and Kasold is an intersection with stop signs on Riverview. North of Riverview, the road curves to the west, causing an unsafe condition for pedestrians or vehicles entering the intersection from the west due to vehicles coming from the north at speeds faster than the posted recommended speed for the curve. At present, there is not a sidewalk on either side of Kasold leading from Riverview to Trail, which while a long way in the wrong direction, is the closest crossing of Kasold.

Previously, I had requested that a four-way stop be installed for the intersection, but it was denied due to the traffic pattern. At the hearing of the TSC, I was informed that the intersection was a better candidate for a Pedestrian Hybrid Beacon and that the request had to be renewed. I held off at the time because of the then pending Safe School Route survey, which I participated in. I had hoped that the intersection would be addressed in the program, but the recently released map shows it was not. So, I am now requesting that the beacon be installed to allow safe crossing of Kasold.

Thanks,

Matt Eichman

David Woosley

From: Alderson, Betty J. <adkab@ku.edu>
Sent: Friday, November 27, 2015 4:32 PM
To: David Woosley
Subject: Traffic Commission

Dave,

Now that we are into the wintry season, I may not get to all the meetings. I have read the December agenda and have a question about item 2, the Kasold street crossing. I noted that there was no staff recommendation. I certainly would support something at that intersection.

I wasn't able to make the November meeting so do not know what was suggested at that meeting regarding the Indiana street intersection now that the traffic booth is gone. I have stopped going south on Indiana at that corner for so many years that I still do so out of habit. That entire traffic pattern going north on Indiana street from 17th street may need further study.

Betty Alderson

