

City of Lawrence
Traffic Safety Commission Agenda
May 5, 2008-7:00 PM
City Commission Room, City Hall

MEMBERS: Robert Hagen, Chair; Richard Heckler, Vice-Chair; Paul Graves; David Hamby; Ken Miller; Jason Novotny; Robin Smith; Jim Woods and John Ziegelmeier Jr.

Anyone who wishes to be notified when their 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, March 3, 2008.

ITEM NO. 2: Consider request to establish NO PARKING along the south side of 17th Terrace between Barker Avenue & New Hampshire Street.

Facts:

1. 17th Terrace is a "local" street in a residential area paved approximately 20 feet wide.
2. Parking is currently prohibited along the north side of the street and permitted along the south side of the street.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 3: Consider request to add a PEDESTRIAN-ACTIVATED SIGNAL to the mid-block pedestrian crossing on New Hampshire Street between 9th Street & 10th Street.

Facts:

1. A pedestrian count was obtained on April 24, 2008, and found 112 pedestrians crossing the street from 12-1PM.
2. The *Manual on Uniform Traffic Control Devices* requires an average of 100 pedestrians per hour and less than 60 gaps per hour for four (4) hours during a day in order to justify a pedestrian crossing signal.
3. This commission and the city commission has set a precedent by recommending and approving a pedestrian crossing signal on 11th Street between New York Street & New Jersey Street.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 4: Consider request to establish a MID-BLOCK PEDESTRIAN CROSSING on New Hampshire Street between 7th Street & 8th Street.

Facts:

1. MID-BLOCK PEDESTRIAN CROSSINGS have been established on New Hampshire Street in the 600, 800 and 900 blocks; in each case, the curb-line was extended in order to shorten the amount of time a pedestrian is in the street and to increase visibility for both the pedestrian and vehicles.
2. Preliminary data shows that a similar crossing can be provided in the 700 block; however, it will require the removal of approximately nine (9) on-street parking spaces.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 5: Consider request to establish a STOP sign at the intersection of Cambridge Road & Sunset Drive.

Facts:

1. None of the criteria for a STOP sign in the *Manual on Uniform Traffic Control Devices* is currently met.
2. Police Department records show only one (1) reported crash at the intersection during the three (3) year period 2005-2007; that crash involved a southbound left-turning vehicle failing to yield to a northbound vehicle.
3. If a STOP sign were installed, it should stop westbound traffic, the lowest volume.
4. Traffic volume at the intersection is less than 30% of what is required by the *Manual on Uniform Traffic Control Devices* to justify a MULTI-WAY STOP.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 6: Consider request to establish a 20MPH SPEED LIMIT on Crescent Road between Engel Road & Naismith Drive.

Facts:

1. State law establishes a speed limit of 30MPH in all urban areas throughout the state.
2. State law allows local authorities to establish lower or higher speed limits, but they must be based on a traffic study.
3. A speed study conducted April 23-24, 2008 found the 85th percentile speed between Engel & Spencer to be approximately 30MPH and between Spencer & Naismith to be approximately 35MPH.
4. The city has reduced the speed limit on other residential streets with the following results: Ohio Street between 19th & 23rd Streets; 85th percentile speed before, 29MPH, 85th percentile speed after, 30MPH. Oak Hill Avenue between 13th & Elmwood; 85th percentile speed before, 30MPH, 85th percentile speed after, 30MPH. In addition, a speed study conducted in the 800 and 900 blocks of Maine Street found the 85th percentile speed in the 800 block to be 30.45MPH where the speed limit is

posted at 20MPH, and in the 900 block to be 30.6MPH where the speed limit is 30MPH.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 7: Public Comment.

ITEM NO. 8: Commission Items.

ITEM NO. 9: Miscellaneous.

City Commission action on previous recommendations:

None.

City of Lawrence
Traffic Safety Commission
March 3, 2008 Minutes

MEMBERS PRESENT: Robert Hagen, Chair; Paul Graves; David Hamby; Ken Miller; Jason Novotny; Robin Smith; and Jim Woods.

MEMBERS ABSENT: Richard Heckler, Vice-Chair; John Ziegelmeier Jr.

STAFF PRESENT: David Woosley, Public Works Department; Shoeb Uddin, Public Works Department

Past-Chair David Hamby 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, December 3, 2007.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER WOODS, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, DECEMBER 3, 2007; THE MOTION CARRIED 6-0.

ITEM NO. 2:

Consider request to establish a STOP sign for eastbound Cambridge Road at High Drive.

David Woosley presented the information provided in the staff report.

Commissioner Hamby noted that there is currently a STOP sign on the north leg; Woosley advised that the north leg is not a public street, the right-of-way was vacated and it is currently a private driveway, and the east leg is a private driveway also.

Public comment:

None.

Commissioner Miller: The crash data doesn't justify a STOP sign.

Commissioner Graves: It appears to me that none of the conditions in the *MUTCD* would be met.

MOTION BY COMMISSIONER GRAVES, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A STOP SIGN FOR EASTBOUND CAMBRIDGE ROAD AT HIGH DRIVE; THE MOTION CARRIED 6-0.

Commissioner Hagen arrived at 7:20.

ITEM NO. 3:

Consider request for a marked crosswalk, a marked centerline and speed humps at the intersection of 5th Street & Tennessee Street.

Woosley presented the information provided in the staff report and added that a recent license plate survey on February 27, found that 50% of the southbound vehicles and 65% of the northbound vehicles during the evening peak-hour were cut-through vehicles.

Public comment:

Chris Burger, 521 Tennessee Street: The path is the main way for people in the neighborhood to access a point to cross 6th Street at Kentucky Street; the intersection of 5th Street, Tennessee Street and the path is confusing; traffic turning from Tennessee to 5th regularly cross what would be the centerline while turning.

