

# City of Lawrence

## Traffic Safety Commission

Website: [lawrenceks.org/boards/traffic-safety-commission](http://lawrenceks.org/boards/traffic-safety-commission)

E-mail: [traffic@lawrenceks.org](mailto:traffic@lawrenceks.org)

Telephone: 785-832-3034

### June 6, 2016 Agenda

### 7:00 PM - City Commission Room, City Hall

COMMISSION MEMBERS: Ryan Devlin, Chair; Chris Storm, Vice-Chair; Dave Crawford; Travis Harrod; Jason Hoskinson; Tony Jones; Steven Koprince; and, John Ziegelmeyer Jr.

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**Anyone who wishes to be notified when an item will be heard by the City Commission must provide their name and a telephone number or an e-mail address.**

ITEM NO. 1: Review and approve the minutes of the Traffic Safety Commission meeting, May 2, 2015.

ITEM NO. 2: Consider request for TRAFFIC CALMING on E. Glenn Drive between Maple Lane and Harper Street.

Staff Report:

1. East Glenn Drive is classified as a "local" street, paved approximately 26 feet wide, with a speed limit of 30 mph, as established by State Law.
2. The City's *Traffic Calming Policy* permits traffic calming devices on "local" streets if the 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, if the 24-hour two-way traffic volume is greater than 1000, or, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day.

3. Traffic data collected on East Glenn Drive found the 85<sup>th</sup> percentile speed of traffic to be approximately 34.2 mph, the 24-hour two-way traffic volume to be approximately 165, and, the cut-through traffic to comprise approximately 20% of the traffic during the peak hour of the day.
4. Therefore, East Glenn Drive does not meet the minimum criteria for consideration of traffic calming.

ITEM NO. 3: Consider request for TRAFFIC CALMING on Maple Lane between 13<sup>th</sup> Street and 15<sup>th</sup> Street.

Staff Report:

1. Maple Lane is classified as a "local" street, paved approximately 24 feet wide, with a speed limit of 20 mph, as established by City Code.
2. The City's *Traffic Calming Policy* permits traffic calming devices on "local" streets if the 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, if the 24-hour two-way traffic volume is greater than 1000, or, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day
3. Traffic data collected on Maple Lane found the 85<sup>th</sup> percentile speed of traffic to be approximately 30.6 mph, and, the 24-hour two-way traffic volume to be approximately 180.
4. Therefore, Maple Lane does meet the minimum criteria for consideration of traffic calming.

ITEM NO. 4: Consider request for TRAFFIC CALMING on Oak Hill Avenue between 13<sup>th</sup> Street and Elmwood Street.

Staff Report:

1. Oak Hill Avenue is classified as a "local" street, paved approximately 23 feet wide, with a speed limit of 20 mph, as established by City Code.
2. The City's *Traffic Calming Policy* permits traffic calming devices on "local" streets if the 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, if the 24-hour two-way traffic volume is greater than 1000, or, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day

3. Traffic data collected on Oak Hill Avenue found the 85<sup>th</sup> percentile speed of traffic to be approximately 32.3 mph, and, the 24-hour two-way traffic volume to be approximately 505.
4. Therefore, Oak Hill Avenue does meet the minimum criteria for consideration of traffic calming.

ITEM NO. 5: Consider request for TRAFFIC CALMING on 19<sup>th</sup> Terrace between Naismith Drive and Ousdahl Road.

Staff Report:

1. 19<sup>th</sup> Terrace is classified as a "local" street, paved approximately 25 feet wide, with a speed limit of 30 mph, as established by State Law.
2. The City's *Traffic Calming Policy* permits traffic calming devices on "local" streets if the 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, if the 24-hour two-way traffic volume is greater than 1000, or, if cut-through traffic comprises more than 50% of the traffic during the peak hour of the day.
3. Traffic data collected on 19<sup>th</sup> Terrace found the 85<sup>th</sup> percentile speed of traffic to be approximately 32.1 mph, the 24-hour two-way traffic volume to be approximately 390, and, the cut-through traffic to comprise approximately 30% of the traffic during the peak hour of the day.
4. Therefore, 19<sup>th</sup> Terrace does not meet the minimum criteria for consideration of traffic calming.

ITEM NO. 6: Consider request to establish NO PARKING along Wisconsin Street between 2<sup>nd</sup> Street and 4<sup>th</sup> Street.

Staff Report:

1. Wisconsin Street is classified as a "local" street in a residential area and is paved approximately 26 feet wide, with a sidewalk along the east side of the street.
2. Parking is currently permitted along both sides of Wisconsin Street.
3. City practice has been to permit parking along both sides of "local" residential streets, unless a restriction is requested by the adjacent residents and/or emergency personnel.

ITEM NO. 7: Consider request to establish NO PARKING along the south side of Kresge Road, west of Iowa Street.

Staff Report:

1. Kresge Road is classified as a "local" street in an industrial area and is paved approximately 35 feet wide.
2. Parking is currently permitted along both sides of Kresge Road, except, along the south side from Iowa Street, west 345 feet.
3. City practice has been to permit parking along both sides of "local" industrial streets, unless a restriction is requested by the adjacent property owners and/or emergency personnel.

