



**REQUEST FOR COMMISSION ACTION**  
**CITY OF INDEPENDENCE**  
**February 6, 2020**

Department Police

Director Approval Harrison

**AGENDA ITEM** Consider the following traffic control proposals in the area surrounded by Pennsylvania Avenue, Oak Street, Park Boulevard, and Parkhurst:

1. Place no parking signs within 30 feet of the approach of all stop signs.
2. Place signs restricting parking to one side of the street on 2nd, 4th, 5th, and 6th from Parkhurst to Oak
3. Place a no parking sign on Oak east of Park Boulevard to restrict parking near the alley intersecting Oak
4. Place appropriately detailed low clearance signs near Oak and 6th on Oak; and near Park Boulevard and Myrtle on Park Boulevard
5. Place stop signs at the following intersections to stop east/west traffic:
  - a. Beech & 2<sup>nd</sup>
  - b. Beech & 4<sup>th</sup>
  - c. Beech & 5<sup>th</sup>
  - d. Beech & 6<sup>th</sup>
  - e. Pecan & 5<sup>th</sup>
  - f. Pecan & 6<sup>th</sup>
6. Place stop signs at the following intersections to stop southbound traffic:
  - a. Parkhurst & 4<sup>th</sup>
  - b. Parkhurst & 5<sup>th</sup>
  - c. Parkhurst & 6th

**SUMMARY RECOMMENDATION** Police department staff reviewed the area then met with residents and the Traffic Safety Committee to discuss this proposal. Residents expressed concerns about parking, low clearance warning signs, and dangerous intersections. These are the resulting recommendations:

**No Parking Signs**

- Restricting parking to one side of the street
- Placing no parking signs at intersections
- Place a “no parking” sign at the intersection of Oak and the alley east of Park Blvd.

**Low Clearance Signs**

- Place low clearance signs farther in advance of current signage to prevent tractor-trailer traffic from entering the neighborhood and creating traffic safety issues

**Stop Signs**

- Establish the north/south streets as through streets
- Place stop signs for east/west traffic at the intersections on Beech and Pecan streets
  - Stop the southbound traffic at Parkhurst street (see diagram)

## **BACKGROUND**

### **No Parking Signs**

Riverside Park hosts several events throughout the year that draw large crowds. About eight times a year the park streets are closed for running events. Anytime these runs or large events occur the neighbors report extensive parking issues that jeopardize the safety of motorists because driver views are obstructed by parked cars near alleys and intersections. Even when there are not major events some residents park in a manner that obstructs drivers' views at intersections. Because of this residents in the neighborhood requested curbs be painted yellow and/or no parking signs be added to increase visibility at intersections and one alleyway.

This neighborhood currently has very few controlled intersections located only on the main thoroughfares, not on the side streets in the neighborhood. KSA 8-1571 prohibits parking within 30' of a stop sign, once stop signs are placed in the uncontrolled intersections officers will have the authority to enforce parking restrictions. If stop signs are not placed then "NO PARKING" signs can be posted upon commission authorization allowing officers to enforce parking restrictions (KSA 8-1571).

"NO PARKING" signs will be required at two intersections on Oak because there is no curb or the curb is level with the roadway. A "NO PARKING" sign will be required at the intersection of Oak and the alley east of Park Blvd. because this is not intended to be a controlled intersection. This project will require the posting of about 21 "NO PARKING HERE TO CORNER" signs, one "NO PARKING" sign, and at least 18 "NO PARKING THIS SIDE OF STREET" signs.

If stop signs are authorized by the commission KSA 8-1571 does not require yellow paint or no parking signs. IPD staff recommend investing in some form of visual indicators of parking restrictions. Clear communication is key to ensuring positive relationships between drivers and police.

Residents also requested that parking be restricted to one side of the street due to street width. As measured on pictometry 2<sup>nd</sup> Street is 22 feet wide and 4<sup>th</sup>, 5<sup>th</sup>, & 6<sup>th</sup> Streets are all 25.8 to 26 feet wide. Oak from Park Blvd. to 2<sup>nd</sup> is 25.9 feet wide. City Ordinance Section 102-116 gives commissioners authority to restrict parking to one side of the street on streets 26 feet or less in width.

NACTO reports that 10 foot travel lanes for each direction are generally safe while discouraging speeding. NACTO also recommends a seven foot minimum for parking lanes. Based on NACTO recommendations most of these streets are eight to 12 feet too narrow to accommodate parking on both sides and one to five feet too narrow for parking on one side. IPD staff believe that with the limited amount of traffic and the limited amount of parking for residents parking on one side is a reasonable compromise.

