

## **AGENDA: TSC 3/5/12**

ITEM NO. 4: Consider request to establish NO PARKING along the west side of Lawrence Avenue between 9<sup>th</sup> 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.

## **MINUTES: TSC 3/5/12**

### **ITEM NO. 4:**

**Consider request to establish NO PARKING along the west side of Lawrence Avenue between 9<sup>th</sup> 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 9<sup>th</sup> 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 9<sup>TH</sup> STREET & HARVARD  
ROAD; THE MOTION CARRIED, 8-0.**

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 9<sup>th</sup> 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 9<sup>th</sup> Street and Harvard Road or at least within 100 yards North and South of the intersection between Lawrence Avenue and Steven Drive.

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

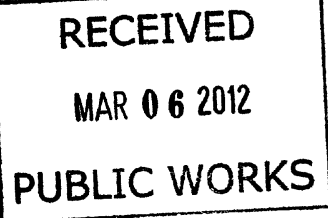
Gayle Reece

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 sence 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 neighbobhood 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