ITEM NO. 8: Public Comment.

ITEM NO. 9: Commission Items.

1. Elect Chair of the Traffic Safety Commission for the period July 2016 – June 2017.
2. Elect Vice Chair of the Traffic Safety Commission for the period July 2016 – June 2017.

ITEM NO. 10: Staff Items.

## David Woosley

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**From:** Ashley Myers  
**Sent:** Tuesday, May 31, 2016 3:43 PM  
**To:** David Woosley  
**Cc:** Adam Weigel  
**Subject:** Regional Pedestrian Plan - Steering Committee Member Needed

Hello David,

The Lawrence-Douglas County MPO is in the final stages of writing the county's first Regional Pedestrian Plan. This process began in early 2014, but has been slow to move forward. However, we are closing in on finishing the plan, which will provide a holistic approach for pedestrian mobility around the region and will clarify priorities for the pedestrian environment in each city within Douglas County.

In mid-June we will meet with our steering committee for discussion about the current draft before making that draft available for public comment. Edwin Rockroth was a member of the original steering committee but no longer serves on the Traffic Safety Commission. We hope that another member of the commission may be available to take his place and help provide guidance and critique of our current draft.

Would it be possible to nominate someone from the commission at your June 6<sup>th</sup> meeting?

It is likely that the meeting in mid-June will be the final meeting for the steering committee. Details of the June meeting are being finalized, but if a member is able, please direct them to follow [this link](#) to let us know when they are available. Thank you very much for your time, and we hope to see you in June!

Thank you,

Ashley

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**Ashley Myers**, *Transportation Planner*, [amyers@lawrenceks.org](mailto:amyers@lawrenceks.org)

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# City of Lawrence

## Traffic Safety Commission

### June 6, 2016 Minutes

MEMBERS PRESENT: Ryan Devlin, Chair; Chris Storm, Vice-Chair; Travis Harrod; Jason Hoskinson; Tony Jones; Steven Koprince; and, John Ziegelmeyer, Jr.

MEMBERS ABSENT: Dave Crawford

STAFF PRESENT: David Woosley, Public Works Department

PUBLIC PRESENT: Michael Almon, Melissa Fahrenbruch; and, Byron Wiley

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The meeting was called to order by Ryan Devlin at 7:00 p.m. in the City Commission Room, City Hall, 6 E. 6<sup>th</sup> Street.

#### ITEM NO. 1:

Review and approve the minutes of the Traffic Safety Commission meeting, May 2, 2016.

**MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER STORM, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MAY 2, 2016; THE MOTION CARRIED, 6-0-1.**

#### ITEM NO. 2:

Consider request for TRAFFIC CALMING on E. Glenn Drive between Maple Lane and Harper Street.

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

#### Public Comments:

Byron Wiley, 1200 Almira Avenue, Vice President of Brook Creek Neighborhood Association: A neighbor has observed some excessive speeding on this road and

with kids and other things in the neighborhood, felt it really needed to be calmed-down. At the very least, I'd really like to have a speed limit posted of 20 for that neighborhood, if that could be part of the consideration. There is some cut-through traffic that goes through there that's not just the neighbors.

Michael Almon, 1311 Prairie Avenue, Secretary of Brook Creek Neighborhood Association: North of 15<sup>th</sup> Street, all the streets are 20 mph, whereas, south of 15<sup>th</sup> it's still 30 mph. The only reason E. Glenn does not qualify is because it has a 30 mph speed limit; so, this street is actually performing worse than the other two (2) streets in our request. We think that justifies requesting a 20 mph speed limit for the remainder of the neighborhood, between 15<sup>th</sup> and 19<sup>th</sup> Street. We would prefer devices that would deter and impede speeding motorists, but not be an impediment for bicyclists; speed humps are problematic for bicyclists.

Commission Discussion:

Commissioner Devlin: I'm inclined to decline this request, primarily because of the issue of speed limit.

**MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER STORM, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING ON E. GLENN DRIVE BETWEEN MAPLE LANE AND HARPER STREET; THE MOTION CARRIED, 8-0. CORRECTION: THE MOTION CARRIED 7-0**

ITEM NO. 3:

Consider request for TRAFFIC CALMING on Maple Lane between 13<sup>th</sup> Street and 15<sup>th</sup> Street.

Woosley reviewed the information provided in the staff report.

Public Comments:

Byron Wiley, 1200 Almira Avenue, Vice President of Brook Creek Neighborhood Association: This one, clearly, with a posted speed limit of 20, and people are zipping-through at over 10 mph over the speed limit, I think we really should look at some type of device there.

Melissa Fahrenbruch, 1322 Maple Lane, President of the Brook Creek Neighborhood Association: One of our main complaints is people just zipping down our street, especially to avoid the stop signs at 15<sup>th</sup> & Haskell and 13<sup>th</sup> & Haskell; we do have kids that play in the street and wildlife all over the place.