Commissioner Woods: I don't think what is being requested would help a whole lot.

Commissioner Hamby: The cut-through traffic is a little concerning to me; marking the centerline doesn't help, we found that out at 11th & Haskell.

Commissioner Graves: I agree that it doesn't appear that any of the requests fit the problem; perhaps a STOP sign on the path would be more appropriate.

Commissioner Hamby: I don't think a STOP sign would be effective; a YIELD sign may be more appropriate.

MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER GRAVES, TO RECOMMEND DENYING THE REQUEST, AND INSTALLING A YIELD SIGN AND A PATH ENDS SIGN (IF APPROPRIATE) ON THE OFF-STREET PATH WHERE IT INTERSECTS TENNESSEE STREET; THE MOTION CARRIED 7-0.

ITEM NO. 4:

Consider request to establish a marked crosswalk at the intersection of Dakota Street & Louisiana Street.

Woosley presented the information provided in the staff report.

Public comment:

Carol Bowen, 403 Dakota Street: We don't expect a crosswalk to protect us from the traffic; we are asking for the crosswalk to define the area where pedestrians should be crossing; this is a major commercial area and many of us walk there.

Michael Pomes, 528 Kansas Street: I would propose that the crosswalk look like the others on Louisiana with the pedestrian refuge islands.

Commissioner Woods asked how far south of Dakota the existing crossing was; Woosley advised it was a couple of blocks.

Commissioner Hagen: Adding a crossing with islands at this location would help the one at Utah function better.

Commissioner Woods asked if there were any sidewalks on Dakota Street to the east; Woosley advised that there were not.

Commissioner Hamby: I would be concerned about putting a crosswalk there without some protection like a median refuge island.

Commissioner Woods: I'd be interested in seeing what kind of traffic we have walking in the area before we do anything.

Commissioner Hagen: Refuge islands would complete more effective traffic calming for that stretch of Louisiana which would be beneficial to other side-street traffic.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND ESTABLISHING A MARKED CROSSWALK TOGETHER WITH PEDESTRIAN REFUGE ISLANDS ON LOUISIANA STREET ADJACENT TO DAKOTA STREET; THE MOTION CARRIED 7-0.

ITEM NO. 5:

Consider request from the University of Kansas to establish STOP signs at the four (4) traffic booth entrances to the campus.

Woosley presented the information provided in the staff report and noted that in order to prosecute violators in municipal court, the STOP signs would have to be listed in the city's traffic schedules.

Public comment:

Peg Livingood, University of Kansas: Access to the campus needs to be controlled due to the volume of traffic; this step is needed to improve safety on the campus; we want to install stop signs and stop lines that meet regulations and that the public are familiar with.

Commissioner Smith: This would result in five STOP signs at Sunflower & Sunnyside; entirely too many; you could very easily have traffic backed-up into the intersection; I think they will create more congestion; these would be in effect even during non-school hours which I feel is unwarranted; having to stop on Mississippi during snow and ice conditions could be an obstacle; the STOP sign adjacent to the Chi Omega fountain is not needed because of the roundabout.

Commissioner Hamby: They are having to stop there now except during off hours.

Commissioner Woods: I think we will cause more problems than we will solve.

Commissioner Hagen: I don't see an issue on Mississippi and on Jayhawk because they are far enough away from an intersection.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH STOP SIGNS AT THE FOUR TRAFFIC BOOTH ENTRANCES TO THE KANSAS UNIVERSITY CAMPUS; THE MOTION CARRIED 4-3 (Hamby: Not a good solution, but not worthwhile to turn it down; Miller: We should do what they want; Novotny: This is needed for student safety.

ITEM NO. 6:

Consider request to establish a mid-block marked crosswalk on Naismith Drive between 18th Street & 19th Street.

Woosley presented the information provided in the staff report.

Public comment:

Jim Modig, University of Kansas: This was a recommendation of the Campus Safety Advisory Board; students would be able to cross two lanes of traffic, then wait in the median area before crossing the other two lanes; student fees would pay for the construction costs; in addition, the BUS STOP would need to be moved to the north out of the crossing area.

Commissioner Hamby: Although it is only 170 feet to 18th where you would rather have a marked crosswalk, the students are currently crossing here (the grass is worn-off in the median).

Commissioner Smith: My experience is that the students simply don't abide by crosswalks; they just go, they don't even look and they are terribly dangerous; crosswalks don't seem to help them.

Commissioner Novotny: There are two big residence halls there and the students will cross there to get the bus.

Commissioner Hamby: I don't have a problem with it being used; I think it would be used; my concern is if it is appropriate there and how do we make it safe; I don't want to create a false sense of security for pedestrians.

Commissioner Hagen: I was wondering about a raised crosswalk that could also serve as a traffic calming device.

Commissioner Smith: I think you will tie-up traffic more because buses will have to stop and wait for pedestrians to cross and then stop again at the bus stop.

Commissioner Hamby: I am more leaning to support it because the students are crossing there anyway and increased signage will make it more visible.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER NOVOTNY, TO RECOMMEND ESTABLISHING A MID-BLOCK MARKED CROSSWALK ON NAISMITH DRIVE BETWEEN 18TH STREET & 19TH STREET; THE MOTION CARRIED 5-2 (Smith: It won't solve the problem, it will create additional traffic congestion; Woods: Three crosswalks in a block area is excessive even though it is a long block).

ITEM NO. 7:

Public Comment:

Betty Alderson, 1920 Maine Street: The island and crosswalk as recommended on Louisiana at Dakota is an excellent idea; the ones that are further north really work.

ITEM NO. 8:

Commission Items:

Commissioner Hagen asked if there was a rationale in the timing of the traffic signal at 19th Street & Iowa Street; Woosley advised that it is coordinated with other traffic signals along Iowa Street.