### **Low Clearance Signs**

The railroad underpass located at Park Boulevard and Parkhurst has a clearance of 12 feet six inches. The underpass has a history of significant impacts as evidenced by severe damage to the concrete. In the summer of 2019 the underpass suffered two impacts. Currently the warning sign for southbound traffic is near Beech on Park Boulevard only 711 feet prior to the underpass. Once a truck has traveled far enough to see the warning sign the underpass is visible. A resident reported that there is nowhere for trucks to safely turn around. The resident reported that tractor-trailers usually back up Park onto Oak then go back to Pennsylvania Avenue (US 75). IPD staff concur with the resident's observation.

The warning sign for northbound traffic is located just south of Cottonwood on Park Boulevard, approximately 1,351 feet prior to the underpass. Once a truck has traveled far enough to see a warning sign the underpass is visible. There are several parking lots that truckers probably use to turn around just south of the underpass.

IPD staff recommend leaving the current warning signs in place and placing some type of warning sign that is visible from Main (US 160) for northbound traffic and Pennsylvania Avenue (US 75) for southbound traffic. Staff believe that more advance notice may prevent truck traffic from venturing off federal routes and those that continue will have more opportunity to turn around.

To prevent southbound trucks from exiting US 75 staff recommend placing a warning sign that communicates “no trucks, low clearance 12’ 6”, .4 miles ahead” on Oak between Pennsylvania Avenue and 6<sup>th</sup> Street, positioned to be seen by eastbound traffic.

To prevent northbound trucks from exiting US 160 staff recommend placing a warning sign that communicates “no trucks, low clearance 12’ 6”, .7 miles ahead” on Park Boulevard between Main and Myrtle, positioned to be seen by northbound traffic.

### **Stop Signs**

There are currently eleven uncontrolled intersections, including three intersections at Parkhurst Street. Some of those intersections are blind due to geographical features in the area.

We are not requesting stop signs be placed at 2<sup>nd</sup> and Oak or Parkhurst and Oak because they are “L” intersections that do not pose the same traffic conflicts as “T” and four-way intersections. This request affects nine intersections and involves the placement of 13 stop signs and posts.

The following intersections in the area are uncontrolled:

- Beech & 2<sup>nd</sup>
- Beech & 4<sup>th</sup>
- Beech & 5<sup>th</sup>
- Beech & 6<sup>th</sup>
  - Obstructed View Southbound
- Pecan & 5<sup>th</sup>
  - Obstructed View
    - Northbound
    - Eastbound
- Pecan & 6<sup>th</sup>
- 2nd & Oak
- Parkhurst & 2<sup>nd</sup>
- Parkhurst & 4<sup>th</sup>
- Parkhurst & 5<sup>th</sup>
  - Obstructed View Southbound
- Parkhurst & 6<sup>th</sup>
  - Obstructed View Southbound

<b>BUDGET IMPACT</b>	No Parking Signs	\$4,000
	Low Clearance Signs	\$ 500
	Stop Signs	\$1,500
	<b>Total Project Estimate</b>	<b>\$6,000</b>

## **SUGGESTED MOTION**

### **No Parking Signs**

I move that city staff be authorized to do the following in the area surrounded by Pennsylvania Avenue, Oak Street, Park Boulevard, and Parkhurst:

1. Place no parking signs within 30 feet of the approach of all stop signs in the area
2. Place signs restricting parking to one side of the street on 2<sup>nd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, and 6<sup>th</sup> from Parkhurst to Oak
3. Place a no parking sign on Oak east of Park Boulevard to restrict parking near the alley intersecting Oak at that location.

### **Low Clearance Signs**

I move that city staff be authorized to place appropriately detailed low clearance signs near Oak and 6<sup>th</sup> on Oak and near Park Boulevard and Myrtle on Park Boulevard.

### **Stop Signs**

I move that stop signs be placed at the following intersections to stop east/west traffic:

- Beech & 2<sup>nd</sup>
- Beech & 4<sup>th</sup>
- Beech & 5<sup>th</sup>
- Beech & 6<sup>th</sup>
- Pecan & 5<sup>th</sup>
- Pecan & 6<sup>th</sup>

And that stop signs be placed at the following intersections to stop southbound traffic:

- Parkhurst & 4<sup>th</sup>
- Parkhurst & 5<sup>th</sup>
- Parkhurst & 6<sup>th</sup>