Michael Almon, 1311 Prairie Avenue, Secretary of Brook Creek Neighborhood Association, presented a brief history of traffic control in the neighborhood and

added that they would like to have traffic calming devices and/or turn restrictions; and, that would apply to this item and the next item.

Commission Discussion:

Commissioner Jones: I feel like putting-in turn restrictions is like catch 22; it may increase congestion on 15<sup>th</sup> Street; I would be more inclined to think speed bumps, or something like that to slow the traffic down through the neighborhood.

**MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER STORM, TO RECOMMEND APPROVAL OF TRAFFIC CALMING ON MAPLE LANE BETWEEN 13<sup>TH</sup> STREET AND 15<sup>TH</sup> STREET; THE MOTION CARRIED, 7-0.**

ITEM NO. 4:

Consider request for TRAFFIC CALMING on Oak Hill Avenue between 13<sup>th</sup> Street and Elmwood Street.

Woosley reviewed the information provided in the staff report.

Public Comments:

Byron Wiley, 1200 Almira Avenue, Vice President of Brook Creek Neighborhood Association: I think this particular segment of road is even more used as a cut-through and the 20 mph speed limit was intended to help, but, people are still zipping through there.

Michael Almon, 1311 Prairie Avenue, Secretary of Brook Creek Neighborhood Association: The basic cause of why people are cutting-through here, is 15<sup>th</sup> & Haskell; part of our request is a roundabout at 15<sup>th</sup> & Haskell; that would resolve the major part of the problem, it would eliminate a lot of the back-up and congestion; if we did have the turn restrictions at these streets and no roundabout at Haskell, if people get frustrated, they may choose another route in the morning and evening; I should point-out that Oak Hill is the cemetery road and should not have speed humps, we would prefer chicanes; also, we would like to see either turn restrictions or partial closures at the six (6) intersections with 15<sup>th</sup> Street.

Commission Discussion:

Commissioner Koprince: We approved the last one and I think this one is even more deserving.



**MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND APPROVAL OF TRAFFIC CALMING ON OAK HILL AVENUE BETWEEN 13<sup>TH</sup> STREET AND ELMWOOD STREET; THE MOTION CARRIED, 7-0.**

**ITEM NO. 5:**

Consider request for TRAFFIC CALMING on 19<sup>th</sup> Terrace between Naismith Drive and Ousdahl Road.

Woosley reviewed the information provided in the staff report.

Public Comments:

None.

**MOTION BY COMMISSIONER STORM, SECOND BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING ON 19<sup>TH</sup> TERRACE BETWEEN NAISMITH DRIVE AND OUSDAHL ROAD; THE MOTION CARRIED, 7-0.**

**ITEM NO. 6:**

Consider request to establish NO PARKING along Wisconsin Street between 2<sup>nd</sup> Street and 4<sup>th</sup> Street.

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

Public Comments:

None.

**MOTION BY COMMISSIONER KOPRINCE, SECOND BY COMMISSIONER HOSKINSON, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG WISCONSIN STREET BETWEEN 2<sup>ND</sup> STREET AND 4<sup>TH</sup> STREET; THE MOTION CARRIED, 7-0.**

**ITEM NO. 7:**

Consider request to establish NO PARKING along the south side of Kresge Road, west of Iowa Street.

Woosley reviewed the information provided in the staff report

Public Comments:

None.

Commission Discussion:

**MOTION BY COMMISSIONER STORM, SECOND BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE SOUTH SIDE OF KRESGE ROAD, WEST OF IOWA STREET; THE MOTION CARRIED, 7-0.**

ITEM NO. 8:

Public Comment.

No public comment.

ITEM NO. 9:

Commission Items:

1. Elect Chair of the Traffic Safety Commission for the period July 2016-June 2017.

**MOTION BY COMMISSIONER DEVLIN, SECOND BY COMMISSIONER KOPRINCE, TO ELECT COMMISSIONER STORM CHAIR OF THE TRAFFIC SAFETY COMMISSION FOR THE PERIOD JULY 2016-JUNE2017; THE MOTION CARRIED, 6-0-1.**

2. Elect Vice Chair of the Traffic Safety Commission for the period July 2016-June 2017.

**MOTION BY COMMISSIONER HARROD, SECOND BY COMMISSIONER ZIEGELMEYER, TO ELECT COMMISSIONER KOPRINCE VICE CHAIR OF THE TRAFFIC SAFETY COMMISSION FOR THE PERIOD JULY 2016-JUNE2017; THE MOTION CARRIED, 6-0-1.**

3. Selection of a representative to the Regional Pedestrian Plan Steering Committee.

Dave Crawford was selected as the Traffic Safety Commission representative.

ITEM NO. 10:

Staff Items:

No Staff Items.

The meeting adjourned at 8:25 p.m. The next scheduled meeting of the Traffic Safety Commission is Monday, August 1, 2016.

Respectfully submitted,

*David E. Woosley*

David E. Woosley, P.E.  
Transportation/Traffic Engineer