

City of Lawrence
Traffic Safety Commission Agenda
March 5, 2012-7:00 PM
City Commission Room, City Hall

MEMBERS: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley; Ryan Devlin; Cody Howard; Ken Miller; Edwin Rothrock; Jim Woods; and John Ziegelmeyer Jr.

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, February 6, 2012.

ITEM NO. 2: Consider request to establish a MULTI-WAY STOP at the intersection of 18th Street & Ohio Street.

Facts:

1. Both 18th Street and Ohio Street are classified as "local" streets in a residential area.
2. The *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD), as published by the Federal Highway Administration, provides criteria for MULTI-WAY STOPS. The MUTCD states that the criteria for a MULTI-WAY STOP include "Five or more reported crashes in a 12-month period susceptible to correction by a multi-way stop installation" or "The vehicular volume entering the intersection from the major street approaches averages at least 300 vehicles per hour for any 8 hours of an average day; and The combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches averages at least 200 units per hour for the same 8 hours."

3. Police Department crash reports show that there was one (1) reported crash at the intersection during the past three (3) years, 2009-2011.
4. Traffic data collected January 25-26 found an average of 51 vehicles entering the intersection from the major street during the eight (8) highest hours of the day and an average of 23 vehicles entering the intersection from the minor street during the same eight (8) hours.
5. Therefore, this intersection does not meet the minimum criteria for consideration of a MULTI-WAY STOP.

ITEM NO. 3: Consider request for TRAFFIC CALMING on Minnesota Street north of 2nd Street.

Facts:

1. Minnesota Street is classified as a "local" street in a residential area with a speed limit of 30mph as established by state law.
2. The city's *Traffic Calming Policy* provides that traffic calming devices may be permitted on "local" streets if the 85th percentile speed is 5mph or more over the speed limit or if the 24-hour two-way traffic volume is greater than 1000.
3. Traffic data collected January 30-31 found the traffic volume to be approximately 270 and the 85th percentile speed to be approximately 34mph.
4. Therefore, this intersection does not meet the minimum criteria for consideration of TRAFFIC CALMING.

ITEM NO. 4: Consider request to establish NO PARKING along the west side of Lawrence Avenue between 9th Street & Harvard Road.

Facts:

1. Lawrence Avenue is classified as a "collector" street in a residential area and is paved 26 feet wide.
2. Parking is currently prohibited along the east side of Lawrence Avenue.

ITEM NO. 5: Consider request to establish NO PARKING along Kensington Road just north of 27th Street.

Facts:

1. Kensington Road is classified as a "collector" street in a residential area and is paved 26 feet wide.
2. Parking is currently permitted along both sides of Kensington Road.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items:

ITEM NO. 8: Miscellaneous.

City of Lawrence
Traffic Safety Commission
March 5, 2012 Minutes

MEMBERS PRESENT: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley; Ryan Devlin; Cody Howard; Ken Miller; Edwin Rothrock; and Jim Woods

MEMBERS ABSENT: John Ziegelmeyer, Jr.

STAFF PRESENT: David Woosley, Public Works Department

PUBLIC PRESENT: Dan Abrahamson; Walter Hicks; Robert Zernickow; Bob Carey; and Bill Hussli

Chair Jason Novotny called the meeting to order at 7:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

ITEM NO. 1:

Review and approve the minutes of the Traffic Safety Commission meeting, February 6, 2012.

MOTION BY COMMISSIONER WOODS, SECOND BY COMMISSIONER DEVLIN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, FEBRUARY 6, 2012; THE MOTION CARRIED, 6-0-2.

ITEM NO. 2:

Consider request to establish a MULTI-WAY STOP at the intersection of 18th Street & Ohio Street.

Novotny reviewed the information provided in the staff report.

Public Comment: None.

MOTION BY COMMISSIONER MILLER, SECOND BY COMMISSIONER HARDEN, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A MULTI-WAY STOP AT THE INTERSECTION OF 18TH STREET & OHIO STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 3:

Consider request for TRAFFIC CALMING on Minnesota Street north of 2nd Street.

Novotny reviewed the information provided in the staff report.

Public Comment: None.

MOTION BY COMMISSIONER WOODS, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING ON MINNESOTA STREET NORTH OF 2ND STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 4:

Consider request to establish NO PARKING along the west side of Lawrence Avenue between 9th Street & Harvard Road.

Novotny reviewed the information provided in the staff report.

Public Comment:

Dan Abrahamson, 944 Lawrence Avenue: I feel strongly that people that do not live in the affected area on Lawrence Avenue should not have very much of a say as to whether the parking should be there or not. Many people that I know use the parking when they have company at their house. The parking for legitimate uses is well used on Lawrence Avenue. The people on Lawrence Avenue should have the first say and there are eight of us here that are interested in this item so it is an important item to us.