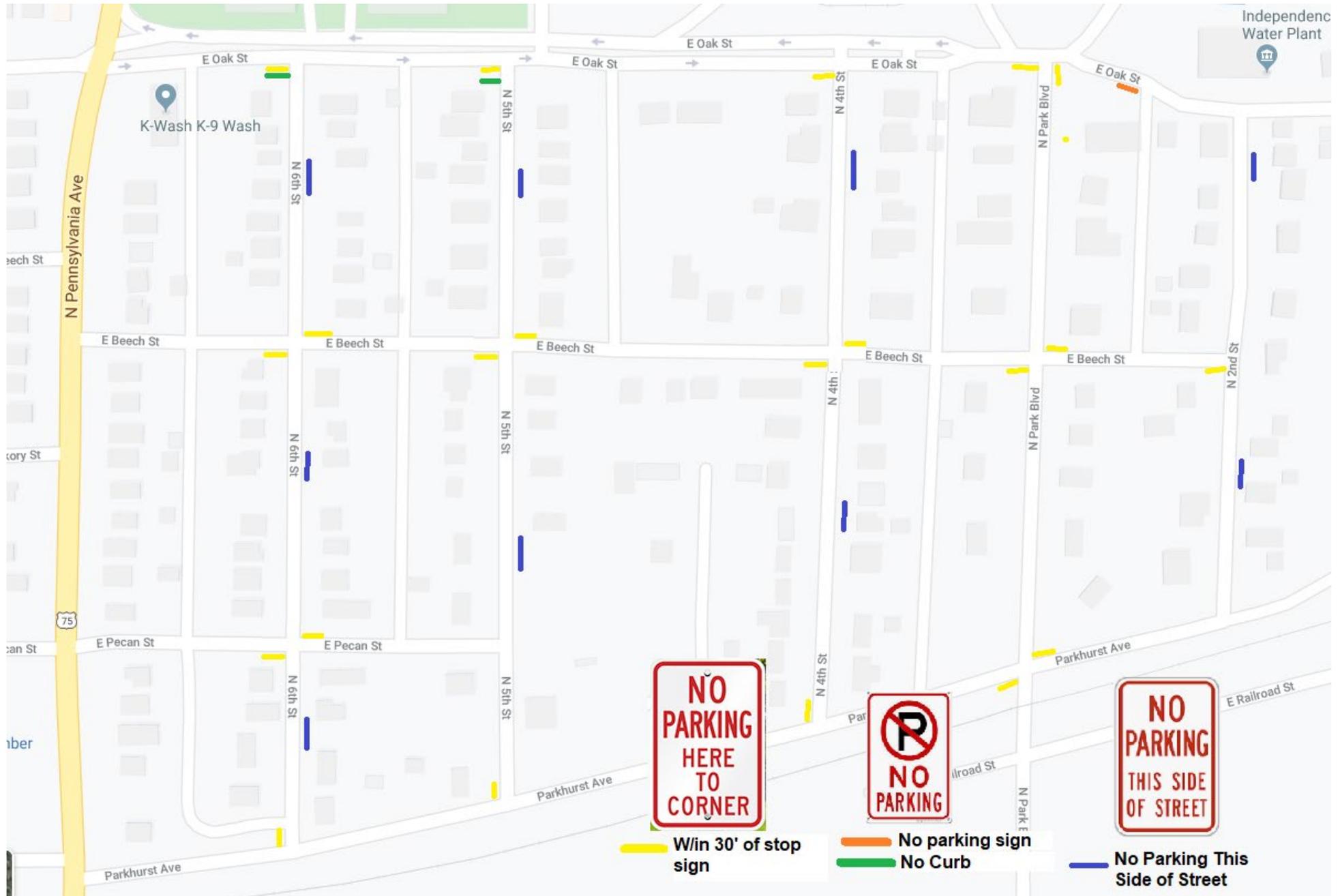
## **SUPPORTING DOCUMENTS**

1. **No Parking Signs**
  - a. Powerpoint attachment
  - b. City Ordinance 102-116
  - c. KSA 8-1571
  - d. NACTO Design Guide
2. **Low Clearance signs**
  - a. PowerPoint attachment
3. **Stop Signs**
  - a. Power Point Attachment

# Parkhurst to Oak Neighborhood

Traffic Safety Proposal

# No Parking Signs Proposal



# Driver-View Obstructions

**Oak at alley east of Park**



**Driver looking left**



Sec. 102-116. - Parking restrictions on narrow streets.

In order to ensure that all city streets and highways will have a minimum of 12 feet of clearance which is required for emergency vehicle use for public safety reasons, the governing body of the city shall have authority to restrict parking on streets and highways in the city pursuant to the guidelines set forth:

- (1) On streets or highways that are 26 feet in width or less, measured curb to curb, the governing body may impose a parking restriction designating no parking on one side of the road or highway.
- (2) On streets or highways that are less than 24 feet in width or less, measured curb to curb, the governing body may impose a parking restriction designating no parking on one side of the road or highway, or no parking on both sides of the street or highway.

The governing body of the city shall have authority to adopt parking restrictions on a case-by-case basis consistent with this ordinance.

To the extent that there may be provisions contained in the standard traffic ordinance published by the League of Kansas Municipalities and adopted by the city for use in municipal court prosecutions which are in conflict with this ordinance, (such as current sections 90 and 91), whether now in existence or as may be adopted in the future, then the provisions of this ordinance shall prevail and control.