Commissioner Smith asked if additional protected/permissive left-turns could be installed along 23rd Street and Iowa Street; Woosley advised that is standard until left-turn crashes dictate protected only.

ITEM NO. 9:

Miscellaneous.

None.

The meeting adjourned at 8:15 P.M.

The next scheduled meeting of the Traffic Safety Commission will be Monday, April 7, 2008.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

From: Pam [mailto:wonderwoman841@hotmail.com]

Sent: Tuesday, February 19, 2008 8:29 PM

Subject: street parking problems in neighborhood

Dear Sir,

I am asking for help with a problem with parking in front of our house.

Our street is 17th Street terr. A very narrow street with no parking on the north side of the street already and cut through traffic from Dillion's going to Barker street. The east end of the block has a rental house with one non moving car and several cars.

When I try to back out. I usually have a car parked behind the driveway. It's nearly impossible to make it out safely between the parked cars and traffic.

To add to our situation

We have open drainage ditches on both sides of the street. If you fall in your not getting out without a tow truck.

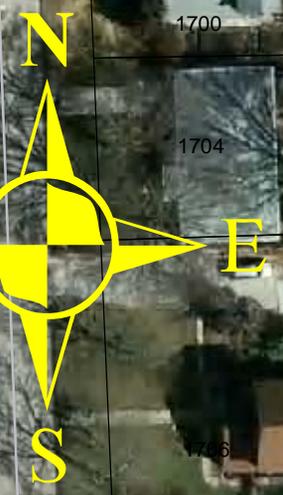
I am asking to have it looked into no parking from the south side of street in front of our house.

Thank you

Dean and Pam Alt

122 E. 17th St. Terr

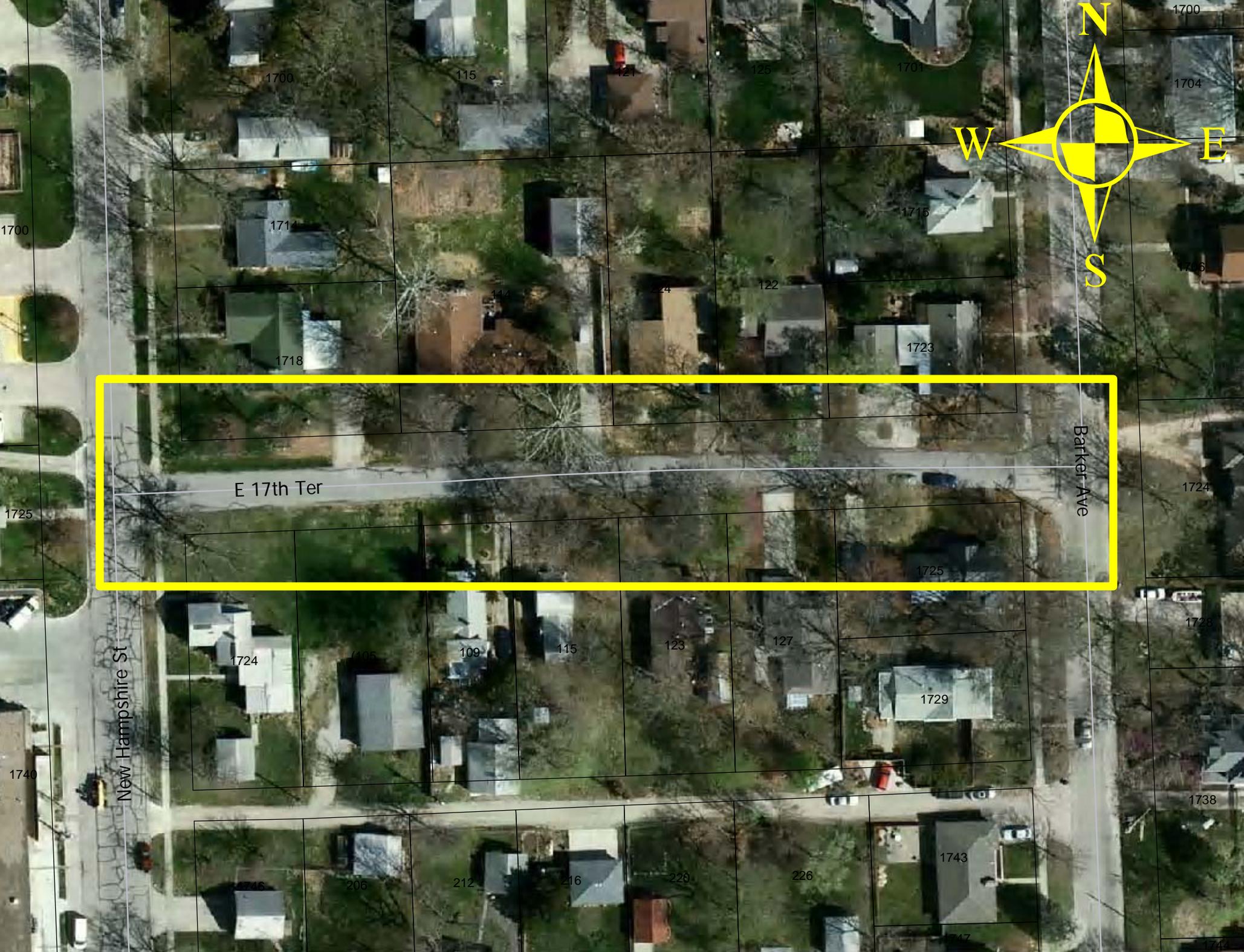
Lawrence,ks 66044



E 17th Ter

Barker Ave

New Hampshire St





March 14, 2008

David E. Woosley
Public Works Department, City of Lawrence, KS
P.O. Box 708
Lawrence, KS 66044

Re: Request for Traffic Signal

Board of Directors

- Dave Adams
- Grace Carmody
- Louis Copt
- Jason Edmonds
- Sidney Garrett
- Gunda Hiebert
- Evan Ice
- June Jones
- Maurice Joy
- Mike Maude
- John Olson
- Michael J. Orozco
- Phillip A. Rademacher
- Dan Sabatini
- Elizabeth Schultz
- Dolph C. Simons III

June Jones,
Interim Executive Director

This letter is a request the Traffic Safety Commission to install a signalized crossing in front of the Lawrence Arts Center. We believe this will improve the safety of the 100,000 pedestrians who cross New Hampshire Street to enter the building each year. While there is a crossing sign located between 9th and 10th Streets, our daily experience is that many drivers do not regularly *yield* and some even speed through the crosswalk while pedestrians are still present.