Walter Hicks, 920 Lawrence Avenue: There are very few driveways that are two cars wide; so if you can't park on the west side of Lawrence Avenue, I don't know where these people are going to park; if you park in your yard, the city gets upset about that. My wife and I for sure don't want to see the parking on the west side to go away; that would put a real strain on everybody; either you don't have any friends or you for sure don't invite them over. It's a very serious situation to take that parking away from the people that live in that area, that's for sure. If you remove the parking it will increase the speed.

Robert Zernickow, 915 Lawrence Avenue: As to whether the parking hampers or encourages speeding on Lawrence Avenue, it's a little bit of both; with the parking being there, it's harder for cars to get around; if it wasn't there they would use it as a byway and hit their brakes right before the speed humps. I think that by removing the parking, the speeding would increase. I live in a three-vehicle household and have to park one (1) car in the street.

Bob Carey, 951 Lawrence Avenue: It would adversely affect everyone to not have parking on the street because we need the overflow for holidays, etc. I do think we need parking restricted on the west side at 9th Street for the crossing.

Bill Hussli, 956 Lawrence Avenue (distributed a handout (attached)): We don't want to take away the parking. My van is parked on the street for safety; it makes drivers look around and I think it has done a lot of good. The police have checked it out five (5) times due to complaints, but it has always been legally parked.

Commissioner Novotny asked the audience if there was anyone present in favor of removing the parking; no one indicated that they were.

MOTION BY COMMISSIONER WOODS, SECOND BY COMMISSIONER BOLEY, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG THE WEST SIDE OF LAWRENCE AVENUE BETWEEN 9TH STREET & HARVARD ROAD; THE MOTION CARRIED, 8-0.

ITEM NO. 5:

Consider request to establish NO PARKING along Kensington Road just north of 27th Street.

David Woosley reviewed the information provided in the staff report.

Public Comment: None.

MOTION BY COMMISSIONER WOODS, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG KENSINGTON ROAD JUST NORTH OF 27TH STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 6:

Public Comment: None.

ITEM NO. 7:

Commission Items:

Ken Miller introduced his daughter, Grace, who was observing the meeting.

ITEM NO. 8:

Miscellaneous: None.

The meeting adjourned at 7:45 p.m. The next scheduled meeting of the Traffic Safety Commission is Monday, April 2, 2012.

Respectfully submitted,

David E. Woosley

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

From: Carol Abrahamson [mailto:ciadfaks@sunflower.com]

Sent: Thursday, March 01, 2012 10:08 AM

To: Traffic Safety Commission

Subject: March 5, Items for Traffic/Safety Commission, March 5

To Traffic Safety Commission Members: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley; Ryan Devlin; Cody Howard; Ken Miller; Edwin Rothrock; Jim Woods; and John Ziegelmeyer Jr.

From: Carol and Dan Abrahamson, 944 Lawrence Ave., 842-2572, ciadfaks@sunflower.com

Re: ITEM NO. 4 on the Traffic Safety Commission Agenda for March 5, 2012, at 7:00 p.m.

"Consider request to establish NO PARKING along the west side of Lawrence Avenue between 9th and Harvard Road.

Remarks: It is our understanding that Traffic Safety items are generated by complaints or petitions. The remarks below are intended to counter these complaints.

1. Within the last few years the city put in two traffic calming speed humps by neighborhood petition designed to slow down traffic between Ninth St. and Harvard Rd. which is posted with a 25 mph speed limit as well. It does not make sense to reopen this stretch to no parking on both sides and encourage speeding, which still very much occurs, especially for those persons turning from 9th St. south to Harvard and then west, only to shorten their trip to Kasold.
2. Why does the request suggest that only Ninth to Harvard is a problem? Lawrence Ave. has parking on the west side all the way from Sixth St. to Bob Billings Parkway (15th). Do the petitioners and their friends have a particular gripe with our two blocks? Do those making the complaint actually live in these two blocks on Lawrence Ave.?
3. As it is, many cars slow for the speed humps that exist and then rev their engines until they meet the next obstruction, be it another speed hump or traffic coming from the other direction that forces them to slow down because there is parking on the west side of Lawrence Ave.
4. Removing parking on the west side of the street makes it difficult for residents to have visitors, when the numbers of cars of visitors exceed the parking the family has provided on their property. (Many have double off-street parking, but not all.)
5. Those who have no off-street parking may not be able to afford putting it in. We are not a wealthy neighborhood.

In summary, Lawrence Ave. is still a very well-traveled road, probably because it seems a more efficient route for some. However, it has not been designed to be a speedway. Neighborhood residents still must show much patience backing out of their driveways because of the speed of approaching cars. Existing parking on the west side helps with that situation and should not be removed.

