



## TRAFFIC SAFETY COMMISSION

### MINUTES

October 6, 2003

The Lawrence Traffic Safety Commission met in regular session at 7:30 p.m., in the City Commission Room in City Hall with Chair Paul Graves presiding and Commissioners Caroljean Brune, Danny Drungilas, Robert Hagen, Caleb Morse and John Ziegelmeier Jr. present. Commissioners Steve Blackwell and Brian Edwards were absent. Staff member David Woosley (Public Works Department) was present.

ITEM NO. 1: Review and approve the minutes of the Traffic Safety Commission meeting, August 4, 2003.

MOTION BY COMMISSIONER MORSE, SECONDED BY COMMISSIONER DRUNGILAS, TO APPROVE THE MINUTES OF THE AUGUST 4, 2003, TRAFFIC SAFETY COMMISSION MEETING. THE MOTION CARRIED 5-0-1 (Hagen).

ITEM NO. 2: Consider request from Lawrence Public Schools to establish an ADULT CROSSING GUARD at the intersection of 19<sup>th</sup> Street & Maple Lane.

David Woosley advised the Commission that a representative of Kennedy School had called on October 3 and requested that this item be withdrawn; they would be requesting an adult guard at a different intersection.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER BRUNE, TO TABLE THIS ITEM INDEFINITELY. THE MOTION CARRIED 6-0.

ITEM NO. 3: Review the installation of a temporary traffic diverter on 18<sup>th</sup> Street between Maine Street and Missouri Street.

David Woosley reviewed the information provided in the staff report and distributed additional correspondence, including a request to table the item for one month due to several members of the University Place Neighborhood Association, including the president, not being able to attend because of previous commitments.

The Commission determined that they would hear those individuals present who wished to comment on this item.

Kenneth Gall, 1841 Maine Street, stated that his main objection was eastbound vehicles turning off 18<sup>th</sup> Street onto the alley and driving 30mph down the alley; also, the students don't pay attention to it and drive right through. It hasn't calmed 18<sup>th</sup> Street down at all.

Sheila Kortlucke, 1805 Maine Street, stated that the diverter causes her to use 19<sup>th</sup> Street to get to the University where much of her work takes place, and it is very difficult to get onto 19<sup>th</sup> Street with traffic backed-up from the traffic signal at Naismith Drive. The diverter does not calm traffic.

Jonathan Earle, 1652 Illinois Street, urged the Commission to leave the diverter in place until the traffic studies can be completed and the results know. A lot of neighborhood residents have commented that 18<sup>th</sup> Street is more like a residential street now.

Jack Rasing, 1801 Missouri Street, stated that the diverter makes it dangerous, trying to get onto 19<sup>th</sup> Street now; the street shouldn't be closed-off, especially after basketball games. It does slow the traffic down.

Don Barnett, 1737 Mississippi Street, stated that he fully supported the diverter due to the huge positive impact it has had on the neighborhood. There is no longer a racing caravan of vehicles from Naismith to Louisiana. We can now walk down the street and children can ride their bikes and play on the sidewalks.

Karen Loudon, an employee at Watkins Health Center, read a letter from Henry Buck in opposition to the diverter. Loudon also stated that she was against the diverter; don't close street, put police officers or speed bumps on the street. This is opposite to the city commissions desire to eliminate cul-de-sacs and make neighborhoods more accessible.

Anne Hyde, 1800 Mississippi Street, stated that since she has lived there, there have been two accidents with vehicles ending-up in her yard, another where a tire landed at her front stoop; people ignored stop signs and it was a very dangerous street until the diverter went up. Since the diverter went in, we have felt a tremendous amount of relief, permitting her child to play in her front yard. It is not an issue of convenience; it's an issue of safety. We have to use 19<sup>th</sup> Street; we have noticed an increase in traffic there, but that is where the traffic belongs. We would request a permanent fixture there.

Lisa Barnett, 1737 Mississippi Street, stated that they are concerned about safety and we have seen that the diverter has promoted safety in the neighborhood; it has reduced the traffic and is doing its job.

Dave Gunn, 1801 Maine Street, stated that the diverter is confusing, people are getting tickets and perhaps a stop sign would help.

Laura Kimble, 2009 Jenny Wren Road, stated that stop signs or other traffic calming devices could be used instead of closing the street.

Jim Long, University of Kansas, stated that the University supports a full review of the diverter and that Transportation 2025 be applied to the situation.

Commissioner Brune asked if the diverter was being monitored. Woosley advised that both City and KU police did monitor it from time to time.

Commissioner Ziegelmeyer stated that the studies needed to be continued and that it was premature to remove the diverter.

Commissioner Hagen asked if it could be made clearer that vehicles are not permitted to enter. Woosley advised that it would be looked at.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER BRUNE, TO TABLE THIS ITEM UNTIL TRAFFIC STUDIES CAN BE COMPLETED AND THE NEIGHBORHOOD ASSOCIATION PROVIDES A RECOMMENDATION. THE MOTION CARRIED 6-0.