Pedestrian safety is particularly important for the 150 young children, their siblings and families who enter and exit the building twice each day from early morning until the evening to attend our preschool. Many parents have expressed concerns about the traffic danger. Several years ago, a pedestrian was hit by a car turning into the parking garage. Had this been a small child, the situation could have been even more serious. Our pre school teachers see cars that speed through the crosswalk and don't even wait for our classes of pre schoolers to cross.

We request that a signal be installed at the crossing in front of the Lawrence Arts Center to improve pedestrian safety and reduce the likelihood of serious pedestrian accidents. We appreciate any as help you can provide, and look forward to your response to this request.

Sincerely,

June Jones
Interim Executive Director

Linda Reimond
Pre School Director

940 New Hampshire
Lawrence, Kansas 66044
www.lawrenceartscenter.org

785-843-ARTS
Fax 785-843-6629

Section 4C.05 Warrant 4, Pedestrian Volume

Support:

The Pedestrian Volume signal warrant is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

Standard:

The need for a traffic control signal at an intersection or midblock crossing shall be considered if an engineering study finds that both of the following criteria are met:

- A. The pedestrian volume crossing the major street at an intersection or midblock location during an average day is 100 or more for each of any 4 hours or 190 or more during any 1 hour; and**
- B. There are fewer than 60 gaps per hour in the traffic stream of adequate length to allow pedestrians to cross during the same period when the pedestrian volume criterion is satisfied. Where there is a divided street having a median of sufficient width for pedestrians to wait, the requirement applies separately to each direction of vehicular traffic.**

The Pedestrian Volume signal warrant shall not be applied at locations where the distance to the nearest traffic control signal along the major street is less than 90 m (300 ft), unless the proposed traffic control signal will not restrict the progressive movement of traffic.

If this warrant is met and a traffic control signal is justified by an engineering study, the traffic control signal shall be equipped with pedestrian signal heads conforming to requirements set forth in Chapter 4E.

Guidance:

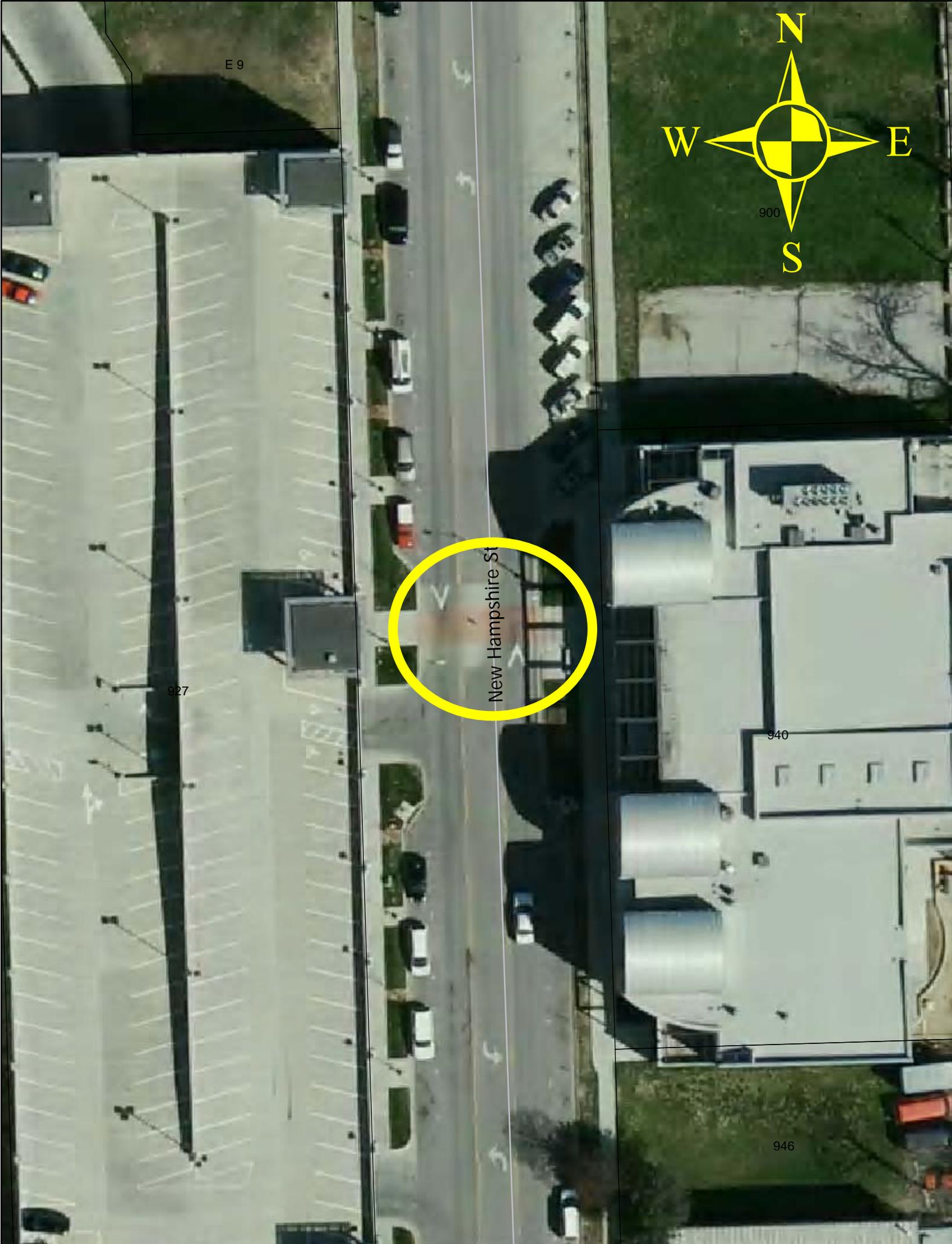
If this warrant is met and a traffic control signal is justified by an engineering study, then:

- A. If at an intersection, the traffic control signal should be traffic-actuated and should include pedestrian detectors.
- B. If at a nonintersection crossing, the traffic control signal should be pedestrian-actuated, parking and other sight obstructions should be prohibited for at least 30 m (100 ft) in advance of and at least 6.1 m (20 ft) beyond the crosswalk, and the installation should include suitable standard signs and pavement markings.
- C. Furthermore, if installed within a signal system, the traffic control signal should be coordinated.

Option:

The criterion for the pedestrian volume crossing the major roadway may be reduced as much as 50 percent if the average crossing speed of pedestrians is less than 1.2 m/sec (4 ft/sec).

A traffic control signal may not be needed at the study location if adjacent coordinated traffic control signals consistently provide gaps of adequate length for pedestrians to cross the street, even if the rate of gap occurrence is less than one per minute.



E 9



927

New Hampshire St

940

946

David Woosley

From: Good Guy to Know [josh@burgersbeerboce.com]
Sent: Monday, March 31, 2008 5:09 PM
To: David Woosley
Subject: Cross Walk between Borders/Hobbs Taylor Loft and 2 Hours lot

Dear Traffic Department of the City of Lawrence -

Greetings. I hope this email finds you well. My name is Joshua Mochel and I am the owner of Jo Shmo's at 724 Massachusetts St. in Downtown Lawrence.

I am emailing you in hopes that you would consider collection of data on all vehicle and pedestrian traffic between the Hobbs Taylor lofts and Borders parking lots and the 2 hr. lots directly behind Jo Shmo's. It is very apparent to me that a crosswalk is an absolute necessity to ensure the safety of those crossing the street. I have seen many patrons of the restaurants in the mentioned area park in those lots to cross New Hampshire street while cars are speeding along at speeds to high for the amount of foot traffic in the area.

In addition to safety, I believe it would help develop more foot traffic along New Hampshire street, perhaps increasing the chances of retail filling the space at the Hobbs Taylor lofts and ridding the bad omens of Last Call.

I thank you for your time and hope that you will review my request.

Best
Joshua Mochel
josh@burgersbeerboce.com
773.344.0195



700

New Hampshire St



700

David Woosley

From: gailee1@sunflower.com
Sent: Tuesday, April 01, 2008 5:17 PM
To: David Woosley
Subject: Need for stop sign

I appreciate your help in this dangerous situation. Please let me know what if any steps I need to take to pursue getting a stop sign in front of my house. My house is located on a very busy cross street without a stop sign and in the direct path to the fraternities and to the university.

I moved here from Chicago a year ago and purchase a house. After extensive remodeling my daughter and I moved into the house In Feb. of 2008. The house is located in the Lawrence/West Hills neighborhood. I purchase here specifically because it is child friendly, close to the university and specifically because it is 2 blocks from Hillcrest School. My address is 1650 Cambridge Rd. (at Sunset), Lawrence, KS 66044 I had no idea how dangerous the corner is that live on.

The West Hills Assoc. President, Judge Paula Martin suggested I contact your office.

My concern is for my 6 year old daughter Samantha and all the others crossing to go to Hillcrest School. There are 6 year olds on all 3 corners and many other young children walking to and from school. In addition there are 5 senior neighbors and dog walker and students walking to the University. Since there are only sidewalks on the south side of Cambridge the problem is exasberbated. I have seen more than one elderly person almost hit at this corner. Backing out of my driveway each day is an anxious situation esp. with a child in the car.

Students and others drive very fast down Harvard round the corner to Sunset and then round the corner down Cambridge heading to the university or do not even slow as they continue on to University street. In addition on street parking on the west side of sunset and also on the south side of cambridge forces cars to "play chicken" in the one open lane and without the incentive of a stop sign to slow down/stop cars narrowly miss daily.

Because of ordinances I can not fence my yard, which still would not address the street crossing issue.

Please let me know what I need to due to pursue this need.

Thank you,
Gail Kernes
(mother of Samantha Smithies, age 6)
847.502.0232 cell
785.368.5752 work

Section 2B.05 STOP Sign Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. Street entering a through highway or street;
- C. Unsignalized intersection in a signalized area; and/or
- D. High speeds, restricted view, or crash records indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop. At intersections where a full stop is not necessary at all times, consideration should be given to using less restrictive measures such as YIELD signs (see Section 2B.08).

Once the decision has been made to install two-way stop control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon which to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

- A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Stopping the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds;
- C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and
- D. Stopping the direction that has the best sight distance to conflicting traffic.

The use of the STOP sign at highway-railroad grade crossings is described in Section 8B.08. The use of the STOP sign at highway-light rail transit grade crossings is described in Section 10C.04.

Section 2B.07 Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

Sect. 2B.05 to 2B.07

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.