Please take our comments seriously and deny the request to establish NO PARKING along the west side of Lawrence Ave. from 9th St. to Harvard Rd.

Sincerely,

Carol and Dan Abrahamson

March 1, 2012

Lawrence Traffic Commission
Lawrence City Hall

Re: Parking on Lawrence Ave.

It has come to my attention that the Commission will soon be considering restructuring parking on the west side of the 900 + 1000 blocks of Lawrence Ave.

I live on Steven Dr., a 2 block street which intersects the west side of Lawrence Ave. between the 900 and 1000 blocks. If this restriction occurs I believe it will force an increase in parking on Steven Dr., especially on weekends and holidays, when parties may occur. According to the information I have received, the idea for this restriction was prompted by a complaint from another resident of Steven Dr. that it was difficult to turn onto Lawrence Ave. due to parked cars near the intersection. I have lived on Steven Dr. for over 45 years, drive a large car (94 Lincoln Town Car), and have no problem turning onto Lawrence Ave., north or south. I urge you to vote against this restriction.

Sincerely,
Joan Handley
3031 Steven Dr.

From: Gayle T. Reece [mailto:gtr@sunflower.com]

Sent: Friday, March 02, 2012 4:37 PM

To: David Woosley

Subject: Lawrence and Steven Drive

I understand an issue has come up concerning parked cars on Lawrence Avenue in the area of the intersection with Steven Drive. Parked cars are located on Steven, Lawrence and Pamela because most of the homes in the area were built years ago with single car garages and driveways. The parking conditions are not excellent, but workable considering folks need to put their vehicles someplace and still get in and out of their driveways. I live on the corner of Pamela and Steven and use the intersection of Steven and Lawrence regularly. I have not experienced problems due to cars parked in the area. I personally wish fewer vehicles were parked on Pamela, but that isn't realistic.

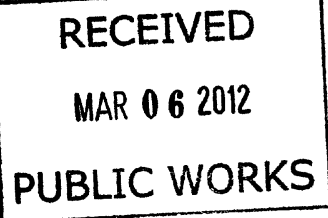
Gayle Reece

3032 Steven Drive

Lawrence, KS 66049

Res : 785-842-1210

Cell: 785-424-3382



Lawrence, Kansas
March 3, 2012

Dear Sirs:

We have lived at 1003 Lawrence Avenue since 1961. Parking on the West side of the street is not the problem, but the disregard for the speed limit which is 25 MPH is the problem.

The speed some people drive is very dangerous especially for children walking to and from Sunset Hill school, when they have to cross

Lawrence Avenue.

Posting more and larger MPH signs could make a big improvement for Lawrence Avenue.

Thank You.


Darwin and

Nelda Benton



From: winterpeg@aol.com [mailto:winterpeg@aol.com]

Sent: Monday, March 05, 2012 1:15 PM

To: David Woosley

Subject: parking on Lawrence Avenue between Harvard Road and West 8th/9th

Dear Sir: I understand that tomorrow evening, the request to remove parking from Lawrence Ave between West 9th and Harvard Road will come up for discussion. As an almost 20 year resident of the neighborhood, I would like to comment.

I bought a house on Steven Drive which is in close proximity (one house away) from Lawrence Ave. Part of the reason I purchased this home was the close proximity to two excellent neighborhood schools - Sunset Hill and West Jr (now Middle) School. Steven Drive is a well-traveled pathway, both pedestrian and vehicle to both of these schools.

Many of the children are crossing Lawrence Avenue at the intersections of West 9th, Steven or Harvard to travel to or from their homes. A few years ago, partially thanks to the hard work of the Sunset Hill PTO and Sunset Hill Neighborhood Association, two "speed bumps" were placed in this block of Lawrence Avenue to slow the traffic down and make it safer for the children to cross.

Unfortunately these speed bumps have not always had the desired affect and some traffic still regularly greatly exceeds the posted speed limit of 25 miles/hour in this block because it is a straight road. Before the speed bump installation, the Lawrence Police Dept. used to run radar in this location frequently. Since the installation of the speed bumps, they do not do this anymore.

What does seem to slow the speeding drivers down are the few parked cars on Lawrence Avenue. I am writing as a member of this neighborhood to please request that you maintain parking availability on this stretch of Lawrence Avenue. My interest is simply that of a parent very concerned about the speed with which traffic tends to travel down Lawrence Avenue and the safety of our neighborhood children crossing to attend the schools.

Thank you for your consideration in maintaining things as they are and not banning Lawrence Avenue parking.