ITEM NO. 4:

Consider request from adjacent residents, to provide traffic control at the intersection of Eldridge Street & Goldfield Street.

David Woosley reviewed the information provided in the staff report and advised that Ken & Kay Metzger, 1009 Prescott Drive, had emailed a suggestion that a four-way stop would be helpful.

Dennis Kuester, 809 Prescott Drive, stated that he drove through the intersection daily, usually at 35mph with another vehicle behind almost pushing; it is a quite a hazard for an unmarked intersection.

Sharon Spratt, 4124 Goldfield Street, stated that she had witnessed vehicles traveling much above 35mph and would certainly be in favor of some type of traffic calming at the intersection.

Jennifer Wrubel, 813 Prescott Drive, questioned who had the right-of-way at an uncontrolled intersection. Can't yield signs be installed? Woosley advised that state law gives right-of-way to the vehicle on the right and that yield signs are not currently warranted.

Taylor Miller, 4133 Goldfield Street, stated that he would love to see a four-way stop, but anything to slow the traffic would be appreciated.

Commissioner Morse asked if a traffic calming circle would be compatible with the intersection. Woosley advised that it would.

Dennis Spratt, 4124 Goldfield Street, stated that the sun causes additional sight problems when looking to the east in the mornings and west in the evenings. In addition, the intersection does not drain and ponds water.

Commissioner Morse stated he felt there was a problem with the intersection.

Commissioner Hagen stated that since traffic calming devices work better in series, are there other nearby locations that should be consider. Woosley advised that if the problem were at the intersection, a traffic calming circle would handle that and be the most practical.

MOTION BY COMMISSIONER MORSE, SECONDED BY COMMISSIONER ZIEGELMEYER, RECOMMENDING INSTALLATION OF A TEMPORARY TRAFFIC CALMING CIRCLE AT THE INTERSECTION OF ELDRIDGE STREET & GOLDFIELD STREET. THE MOTION CARRIED 6-0.

ITEM NO. 5:

Consider request from Larry Meyer, 1605 W. 26<sup>th</sup> Street, to install a STOP sign on Ousdahl Road at 26<sup>th</sup> Street.

David Woosley reviewed the information provided in the staff report.

Alan Hollinger, 1609 W 26<sup>th</sup> Street, stated that there have been three cars in the front yard of 1605 W 26<sup>th</sup> Street in the past two years; something is needed to slow and stop the traffic similar to other "T" intersections in the area. Hollinger provided pictures showing the results of a crash on June 8, 2003.

Commissioner Morse asked if traffic counts had ever been performed at the intersection. Woosley advised that he didn't think so.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER BRUNE, TO TABLE THIS ITEM UNTIL TRAFFIC STUDIES CAN BE COMPLETED AND SUGGESTIONS PROVIDED. THE MOTION CARRIED 6-0.

ITEM NO. 6:

Consider request from Lawrence Public Schools to establish a BUS ZONE, 8am-4pm School Days, along the north side of 10<sup>th</sup> Street, 110 feet east of New York Street, adjacent to New York School.

David Woosley reviewed the information provided in the staff report.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER DRUNGILAS, RECOMMENDING INSTALLATION OF A BUS ZONE, 8AM-4PM SCHOOL DAYS, ALONG THE NORTH SIDE OF 10<sup>TH</sup> STREET FOR A DISTANCE OF 110 FEET EAST OF NEW YORK STREET. THE MOTION CARRIED 6-0.

ITEM NO. 7:

Consider request from Brad Badger, XX Weston Square Apt 215, to establish NO PARKING along the west side of Crestline Drive between 9<sup>th</sup> Street and Yale Road.

David Woosley reviewed the information provided in the staff report.

Commissioner Morse noted that Fact #2 appeared to be backwards and should read "Parking is currently prohibited along the east side of the street from 9<sup>th</sup> Street to Yale Road; along the west side of the street from Yale Road to Harvard Road; and along both sides of the street from Harvard Road to 15<sup>th</sup> Street."

David Hardy, XX Weston Square Apt 215, stated that it is very difficult to turn off 9<sup>th</sup> Street onto southbound Crestline Drive with vehicles parked along the west side of the street and northbound traffic stopped at the stop sign. In addition, there are a lot of kids at the intersection with an elementary school, junior high school and city park in the area. Parking needs to at least be moved back away from the intersection.

Commissioner Morse asked if there was a policy for parking on collector streets. Woosley advised that there was not.

Commissioner Hagen noted that there is a safety trade-off, with cars parked on the street traffic generally drives slower and without cars parked traffic generally drives faster.

Commissioner Brune asked if as a compromise, one or two parking spaces could be eliminated closest to the intersection. Woosley advised that that could be done.