ALL WAY Stop Warrant Worksheet

Date: April 23-24, 2008

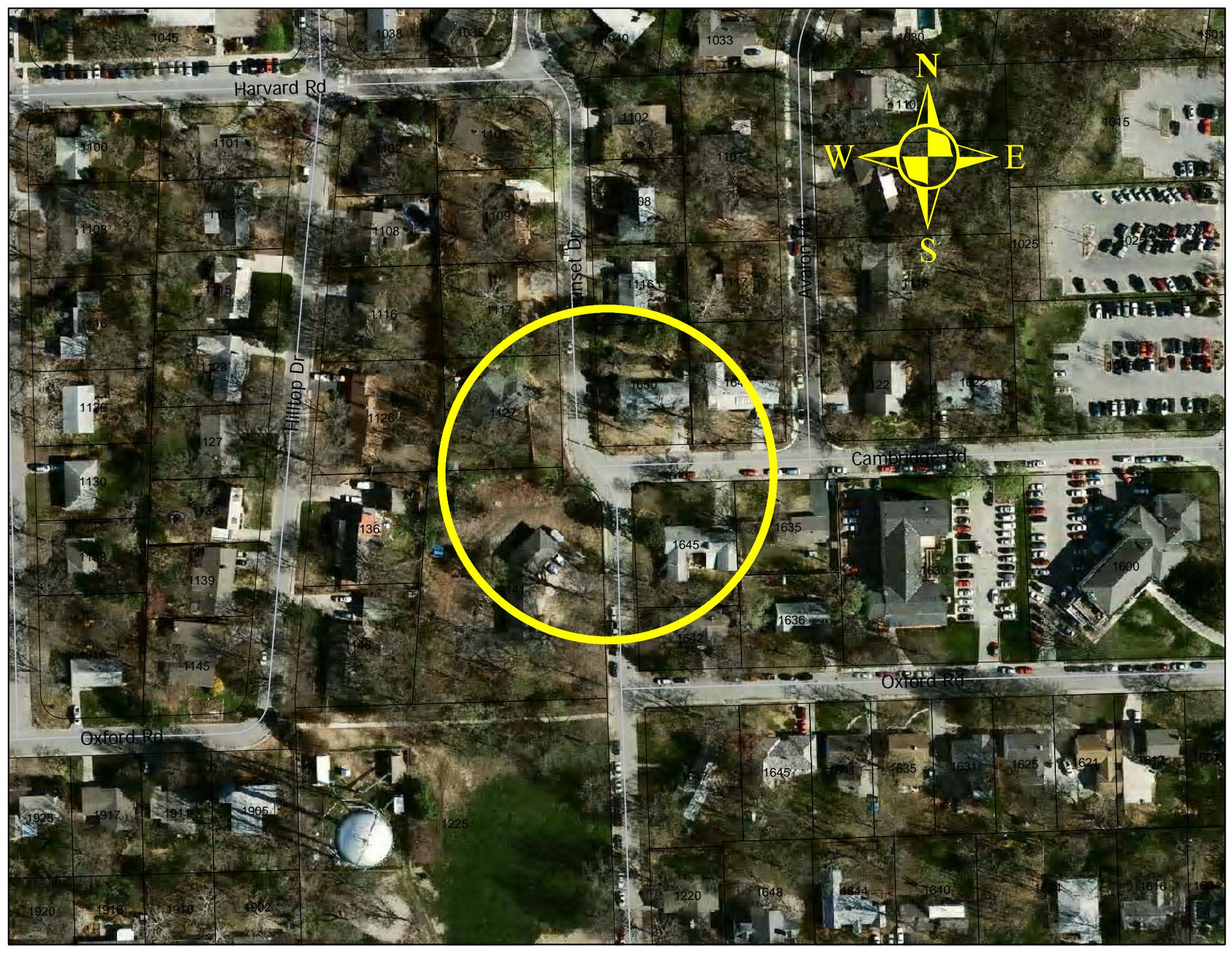
Location: Cambridge Road & Sunset Drive

Time Period	Sunset Drive							Cambridge Road							Grand Total
	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	
12-01		3			6		9					7		7	16
01-02		5			3		8					4		4	12
02-03		2			0		2					1		1	3
03-04		2			0		2					1		1	3
04-05		0			1		1					1		1	2
05-06		0			2		2					1		1	3
06-07		4			7		11					4		4	15
07-08		15			49		64					16		16	80
08-09		56			47		103					18		18	121
09-10		58			48		106					30		30	136
10-11		27			25		52					27		27	79
11-12		35			37		72					34		34	106
12-01		41			44		85					56		56	141
01-02		34			29		63					29		29	92
02-03		38			37		75					34		34	109
03-04		45			42		87					57		57	144
04-05		48			38		86					43		43	129
05-06		49			47		96					56		56	152
06-07		17			27		44					30		30	74
07-08		17			24		41					32		32	73
08-09		15			16		31					23		23	54
09-10		15			10		25					15		15	40
10-11		6			9		15					14		14	29
11-12		3			3		6					9		9	15
Totals	0	535	0	0	551	0	1086	0	0	0	0	542	0	542	1628

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 = **89**

Average minor street volume for same 8 hours = **41**



From: Allan Ray Miller [mailto:almler@ku.edu]
Sent: Tuesday, April 15, 2008 12:28 PM
To: Charles Soules
Subject: University Heights Neighborhood Assoc. Issue

At our Spring Meeting on April 12, the UHNA unanimously voted to seek city approval to change the speed limit on Crescent Drive to 20 mph and post at least two speed limit signs along the stretch between Naismith and Engel. Could you carry this request to whomever should get it? We would appreciate it. What can we do to help? There is tremendous concern for the safety of neighbors on sidewalks with cars obviously going over the current 30 mph, as well as the many students on weekdays who walk in the streets from the dorms to the main part of campus.