Sincerely,

Aynsley Anderson
3049 Steven Drive
Lawrence, KS. 66049

From: Kurt Stockhammer [mailto:kstockhammii@msn.com]

Sent: Monday, March 05, 2012 1:47 PM

To: David Woosley

Subject: intersection Steven Dr. Lawrence Ave.

Hello, my name is Kurt Stockhammer, former homeowner of four years of 3401 Steven Dr. I wish to go on record to side with Bill Hussli's viewpoint for parking rights on Lawrence Avenue. Too many people treat that stretch of Lawrence Avenue like its ok to drive 35 or 40 mph (my opinion: the speed limit should be 20 tops!), and I've seen a good number of accidents around there because of it. And there are a good number of schoolchildren/elderly. My phone # is 749 1907 if you would like to have further input from me. Thank you!

From: DeLois Hussli [mailto:dohussli@gmail.com]
Sent: Monday, March 05, 2012 3:48 PM
To: David Woosley
Subject: no parking 9th. St. west to Harvard Rd.

To whom it may concern:

This is a neighborhood. We have family that travel a long distance to visit. Where are they suppose to park?

We have friends that come for the KU games. Where are they suppose to park?

On graduation days for KU and the High School where are family and friends suppose to park?

For family celebrations where are they suppose to park?

Our neighborhood, family and friends are being discriminated against.

Thank you for listening,
Lois Hussli

Traffic Committee Mtg Mar 5, 2012

Bill Hush
956 Lawrence Ave
979 3030

Item 4 - Individual Has Requested No Parking For All Residents on Lawrence Ave
Between 9th and Harvard Rd - (Harsh!)

Intro - We should probably be discussing traffic control and calming for our old neighborhood as well as item 3, and nothing else, that so adversely affects as many families and homes as this suggestion does.

Taking away our parking rights and privileges doesn't address the issue. No Parking is only a **band-aid solution to the real and dangerous variety of problems, already grown out-of-hand, continuing to worsen**, affecting not only our street but the whole neighborhood. We're talking about child safety, cyclist's both young and old coming down Steven Drive, skateboarders, pedestrians, walkers & joggers, children playing ball, residents entering and especially backing out of our driveways, and more. **Same safety issues any neighborhood should be greatly concerned about.** I've heard it said to be difficult pulling forward from Steven into Lawrence Avenue traffic....you ought to try backing into that traffic. I've seen our across the street neighbor patiently wait up to 20 minutes...I clocked it!

Anybody would be appalled if someone drove as badly down their street, as most drivers do on Lawrence, Steven, Pamela and Wellington and probably 7th & 8th streets as well....bypassing the congested roadways, stop signs and lights in areas intended and designed to handle and control heavy traffic. All the time speeding and swerving in child crosswalk safety areas, while kids play at home, or on the way to/from our schools and especially at the speed-humps. All the while, drivers are vying to be the first one through the humps, and quickly through our neighborhood at any cost, including not stopping at marked intersections. **Everybody has to be first! Gotta beat those other drivers stuck in traffic at lights and traffic stops!**

Why discriminate against only 9th to Harvard??? This form of driving occurs on Lawrence Ave from 6th all the way to 15th, and all adjacent feeder streets. They also drive in the same bad manner all the way down Harvard! Not so bad going up.

NOTE: People go faster on Lawrence Ave. than Kasold, 9th, areas on 6th, etc. I verified this in discussions when officials came to my house 5 times investigating false and exaggerated parking complaints by someone. Seems like a campaign of falsehoods.

The issues: Believe it or not.....**THE SPEED HUMPS HAVE 4 IMPORTANT WEAKNESSES/POTENTIAL SERIOUS ACCIDENT HAZARDS.....**

1. TOO SHORT..... 2. THE EMERGENCY VEHICLE ONLY LANES ENTICE PEOPLE TO SWERVE INTO OPPOSING TRAFFIC LANES (both directions & doesn't matter if a car is there, ...me first!)..... 3. TIRE LANES TOO NARROW FOR FIRETRUCKS REAR TIRES, AND..... 4. THE 4' PROXIMITY TO THE EAST CURB ACTUALLY IS DANGEROUS TO THE FIRE TRUCK AND AMBULANCE WHEN MEETING ONCOMING VEHICLES IN THE NORTHBOUND LANE.....*Note: These were simple observations of emergency vehicle use on our street.*

WARNING: INTERMEDIATE SIZE CARS ARE ABOUT 5 FEET WIDE.....EVEN THE LITTLE RED BUBBLE CAR NEEDS MORE THAN THE 4 FEET!!!!!! *Square Peg, Round Hole problem. Firetruck and cars just won't fit in the 4 foot allowed space!!!!!!*

1. **Too Short.....THE 2 LAWRENCE AVENUE HUMPS ARE ONLY 4" TALL WHICH ENCOURAGES DRIVERS TO SPEED OVER THEM!!!!.....**The faster you go the less effective they are. The young design engineer was here the day after installation completion. I asked why so short? The response was because this is what we call a 30 foot neighborhood roadway, and can't be 5 inches tall like the others, and I moved the emergency lane over. My follow-up question was, Did you increase the egress and ingress angles. Long conversation, short answer...No.RESULTS TO US?.... the faster you go, the less effect you have.....PLEASE NOTE: if the angles would have been changed, the humps would be effective at 4 inches height. Cars would be slowed, not just the smart drivers who choose to obey the intended purpose of the hump!