(Ord. No. 4131, §§ 1—5, 9-13-12)

## 2017 Kansas Statutes

**8-1571. Stopping, standing or parking prohibited in specified places.** (a) Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic-control device, no person shall:

(1) **Stop, stand or park a vehicle:**

- (i) On the roadway side of any vehicle stopped or parked at the edge or curb of a street;
- (ii) On a sidewalk;
- (iii) Within an intersection;
- (iv) On a crosswalk;
- (v) Between a safety zone and the adjacent curb or within thirty (30) feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings;
- (vi) Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
- (vii) Upon any bridge or other elevated structure upon a highway or within a highway tunnel;
- (viii) On any railroad tracks;
- (ix) On any controlled-access highway;
- (x) In the area between roadways of a divided highway, including crossovers; or
- (xi) **At any place where official signs prohibit stopping.**

(2) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:

- (i) In front of a public or private driveway;
  - (ii) Within fifteen (15) feet of a fire hydrant;
  - (iii) **Within twenty (20) feet of a crosswalk at an intersection;**
  - (iv) **Within thirty (30) feet upon the approach to any flashing signal, stop sign, yield sign or traffic-control signal located at the side of a roadway;**
  - (v) Within twenty (20) feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within seventy-five (75) feet of said entrance, when properly signposted; or
  - (vi) **At any place where official signs prohibit standing.**
- (3) Park a vehicle, whether occupied or not, except temporarily for the purpose of and while actually engaged in loading or unloading property or passengers:
- (i) Within fifty (50) feet of the nearest rail of a railroad crossing; or
  - (ii) At any place where official signs prohibit parking.
  - (b) No person shall move a vehicle not lawfully under his or her control into any such prohibited area or away from a curb such a distance as is unlawful.

**History:** L. 1974, ch. 33, § 8-1571; July 1.

(<https://nacto.org/>)



# National Association of City Transportation Officials (<https://nacto.org/>)

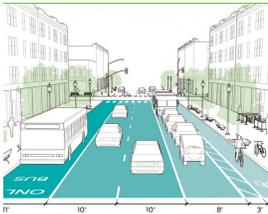


## Urban Street Design Guide

GUIDE NAVIGATION ▾

(<https://nacto.org/publication/urban-street-design-guide/>)

PURCHASE GUIDE ([HTTP://ISLANDPRESS.ORG/URBAN-STREET-DESIGN-GUIDE](http://islandpress.org/urban-street-design-guide))



## Lane Width

The width allocated to lanes for motorists, buses, trucks, bikes, and parked cars is a sensitive and crucial aspect of street design. Lane widths should be considered within the assemblage of a given street delineating space to serve all needs, including travel lanes, safety islands, bike lanes, and sidewalks.

Each lane width discussion should be informed by an understanding of the goals for traffic calming as well as making adequate space for larger vehicles, such as trucks and buses.



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**Existing**



**Existing**



**Redesign**

Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations.



([https://nacto.org/wp-content/themes/sink\\_nacto/views/design-guides/retrofit/urban-street-design-guide/images/lane-width/carousel//SFCTA.jpg](https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/lane-width/carousel//SFCTA.jpg))

## Discussion

Travel lanes are striped to define the intended path of travel for vehicles along a corridor. Historically, wider travel lanes (11–13 feet) have been favored to create a more forgiving buffer to drivers, especially in high-speed environments where narrow lanes may feel uncomfortable or increase potential for side-swipe collisions.

Lane widths less than 12 feet have also historically been assumed to decrease traffic flow and capacity, a claim new research refutes.<sup>1</sup>

### + More Info

*The measured saturation flow rates are similar for lane widths between 10 feet and 12 feet...Thus, so long as all other geometric and traffic signalization conditions remain constant, there is no measurable decrease in urban street capacity when through lane widths are narrowed from 12 feet to 10 feet.*

Appendix A-P, p. A152, Florida Department of Transportation (2007). Appendix A-P and Appendix Q

(/docs/usdg/conserves\_by\_bicycle\_fl\_dot.pdf). Conserve By Bicycle Program Study Final Report. Tallahassee, FL: FDOT.

The relationships between lane widths and vehicle speed is complicated by many factors, including time of day, the amount of traffic present, and even the age of the driver. Narrower streets help promote slower driving speeds which, in turn, reduce the severity of crashes. Narrower streets have other benefits as well, including reduced crossing distances, shorter signal cycles (./signal-cycle-lengths), less stormwater, and less construction material to build.

