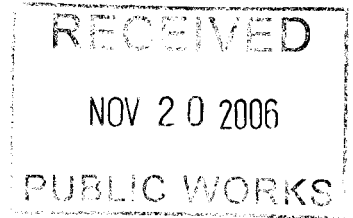




NORTH LAWRENCE IMPROVEMENT ASSOCIATION

LAWRENCE, KANSAS



November 17, 2006

Lawrence Traffic Safety Commission:

The North Lawrence Improvement Association and residents of North Lawrence would like to request the implementation of a no parking zone along the south side of Ash Street from 7th Street to 8th Street.

This street is narrow and has open ditches on both sides. The Ash Street residents have a problem at the east end near the intersection of 8th Street with trucks and trailers being parked in the roadway and in the drainage ditch. Also on weekends there are a number of cars being parked in the roadway and ditches at 776 Ash.

These parked vehicles reduce the street to less than one lane of traffic making travel difficult. All of the homes in this block have driveways and off-street parking.

Please help us keep North Lawrence safe.

Thank you,

A handwritten signature in cursive script that reads "Ted Boyle".

**Ted Boyle, President
North Lawrence Improvement Association**

cc: Lawrence City Commission
David Corliss, ~~Interim~~ City Manager
David Woosley, Traffic Engineer

**PLEASE DO NOT RESTRICT PARKING
ON THE SOUTH SIDE OF ASH STREET**

Ask Ted:

How many people who live on Ash belong to the NLIA?

How many businesses are counted as members of the NLIA?

Do you have an alley behind your house, Ted?

If so, do you utilize that alley for parking sometimes?

Speech: Motivated Sequence not used.

Population of N. Lawrence: 2,547

The number of members in the NLIA is 100, representing 2.5% of the N. Lawrence population.

The NLIA do not represent 10% of the N. Lawrence population, as they claim. They have 100 members. They estimate that there are 1000 living units in N. Lawrence, but some of their members come from the same household. The units of measure in their claim do not match, unless you want me to provide conversion factors for it. To do that, I will need far more information on the membership of the NLIA.

Talking points

Received the City of Lawrence letter, giving us three working days to organize, assess, plan and implement dissent. Need more time than that. No other notification was distributed on this issue yet it affects an entire block.

Notice of this meeting was the first the citizens of Ash Street had heard about this issue, and now we are struggling to prevent laws that limits our ability to park in front of our own houses as our needs require.

I do not know the ins and outs of public appeals as Ted does, so we need time to get a grasp on this issue, which will affect all the people who live on the south side of Ash.

Have much empathy for the issue.

Every exchange I have had in that area of the street has been enjoyable and worthwhile.

It is not my wish to offend anyone in any manner.

The City of Lawrence already has a code that deals with van/trailer situation. We just need to see the laws already in place enforced. At the time, the issue involves a van pulling a trailer that exceeds the 20-foot length traffic code for parking a span of two hours, as the van and trailer are generally combined a good portion of the time.

Mailboxes are all on the north side of the street. If there is no south parking at all, this may well affect the mailperson's ability to get to the mailboxes.

Residents on Ash Street have no alley, thus have decreased parking options available, as our properties butt up against the levee.

This issue is combining two different complaints:

- the complaint of children playing in the street in the middle of the block
- the complaint of a van with a trailer parked at the east end of this long block.

However, it may be presented in a manner that combines the two, with kids playing in the street next to the van and trailer, making it unsafe for the children.

This is not fact-based. This is not the truth.

It is also been stated to me that this has been going on for a year and a half, tho' I am not clear which complaint they mean.

The children who play in the street moved here early last spring and live in the middle of the long block.

So logically, it must be the van/trailer, which is at the east end of the block that is at issue.

Several people along Ash St. are required to share driveways with their neighbors.

This circumstance increases the need for parking on the south side of the street.

Ditches

While it has been mentioned that the south side of Ash has ditches, it is also known that the north side of Ash also has deep ditches in various places.

There are other options available to deal with loud parties happening at the east end of the block.

Irritant factors – we must remove this factor from any solution.

We all live with irritant factors. It is part of living in the city where the only real control you have stops at the boundaries of your own property.

Have people considered that more cars will be parked in front of their homes, rather than across from them?

Has the NLIA made an honest and civil appeal to remedy this situation outside the realms of the law, including monetary incentives or creative think sessions, negotiation sessions, assessments of the needs of all parties involved?

I have been told the police have been called numerous times on the issue, but Ted wouldn't inform me on what infractions were done during those times, the children or the van/trailer. There are already laws on the books to deal with this situation. It seems that we have a failure to enforce them.

There are other more pressing traffic issues, issues which would be even more exacerbated by restricting south-side parking, including the speeding issue, and so on. In all, the obvious bottleneck at the east section of the block is a minor worry compared to all other issues.

I think more effort could and should be made to find a creative solution that makes both sides happy a little bit without affecting the rest of the very long block.

While nearly every house, but not all houses, on the south has a driveway, not all of the drives are deep enough to hold the amount of vehicles people require and have in this day and age. There was a time when households required only one car, but that is no longer the case as more and more people desire or are required to work. Some members on this block are people are keeping their children at home while they attend college, which means even greater need for parking near their homes. Some homes have numerous adult members in the households, each with their needs for individualized mobility.

The solution of restricting parking on the south side of Ash street remedies a complaint that affects a small number of people at the east end of Ash but negatively alters the parking issues for the remainder of the long block.

Surely this is not a desirable solution without more thought, more warning being given and more investigation being done.

The costs of the signs are surely a great deterrent to moving in a hasty manner to resolve this issue. I propose that we be a bit more conservative with the city's money.

Creative solutions:

Allowing access to the rear of their property by driving along the levee or creating an alley to their property. Driving along the base of the levee, according to Matt Bond is now found to be unlikely due to issues that may compromise the integrity of the levee. No one wants that, I assume. There is a space between the houses on 8th street to make an alley for accessing the rear of their property, but they must cross private property to do it. I find this alternative solution needs much more assessment, more investigation than is allowed in the small amount of time we were given. Asking the truck and trailer owner if he would mind parking just a bit further east so as not to block the ability of the Winnebago to leave the driveway.

This is so similar to the situation of someone was asking that the city create a new law, and two new inspection jobs for that new law, because someone doesn't like the furniture on their neighbor's porch, doesn't like the way their neighborhood is represented by that porch. We must ask "Is it worth the costs in the longest run?"

Kelli White