2. **Emergency Vehicle Only Lanes:** Not intended for POV use. Unlike the solid speed BUMP on Arizona, the **EMERGENCY VEHICLE ONLY** lanes on the Lawrence avenue humps and 9th, actually **ENTICE PEOPLE TO SWERVE INTO THE OPPOSING TRAFFIC (both directions).** Drivers continue driving in the road center until forced over by oncoming traffic. **(SO FAR AS I KNOW, SOMEBODY ALWAYS GIVE IN...)** Opposing drivers are seen often vying to win control of the emergency lane! Are we now driving in Rome, Manila, Singapore or Bandung? This is a real big problem on our street at the speeds maintained by drivers in a big rush.

3. **Tire lanes too narrow for Firetrucks' tandem wheels.** The lanes are 24 inches wide but includes an inward slope which the tires have to span. **(The tires will Cup)** With 80 tons of water on board, this probably doesn't promote long tire life and may cause tread separation, or breakdown on the way to an emergency! Boy would I be!!!!

4. **Only 4 feet from the East curb to the inside tire lane.** Measured from the tar surface overlay to the first lane. I've watched Firetrucks on our street during training runs and real emergencies. They drive over the hump most often in the road center disregarding the emergency lane. Twice I've seen them use the emergency vehicle lane.....and I know I don't see it everytime it goes by! **Point being, most of the time they don't/can't use the emergency lane designed as they are.**

The cement gutter region is 15 inches to the rising curved edge of the curb. Most folks don't drive there, or even close....some do to swing around the hump towards the eastern gutter. I've even witnessed several times where southbound drivers swerve all the way to the east curb to use the gutter, and the east-side tire lane, not the center!! I guess cause their car fits better there than through the emergency vehicle only lane. Basically driving illegally, the wrong direction in the wrong lane, on the wrong curb!....and while swerving rapidly across two lanes and driving at high speed! And they get away with it.....

Narrative: Note: The installation of our sorely needed speed humps, thanks to some hardworking neighbors and city members trying to do the right thing, was justified by an average speed of 45mph clocked on our street! My gut says it's still around 40 to 45 if you add in the

nighttime 60mph + flying by at night..... **More than gut reaction....easy to calculate!**
25mph = 32.67 feet/second. Property frontages here are 70 feet, mine's 88 feet.

Speed hump solution - Solid Speed BUMPS can control the speed and better regulate lane control. Consider converting our humps into effective speed bumps. Example of effective speed bump is on Arizona st. where lots of kids play like on our street. I know it's a tall one, but being solid across all lanes, nobody needs to veer into oncoming traffic to avoid it. Solid bumps on 9th and out west on Harvard are justified as well, 'cause they just invite trouble when people don't respect it's intended use. I'm not suggesting removal, **just make 'em work for their intended use....AND MOST DRIVERS DON'T!!.....wouldn't need 'em if nobody speeded like they do....**

Regarding solid speed humps or bumps, I'd check with the actual drivers at firestations for multiple comments and inputs, see what speeds they drive in neighborhoods with speed humps vs bumps. By fully checking into the situation, the proper height and angle dimensions could be better established. Might be smart to check vehicle tolerances to bumps, axle compression distance and rates @ varying speeds, and measure clearances on the rear-end pumpkin and overall width and wheel measurements. (pumpkin and wheel dimensions only required for emergency lane if used). *A simple call or e-mail to the MFG would do as well, since they designed and road tested the firetruck prior to production. THAT'S ENGINEERING.....the Trucks probably tolerate the bumps much better than swerving about traffic, after all, it's an 80 or so, ton tanker!!!* Also check with Ambulance drivers.....Tow trucks???