#### Wider travel lanes are correlated with higher vehicle speeds.

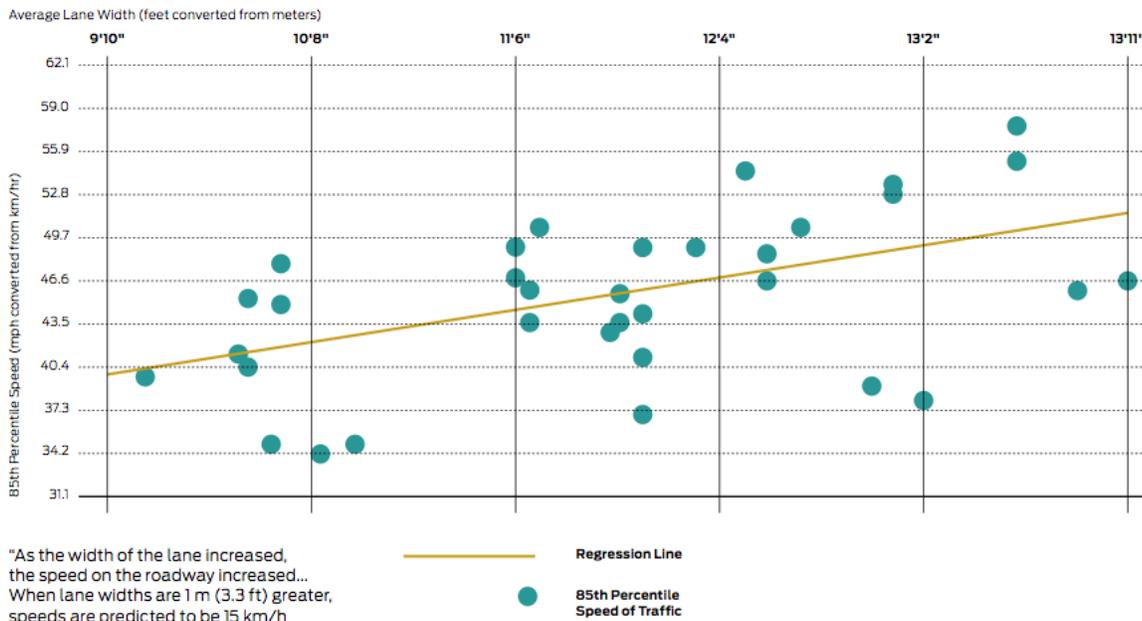


Chart source: Fitzpatrick, Kay, Paul Carlson, Marcus Brewer, and Mark Wooldridge. 2000. "Design Factors That Affect Driver Speed on Suburban Streets." *Transportation Research Record* 1751: 18–25.

([https://nacto.org/wp-content/themes/sink\\_nacto/views/design-guides/retrofit/urban-street-design-guide/images/lane-width/wider-travel-lanes-graph.png](https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/lane-width/wider-travel-lanes-graph.png)) Wider travel lanes are correlated with higher vehicle speeds.

For multi-lane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking). Inside lanes should continue to be designed at the minimum possible width. Major truck or transit routes through urban areas may require the use of wider lane widths.

Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations. For designated truck or transit routes, one travel lane of 11 feet may be used in each direction. In select cases, narrower travel lanes (9–9.5 feet) can be effective as through lanes in conjunction with a turn lane.<sup>2</sup>

### Optional

2 Parking lane widths of 7–9 feet are generally recommended. Cities are encouraged to demarcate the parking lane to indicate to drivers how close they are to parked cars. In certain cases, especially where loading and double parking are present, wide parking lanes (up to 15 feet) may be used. Wide parking lanes can serve multiple functions, including as industrial loading zones or as an interim space for bicyclists.

3 For multi-lane roadways where transit or freight vehicles are present and require a wider travel lane, the wider lane should be the outside lane (curbside or next to parking). Inside lanes should continue to be designed at the minimum possible width. Major truck or transit routes through urban areas may require the use of wider lane widths.

2-way streets with low or medium volumes of traffic may benefit from the use of a dashed center line with narrow lane widths or no center line at all. In such instances, a city may be able to allocate additional right-of-way to bicyclists or pedestrians, while permitting motorists to cross the center of the roadway when passing.

+ More Info



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### Recommended

Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other modes.

+ More Info

This includes the use of wide outside lanes for bicyclist accommodation. Wide outside lanes are not an effective means of accommodating bicyclists in urban areas.

Restrictive policies that favor the use of wider travel lanes have no place in constrained urban settings, where every foot counts. Research has shown that narrower lane widths can effectively manage speeds without decreasing safety, and that wider lanes do not correlate to safer streets.<sup>3</sup> Moreover, wider travel lanes also increase exposure and crossing distance for pedestrians at intersections and midblock crossings.<sup>4</sup>

See Crosswalks (../crosswalks-and-crossings/)

+ More Info

Many transit agencies require that jurisdictions stripe lanes of 12-14 feet for safe operation. These policies are counter to the municipality's larger safety goals and may result in speeding by when these lanes are not in use by transit vehicles.

Use striping to channelize traffic and demarcate the road for vulnerable users.