MOTION BY COMMISSIONER BRUNE, SECONDED BY COMMISSIONER GRAVES, RECOMMENDING INSTALLATION OF NO PARKING ALONG THE WEST SIDE OF CRESTLINE DRIVE, SOUTH OF 9<sup>TH</sup> STREET, A DISTANCE OF APPROXIMATELY TWO PARKING SPACES TO THE NEAREST PROPERTY LINE. THE MOTION CARRIED 6-0.

ITEM NO. 8:

Consider request from Carrie Towns and Valerie Johnson-Powell, 1033 Prescott Drive, to establish NO PARKING along one side of Prescott Drive between 8<sup>th</sup> Street and Harvard Road.

David Woosley reviewed the information provided in the staff report along with correspondence received from Ken & Kay Metzger, 1009 Prescott Drive, in support of the request.

Commissioner Drungilas advised that he had visited with one of the residents and they noted that a fire truck could not get down the street at one incident.

Carrie Towns, 1033 Prescott Drive, stated that with parking on both sides of the street it is very difficult to get down the street and creates a bottleneck even though many of the driveways are empty. In addition, there are many children in the neighborhood. Towns also provided a petition signed by 32 residents representing 27 households.

Charles Hill, 1025 Prescott Drive, stated that the parking acts as calming devices and that he didn't sign the petition because parking is not a problem in the area where he lives. If no parking is established, it should be on the sidewalk side of the street so that children playing on the sidewalk can be seen.

Valerie Johnson-Powell, 1033 Prescott Drive, stated that she is concerned with the weaving in-and-out along the street and children darting across the street. In addition, the curve at the north end of the street makes it even more difficult to pass with vehicles parked on both sides.

Steve Rockers, 1021 Prescott Drive, stated that he would be concerned about the speed of traffic increasing if parking is removed from one side.

Dennis Kuester, 809 Prescott Drive, stated that Prescott is too crowded to drive down safely.

Craig Dunning, 900 Prescott Drive, stated that the parking works extremely well to control the traffic along the street. If parking is eliminated from one side, there may not be enough spaces left.

Pat Kuester, 809 Prescott Drive, stated that she has had to back down the street to let a school bus through.

Derron Wrubel, 813 Prescott Drive, stated that parking needs to be controlled at least at the intersections in order to enter the street.

Commissioner Brune stated that this was a perfect situation for a neighborhood association to become involved and provide a recommendation.

Commissioner Hagen stated that those living along the street should be provided an opportunity to determine which side of the street should be no parking.

Commissioner Morse stated that the speed may not increase if the parking was alternated from side to side.

Commissioner Ziegelmeyer noted that the placement of mailboxes complicated the situation and asked if staff could facilitate a neighborhood meeting. Woosley advised that could be done.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER MORSE, TO TABLE THIS ITEM UNTIL THE ADJACENT RESIDENTS MEET AND BRING BACK A SPECIFIC PLAN. THE MOTION CARRIED 6-0.

ITEM NO. 9:

Consider request from Jim and Monica Franz, 911 Christie Court, to establish NO PARKING along one side of Christie Court.

David Woosley reviewed the information provided in the staff report and distributed correspondence received from Dominic Madden, 909 Christie Court, in opposition to the request.

Commissioner Graves noted that he had heard from Katherine Dunn, 935 Christie Court, who supported the request.

Jim Franz, 911 Christie Court, stated that with a high percentage of rentals on the street and vehicles parked on both sides of the street it is a safety problem for children trying to get to-and-from the sidewalk. In addition with a bend in the street, sight distance is restricted. Most of the renters are college students so the problem is most significant evenings and weekends.

Paul Laird, 907 Christie Court, stated that cars are often parked on both sides at the corner making it very difficult to enter the street. It is also very difficult to back out of driveways with vehicles on both sides.

Commissioner Brune stated that she had never seen so many cars crowded into such a small area when she visited the site.

MOTION BY COMMISSIONER BRUNE, SECONDED BY COMMISSIONER ZIEGELMEYER, RECOMMENDING INSTALLATION OF NO PARKING ALONG THE EAST SIDE OF CHRISTIE COURT. THE MOTION CARRIED 5-1 (Drungilas felt there was not enough input from neighbors and it would create a problem elsewhere).

ITEM NO. 10: Public Comment.

Betty Alderson, 1920 Maine Street, stated that she felt the University Place traffic calming devices have worked very well, however, she wondered if it would be possible for the Journal-World could do a story on the proper way to drive a traffic calming circle. In addition, she is concerned about how close vehicles can park to an uncontrolled intersection.

ITEM NO. 11: Commission Items.

Commissioner Drungilas questioned whether commissioners should vote on items that may concern their own neighborhood. Commissioner Morse noted that he had previously had similar concerns, but was advised by the Director of Legal Services that he should.

ITEM NO. 12: Miscellaneous.

David Woosley advised the Commission that Jeremy Anderson officially submitted his resignation from the Commission on August 5.

The meeting adjourned at 10:05 p.m.

The next scheduled meeting of the Traffic Safety Commission is Monday, November 3, 2003.

Respectfully submitted,

  
David E. Woosley, PE  
Transportation/Traffic Engineer