The Other Issues: (in order from stop sign) A great, great number of Drivers: **DON'T STOP**, (especially @ Harvard by the most heavily used school crossing) Also, being in a rush cut the corners, most don't wait even for pedestrians in our unmarked crosswalks...there are still some nice folks that do!.....**LACK OF LANE RECOGNITION** by turning onto road center, not the appropriate driving lane. This is evident simply by looking at the road surface. The tire paths and dark oily center have moved closer, almost blending in the center over the years. *Look at old photos.* We could use lane markers, recessed cats eyes like in England, glow in the dark, lines even. (I'm sure the 60 & 70mph night speeders would vote for the cats eyes.) I'm sure there are pros & cons (snow removal) regarding each, but without lane differentiation, they're gonna continue to drive down the center at greater-than-safe speed. *NOTE: Not having distinct lanes has caused several/many lane crossing violations to be tossed out of court. Veering over the center line to the emergency vehicle lane is 2 violations! Catch 22, how can you enforce the law even when people drive rapidly straight at each other down the center of our street without distinct lane markers?*

....**EXCESS SPEED**, need more than 1 visible 25mph sign per lane in a 3 block area.....many ticked drivers don't have a clue what the speed limit is when stopped...why not???? Many folks don't look up. By the time you straighten out your turn, and most folks look ahead to align for the speed hump center, they simply don't see it. One person I know of after being ticketed, complained of driving here more than 25 years and never knew it was 25! Many others just choose to disregard the speed limit in our neighborhood thru-cut**INATTENTIVE DRIVERS.....**I see phone dialers, talkers and texters of all ages, look up when they see the van, then

immediately go back to heads-down driving while approaching 2 unmarked crosswalks and Steven Drive, which they don't look at for traffic, Cyclists or pedestrians.....(awful dangerous @ Steven Drive intersection (it's a pretty steep hill for our kids on a bike, or crossing the street!). It's where Cory, when younger was hit and dragged 150 feet down 2 property frontages, he missed being killed **BARELY**. Had to endure 1.5 years of therapy. Another, witnessed by a man who works up the street, driving behind an SUV doing the speed limit, witnessed when a skateboarder went under an SUV, doing the speed limit. The kid thought he was going to make it, but didn't. This was at night, by the street light! A typically speeding driver would have probably been responsible for a death, kid made it out miraculously.....

AND MOST OF ALL, **DRIVERS USE ALL OF OUR NEIGHBORHOOD STREETS AS A BYPASS**, speeding crazily through, to make up travel time that would otherwise be lost at lights and stops on Kasold, 6th St, 15th, even drivers 2 miles west of here beyond Kasold, Monterrey, and Folks come down this way to avoid 6th! The faster they go, the further from the curb they get!! *Kinda like a false sense of security for the driver....dangerous for the rest of us!*

I believe greater than 99% of our street traffic, funnel in on all access roads to Lawrence Ave to beat the traffic system. Notice it's a neighborhood street...not boulevard, split highway or Interstate. Anyone fighting the traffic while in heavy traffic, always makes it worse and actually slows transport rate of vehicles behind. Our Lawrence neighbors have turned the entire region into a bypass zone. Kind of like racing through the old proverbial corner gas station or corner grocery store lot to beat the opposing traffic and traffic light. Impatient drivers still do that frequently at the Veterinary clinic and business on the 2 south corners at 6th & Lawrence. **We have become a BUSY short-cut, and racetrack at all hours of the day and night time. Parking is not the problem.**

In the late 70's when we bought our then 22 year old home, its was common to have 2 cars, one parked in the driveway and on the street. Cars and truck were much bigger then, and could drive safely with on street parking leaving more than adequate clearance. **They were lined up end-to-end parking up the street.** Problems turning, hit and run damage, child safety issues and dangerous situations DID NOT EXIST. Kids could play, have fun and parents didn't have to worry about 35 to 50 + mph traffic. *Why is it happening now that cars slide/drift and spin out (not burn out) while turning up Steven? Why have cars ended up in my yard?* I guess it going to be just tough luck for cars and pedestrians/kids that are in their way! What about cars that will have to park there and further up Steven and onto Pamela, if our parking rights get revoked on Lawrence Ave. There are **now more driving infractions and safety issues than you can imagine** on our street and in the neighborhood.....INFRACTIONS NOT CAUSED BY STATIONARY PARKED VEHICLES!. **Aren't cars much smaller now? So what is the real problem?**

Growth - **FOR EVERY ACTION....** I've heard it told of an elderly couple on 8th street who talked about old times canoeing in a creek/river right where Lawrence Ave is! Each generation of physical growth around our neighborhood since, has caused us to endure bouts of stormwater

flooding, sanitary sewer back-up and electrical problems repeatedly through the years. Years of studies and varieties of repairs, including the new drainage south on Kasold, have provided a solution to the real problem. Man have we been dug up a lot! But we are doing much better now, Thankyou to the city and all us taxpayers for getting it nailed!