+ More Info



([https://nacto.org/wp-content/themes/sink\\_nacto/views/design-guides/retrofit/urban-street-design-guide/images/lane-width/carousel/SFCTA.jpg](https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/lane-width/carousel/SFCTA.jpg)) Location: San Francisco, CA: Striping should be used to delineate parking and curbside uses from the travel lane.

1 Lane width should be considered within the overall assemblage of the street. Travel lane widths of 10 feet generally provide adequate safety in urban settings while discouraging speeding. Cities may choose to use 11-foot lanes on designated truck and bus routes (one 11-foot lane per direction) or adjacent to lanes in the opposing direction.

Additional lane width may also be necessary for receiving lanes at turning locations with tight curves, as vehicles take up more horizontal space at a curve than a straightaway.

See Corner Radii (../corner-radii)

Wide lanes and offsets to medians are not required, but may be beneficial and necessary from a safety point of view.

### Footnotes

#### + More Info

1. Theo Petrisch, "The Truth about Lane Widths," The Pedestrian and Bicycle Information Center, accessed April 12, 2013, <http://www.bicyclinginfo.org/library/details.cfm?id=4348> (<http://www.bicyclinginfo.org/library/details.cfm?id=4348>).
2. Research suggests that lane widths less than 12 feet on urban and suburban arterials do not increase crash frequencies.  
Ingrid Potts, Douglas W. Harwood, and Karen R. Richard, "Relationship of Lane Width to Safety on Urban and Suburban Arterials (/docs/usdg/lane\_width\_potts.pdf)," (paper presented at the TRB 86th Annual Meeting, Washington, D.C., January 21–25, 2007).

Relationship Between Lane Width and Speed, (Washington, D.C.: Parsons Transportation Group, 2003), 1–6.

3. Eric Dumbaugh and Wenhao Li, "Designing for the Safety of Pedestrians, Cyclists, and Motorists in Urban Environments (/docs/usdg/designing\_safety\_of\_ped\_cyclists\_and\_motorists\_dumbaugh.pdf)." Journal of the

American Planning Association 77 (2011): 70.

Previous research has shown various estimates of relationship between lane width and travel speed. One account estimated that each additional foot of lane width related to a 2.9 mph increase in driver speed.

Kay Fitzpatrick, Paul Carlson, Marcus Brewer, and Mark Wooldridge, "Design Factors That Affect Driver Speed on Suburban Arterials (/docs/usdg/design\_factors\_that\_affect\_driver\_speed\_fitzpatrick.pdf)": Transportation Research Record 1751 (2000):18–25.

Other references include:

Potts, Ingrid B., John F. Ringert, Douglas W. Harwood and Karin M. Bauer. Operational and Safety Effects of Right-Turn Deceleration Lanes on Urban and Suburban Arterials. Transportation Research Record: No 2023, 2007.

Macdonald, Elizabeth, Rebecca Sanders and Paul Supawanich. The Effects of Transportation Corridors' Roadside Design Features on User Behavior and Safety, and Their Contributions to Health, Environmental Quality, and Community Economic Vitality: a Literature Review (/docs/usdg/effects\_transportation\_corridors\_macdonald.pdf). UCTC Research Paper No. 878. 2008.

- 4. Longer crossing distances not only pose as a pedestrian barrier but also require longer traffic signal cycle times which may have an impact on general traffic circulation.

Street Design Elements

(<https://nacto.org/publication/urban-street-design-guide/street-design-elements/>) (<https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>)

Sidewalks

design-guide/street-design-elements/sidewalks/

Adapted from the Urban Street Design Guide, published by Island Press.

## References

Urban Street Design Guide

• Lane Width

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Keyword

SEARCH REFERENCES

## About NACTO

(<https://nacto.org/about/>)

## **Designing Cities 2017: Chicago**

(<https://nacto.org/conference/designing-cities-conference-chicago-2017/>)

## **Training and Workshops**

(<https://nacto.org/training-and-workshops/>)

## **Urban Street Design Guide**

(<https://nacto.org/publication/urban-street-design-guide/>)