Allan Miller, President
University Heights Neighborhood Association
Phone: 785 832 2582

City of Lawrence
Traffic Safety Commission
May 5, 2008 Minutes

MEMBERS PRESENT: Robert Hagen, Chair; Richard Heckler, Vice-Chair; Paul Graves; Dan Harden; Ken Miller; Jason Novotny; Robin Smith; and Jim Woods.

MEMBERS ABSENT: John Ziegelmeier Jr.

STAFF PRESENT: David Woosley, Public Works Department; Shoeb Uddin, Public Works Department

Chair Robert Hagen called the meeting to order at 7:05 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, March 3, 2008.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER WOODS, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MARCH 3, 2008; THE MOTION CARRIED 6-0-2 (Harden, Heckler).

ITEM NO. 2:

Consider request to establish NO PARKING along the south side of 17th Terrace between Barker Avenue & New Hampshire Street

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Smith: I think they have a legitimate concern; I would have trouble getting in-and-out of their driveway with a vehicle parked on the street; I don't know the resolution to the problem; it's very tight and there are ditches on both sides; I talked to another neighbor in the area and they didn't like the idea of restricting parking on the south side because when people have company they have to have someplace to park.

Commissioner Hagen: There is always a danger in removing parking; it becomes a much faster thoroughfare.

Commissioner Heckler: We could consider perhaps a NO PARKING ZONE that obstructs a driver backing-out.

Commissioner Miller: I'm not in favor of taking away that parking on the street.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND THAT THE REQUEST TO ESTABLISH NO PARKING ALONG THE SOUTH SIDE OF 17TH TERRACE BETWEEN BARKER AVENUE & NEW HAMPSHIRE STREET BE DENIED; THE MOTION CARRIED 8-0.

ITEM NO. 3:

Consider request add a PEDESTRIAN-ACTIVATED SIGNAL to the mid-block pedestrian crossing on New Hampshire Street between 9th Street & 10th Street.

Woosley presented the information provided in the staff report.

Public comment:

Linda Reimond, 940 New Hampshire, Pre-School Director, Lawrence Arts Center: I have here a list of approximately 150 names of people at the arts center that have signed a petition to install a signal; I'm here to speak for the little people because we have a lot of little people that I am responsible for, coming in-and-out of the arts center and using the crosswalk; on April 22 at 9:30 in the morning I was wearing a bright-red jacket and I almost got hit by a car; I'm not a small person, so my little people are at risk even more than an adult; I would like to propose that we have an activated crossing light there.

Rick Mitchell, 2804 Tomahawk Drive, Gallery Director, Lawrence Arts Center: That crosswalk has always worried me; it's an accident waiting to happen; I cross the street there six or eight times a day and many times cars go right past me; the sign says cars must stop for pedestrians in the crosswalk, but it is a game of chicken, you have to be in the crosswalk for them to stop; if you are waiting at the edge, they don't stop until you step into the crosswalk; it's a bad situation, ditto to what Linda said.

Claudia Baker, 1510 Medinah Road, Director of Dance Program, Lawrence Arts Center: We have a lot of late afternoon, night and Saturday classes; we did have someone hit before the YIELD sign was there; I personally haven't had trouble crossing but I have seen close-calls happen; and there are some drivers that go faster than they should.

Beth Anne Mansur, 1217 Prospect Avenue: I want to give my support for a light there because even the center sign in the street has been knocked-over numerous times; I don't think it is very effective, I still see cars zipping-through there; I just find it a dangerous situation and I would encourage you put a light up.

Commissioner Woods asked if there was any information on pedestrian accidents there; Woosley advised there have been no reports in the past three years.

Commissioner Smith: I think the situation has gotten a little bit better since the concrete sign was removed; I drive down that street a lot and it can get a little hairy on that stretch.

Commissioner Miller: I think everyone is making a compelling argument.

Commissioner Miller asked if there were any studies suggesting that a mid-block light would give pedestrians a false sense of security; Woosley advised he was not aware of any, in addition, the city has had a light adjacent to the pool and at South Park for several years; there was one reported crash at South Park a couple of years ago that involved a driver on a cell-phone not paying attention to the light.

Commissioner Heckler: I am a frequent visitor to the arts center and I see this situation all day long and into the evening sometimes; I'm for supporting a light at this crosswalk.

Commissioner Graves: I would also echo that; I have observed it myself; in addition, I noticed that the criteria for a light can be reduced up to 50% if the average crossing speed of the pedestrians is slower than four-feet per second, which I think we can safely assume is the case here; it would seem to me that it would meet the warrant, so I would be in favor of the request.

Commissioner Smith: Another perspective is that now vehicles have to stop whenever a pedestrian is in the crosswalk; with a light, it would hold the pedestrians until they push the button and the light changes.

Commissioner Hagen: A light would provide a much more definitive signal as to whether the pedestrian has the right-of-way or not; I would be in favor of it.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER GRAVES, TO RECOMMEND THE ADDITION OF A PEDESTRIAN-ACTIVATED SIGNAL TO THE MID-BLOCK PEDESTRIAN CROSSING ON NEW HAMPSHIRE STREET BETWEEN 9TH STREET & 10TH STREET; THE MOTION CARRIED 8-0.

ITEM NO. 4:

Consider request to establish a MID-BLOCK PEDESTRIAN CROSSING on New Hampshire Street between 7th Street & 8th Street.

Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Smith asked if the island-extensions had to be that large; Woosley advised they were necessary in order to get water to flow around them without ponding and in order to comply with ADA regulations on the west side of the street.

Commissioner Smith asked if there was a way to take advantage of the existing driveways; Woosley advised the crosswalk could be moved a little closer to the drives, but we would have to maintain a adequate radius or vehicles would be driving over the curb.

Commissioner Heckler: There are a lot of pedestrians that use this area.

Commissioner Smith: That is nine parking spots that we would lose.

Commissioner Miller: We have pedestrian crossings in three out of the four blocks along there.