Street And Traffic Growth - Lawrence was a leader in city growth (National top 10) for a number of years, and I believe #1 for a few years in a row! Just as growth affected our drainage system and power, growth has affected our traffic in stages. Right now all the western city expansion has put our City street system to near bursting capacity at the worst times. City council meetings shown on TV, discussed a fear of 20 to 30 minute drive times westward from downtown.

And that brings us again to Lawrence avenue residents, and the whole neighborhood, why we're having to endure such traffic problems now and the possibility of losing our right to park. Traffic is like a High & Low pressure storm. The Hi flows rapidly to the Lo depending on the gradient. Our Low pressure is Lawrence Avenue, and the cars are all over the street like leaves in a 45mph wind!

WE ARE RIGHT BETWEEN DOWNTOWN AND THE NEW, TWO PRESSURE ZONES, AND WE GET IT FROM BOTH DIRECTIONS. We are now being looked at to endure yet another hardship, **NO PARKING ON OUR RESIDENTIAL STREET???. WHY???**

We have already endured a couple of additional generational traffic on our street. I noticed the increase in speeders and traffic, called on a traffic engineer twice, 9 and 8 years ago requesting additional speed limit signs to be posted, and for lane markers to be painted on the road. The traffic engineer responded "we don't do that in RESIDENTIAL areas". But the missing no parking sign I mentioned was installed within the week! I'd request the radar trailer from Randy Roberts of police traffic, and drivers would tone it down and speed up when it was gone. Wonder why I requested more 25mph signs? People forget, especially when in a hurry or a race to get where they're going.

It seems that expansions have proven to cause side-effects, more than known during design. We wonder when will it ever stop costing our little old neighborhood so dearly? Especially for the benefit of our Lawrence neighbors who abuse the right to use our city streets.

Be a Good Lawrence Neighbor...Drive 25!!!

I'm not going to address repercussions, there are plenty, both real and emotional to this no parking allowed request. Oh just one....If we do lose our parking privilage, you will next be hearing complaints from mothers and fathers taking kids to both schools when Steven Dr is full of parked cars. Wouldn't want to be youuuuu!!! Lastly, I will suggest a business opportunity, that since parking will be full on our side-streets during games, parties and family occasions like most neighborhoods do....somebody ought to purchase some property and charge us for bus service to our homes and personal events. Heck they might have to do it for themselves unless

reserved parking on Steven and Pamela is allowed. Where else can we all park? Somebody!!!!
....please think things out in full ahead of time before acting on this item.

LET'S JUST CONTROL TRAFFIC. THE TRAFFIC NUMBERS ARE BAREABLE....WHAT IS NOT, IS THE
SERIOUSLY DANGEROUS MANNERISMS OF OUR NEIGHBORHOOD TRAFFIC VISITORS

attachments: 2 hardcopies of 4x 6 photos with hand written narrative

6 photo disks for eng. use

From: Katherine McBride [<mailto:katherinemcbride@gmail.com>]

Sent: Thursday, January 05, 2012 8:28 PM

To: mdever@sunflower.com

Subject: 4-way stop

Commissioner Dever,

My name is Katherine McBride and I live in an apartment complex nearby the intersection of 18th and Ohio streets. There are only stop signs at the intersection for cars driving on Ohio, and not for cars driving through 18th. Residents in the area are aware of the fact that 18th Street traffic will not stop. However, some people will drive through the intersection after stopping at the Ohio street stop signs while oncoming traffic on 18th street is approaching, expecting 18th street traffic to stop. I would suggest placement of two additional stop signs at this intersection for both directions of traffic (creating a 4-way stop) on 18th street to prevent accidents or "close calls".

Thank you for your time.

Katherine McBride



ALL WAY

Stop Warrant Worksheet



Date: January 25-26, 2012

Location: 18th Street & Ohio Street

Time Period	18th Street							Ohio Street							Grand Total
	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	
12-01		4			1		5		4			2		6	11
01-02		1			3		4		2			2		4	8
02-03		1			4		5		4			1		5	10
03-04		0			0		0		1			0		1	1
04-05		0			1		1		0			0		0	1
05-06		1			0		1		0			1		1	2
06-07		4			2		6		1			2		3	9
07-08		16			23		39		13			4		17	56
08-09		20			21		41		9			4		13	54
09-10		16			13		29		10			7		17	46
10-11		15			15		30		15			6		21	51
11-12		15			19		34		7			3		10	44
12-01		27			20		47		8			13		21	68
01-02		26			26		52		10			13		23	75
02-03		26			23		49		21			5		26	75
03-04		24			24		48		19			6		25	73
04-05		30			24		54		17			9		26	80
05-06		45			30		75		20			10		30	105
06-07		28			17		45		12			4		16	61
07-08		15			16		31		14			6		20	51
08-09		15			11		26		14			8		22	48
09-10		19			14		33		21			7		28	61
10-11		10			6		16		12			3		15	31
11-12		9			4		13		4			1		5	18
Totals	0	367	0	0	317	0	684	0	238	0	0	117	0	355	1039