# Low Clearance Signs Proposal



# Current State

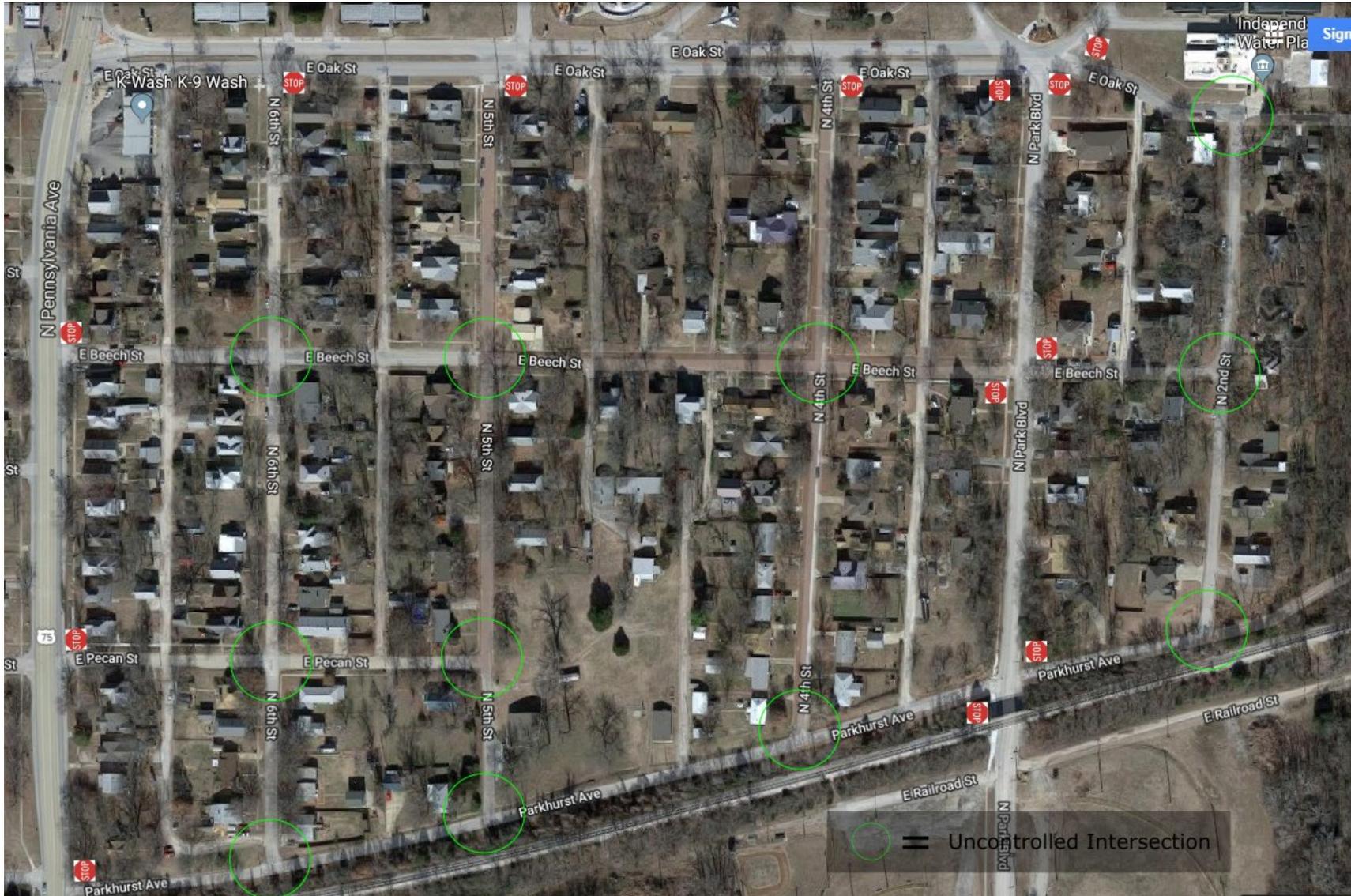


# Proposed State

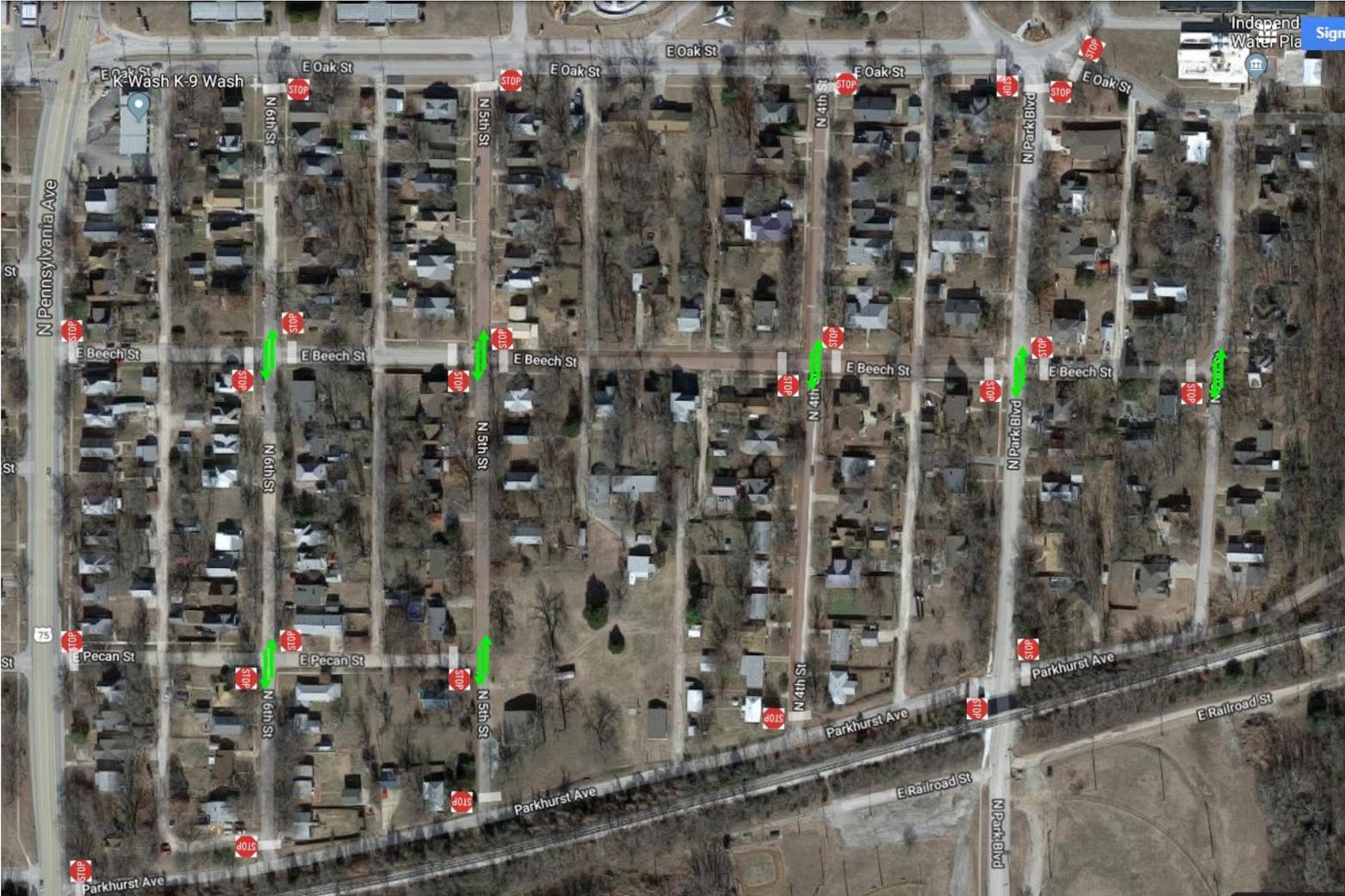


# Stop Signs Proposal

# Current State



# Proposed State



# Driver-view Obstructions

## 6th & Beech

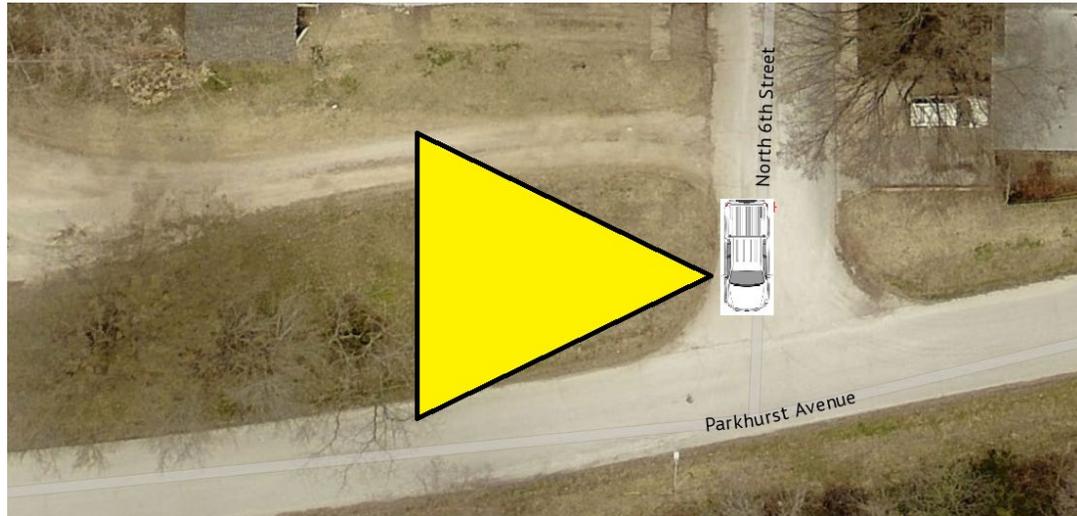


## Southbound Driver Looking Right



# Driver-view Obstructions

**Parkhurst and 6th**



**Southbound Driver Looking Right**



# Driver-view Obstructions

**Parkhurst & 5th**



**Southbound Driver Looking Right**



# Driver-view Obstructions

## Driver Looking Left

### 5th & Pecan



# Driver-view Obstructions

## 5th & Pecan



## Driver Looking Right