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **51**

Average minor street volume for same 8 hours = **23**



Tennessee St



Ohio St

Ohio St

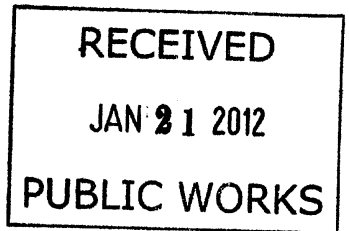
W 18th St

Louisiana St

Veterans Park

W 19th St

January 20, 2012



City Lawrence
Traffic Safety
PO Box 708
Lawrence, KS. 66044

Dr. Mr. Woosley,

Please accept this correspondence as a request and letter of support to address the need for installation of speed bumps in the 100 block of Minnesota Street, Lawrence, Kansas, a "residential" area.

The safety of our children is at risk largely due to the disregard for safe driving limits by motorists traveling to and from the trailer court (approximately 100 homes) located at the North end of Minnesota Street. In addition to the trailer court traffic, Minnesota Street is also an outlet to 2nd Street for an approximate 30 homes located on Kenwood Drive and Northwood Drive. I, along with others in the neighborhood have regularly witnessed vehicles traveling in excess of the 30 mile per hour speed limit on Minnesota Street.

We are soliciting your help in facilitation of the neighborhood request for installing speed bumps on Minnesota Street. The children of our neighborhood are afforded a safe and secure environment. I anticipate that your approval of this request will greatly improve the safety of our community.

Thank you for your attention and consideration. Should you require additional information please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Louis L. Jaimez".

Louis L. Jaimez

144 Minnesota Street
Lawrence, KS. 66044
785-841-5249
ljaimez@sunflower.com



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.



Florida St

W 2nd St

Wisconsin St

Kenwood Dr

Northwood Dr

February 16, 2012

To: Traffic Safety Commission

From: Dennis Jacobsen

Re: Traffic safety concern on Lawrence Avenue

I would like the traffic safety commission to review the traffic flow between 9th Street and Harvard Road on Lawrence Avenue. There are currently multiple speed bumps installed to slow traffic. A traffic hazard is being created by some residents (one in particular) who purposefully park old vehicle(s) on the road in an attempt to further slow traffic. They only move the vehicle when someone complains. This parking practice creates a traffic hazard because:

- 1) School buses and other large vehicles that are driving within the speed limit are forced to further slow during times of higher volume traffic to avoid the parked vehicle and oncoming traffic.
- 2) The street can't be cleaned thoroughly with the vehicle parked on the street for extended periods of time creating potentially unsafe driving conditions
- 3) The street can't have the snow cleared as efficiently during inclement weather with the vehicle(s) parked on the street for extended periods of time.
- 4) Motorists going west on Steven Drive who turn north have to be very cautious to avoid motorists coming south on Lawrence avenue frequently go wide around the parked vehicle . Many motorists would only look south to look for oncoming traffic going north to initiate their turn only to then see a motorist coming at them who swerved to avoid the parked vehicle(s).

It would seem reasonable to either have no parking on the west side of Lawrence Avenue all the way between 9th Street and Harvard Road or at least within 100 yards North and South of the intersection between Lawrence Avenue and Steven Drive.



Dear Traffic Safety Commission,

I am writing due to my concern for the safety of the children walking to school at Prairie Park Elementary and the peril they are exposed to at the intersection of 27th and Kensington.

The home owners at the SW corner of 27th and Kensington have multiple vehicles. One is a conversion van with blacked out windows making it impossible to see through our around to check if the road is clear to cross from the west side of the intersection to the east side where the sidewalk is located. In addition to the van they also put two or three more vehicles in front of it and behind it which blocks all vision of oncoming traffic for a good distance.

Furthermore, parents often park on the SE corner of this intersection to wait for children which than bottlenecks the intersection and only allows a small opening for one car to navigate thru. This is a very dangerous situation that causes a great deal of frustration to the drivers.

I respectfully request that **no parking signs** be placed at the South ends of 27th and Kensington.

I anticipate this matter can be resolved quickly as my concern grows greater as I see drivers with iced up and fogged windows trying to navigate this peril gantlet every morning. I feel it is only a matter of time before a child is stuck either because a driver can't see them coming from behind this wall of cars or a child doesn't see a car coming at them.

Kind Regards,

Kathy Jegen

Affordable Tree Service

785-760-2880



Mayfair Dr

Kensington Rd

E 27th St

E 26th Ter

Lankford Dr