Commissioner Heckler: There are spaces available in the Hobbs-Taylor lot if these spaces are taken away; this is a busy place.

An unidentified member of the audience asked why there were so many pedestrians in the area; Woosley advised that there was a mid-block pedestrian arcade from Massachusetts Street that provided access to the parking lot on the west side of New Hampshire and that the city also has parking adjacent to Borders on the east side of the street.

Commissioner Miller asked if the lost parking spaces are metered; Woosley advised that they are.

Commissioner Woods: I'm in favor of denying the request.

Commissioner Hagen: I would be in favor of the request since it is an important pedestrian corridor and it is an important link from parking away from downtown to get to Massachusetts businesses; it would also have a function of traffic-calming to a certain degree.

Commissioner Smith: I tend to agree with you.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND THAT THE REQUEST TO ESTABLISH A MID-BLOCK CROSSING ON NEW HAMPSHIRE STREET BETWEEN 7TH STREET & 8TH STREET BE DENIED; THE MOTION TIED 4-4.

ITEM NO. 5:

Consider request to establish a STOP sign at the intersection of Cambridge Road & Sunset Drive.

Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Smith: There is already a STOP sign on Cambridge.

Commissioner Graves asked if the intersection met the criteria for a YIELD sign; Woosley advised that if there is a STOP sign for westbound, you cannot mix that with a YIELD sign at the same intersection.

Commissioner Hagen: This intersection has been before us before, but it doesn't meet any of the criteria for additional traffic control devices.

MOTION BY COMMISSIONER NOVOTNY, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND THAT THE REQUEST TO ESTABLISH A STOP SIGN AT THE INTERSECTION OF CAMBRIDGE ROAD & SUNSET DRIVE BE DENIED; THE MOTION CARRIED 8-0.

ITEM NO. 6:

Consider request to establish a 20MPH SPEED LIMIT on Crescent Road between Engel Road & Naismith Drive.

Woosley presented the information provided in the staff report.

Public comment:

Nancy Hamilton, 1510 Crescent Road: At no point on the street is there a speed limit posted; there is an enormous amount of foot traffic on the street; we are an accident waiting to happen; we don't have continuous sidewalks that go from one end to the other, people are actually forced to cross the street at several points; there are several points along the street where vegetation is encroaching on the sidewalks and students are forced to walk in the street.

Allan Miller, 1330 Spencer Drive: There are two driveways adjacent to the STOP sign at Spencer Drive and the residents are scared to back-out because many vehicles drive right through without stopping; I would like to believe the statistics, but it's hard to believe that 85% of the traffic is traveling at the appropriate speed; I am not aware of any accidents in the area but I would like to think that "an ounce of prevention is worth a pound of cure." I also would like to say that I represent 64 homes in the neighborhood and on April 12 the neighborhood voted unanimously to bring this request to your body. I would commend the Police Department; they do give a lot of tickets, but they can't monitor it all the time. We feel that if we could get a 20mph speed limit posted, it would make our neighborhood a much safer place.

Faye Watson, 1516 Crescent Road: I would question comparing our street to some of these other ones like Ohio Street, Oak Hill Avenue and Maine Street; we are a very curvy residential area and we have a lot of pedestrians every day walking in groups of 5 and 6 and 7 and 8, going both ways to-and-from class; I personally had a student come-up and hit the front of my car because I wasn't going fast enough; many motorists are using Crescent to avoid the congestion on 15th & Naismith; I'd like to see the speed limit lowered even though statistics prove that people continuing driving, I think we're different than the other places; if it doesn't work maybe we'll get a lot of speeding tickets for the city.

Harriet Lerner, 1509 Crescent Road: I agree with everything that's been said; it is terrifying for me to pull-out of my driveway and my husband would say the same; when cars are parked in the evening and on weekends, we literally can't see pulling-out of the drive; I hope you take this seriously, I'm amazed that students haven't been injured or killed yet, or those of us who live there.

Jan Sheldon, 1511 Crescent Road: I have a difficult time agreeing with the data presented; I see a number of people going over the speed limit frequently; the police have always been very responsive; I would encourage you to consider lowering that speed limit to 20mph and posting signs; it only takes one accident to kill someone and the consequences are extremely serious.

Betty Alderson, 1920 Maine Street: There was a child killed on that street many, many years ago; it's a wonder that there haven't been more; I respect the statistics, but I know when I drive through certain parts of town there are 20mph speed limits posted; I may not slow down to 20mph, but I'm conscious of that; many of their concerns are similar to all the neighborhoods surrounding the university; there is a lot of foot traffic; we need to have sidewalks on both sides of every street in town; I do think posting it 20mph would help; it makes you aware that there is something to be careful of in this neighborhood; it will affect a few.

Commissioner Harden asked if we post the speed limit on residential streets; Woosley advised that we only post residential streets if the speed limit is different from state law which establishes a 30mph speed limit in all residential areas.

Commissioner Miller: Based on local data, an artificially lower speed limit isn't slowing anybody down.

Commissioner Smith asked what other alternatives there might be; Woosley advised that the only effective solution that the city has found is something physical, traffic-calming devices.

Commissioner Harden: These are called ceremonial speed limits where we have done the ceremony of erecting the sign; you need a solution, but this isn't it.

Commissioner Novotny: I think the neighborhood should be commended, but just lowering something doesn't get what you want.

Commissioner Hagen: The only argument I can see in favor of lowering the speed limit is that it's cheap and could actually get done.

Commissioner Smith: I'm really greatly persuaded by the comments we have heard tonight; I think mostly because it's a neighborhood effort to try to do something; I'm inclined to support that and recommend a 20mph speed limit.

Commissioner Woods: I agree, but I don't think it's going to work; signs are cheap.

MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND ESTABLISHING A 20MPH SPEED LIMIT ON CRESCENT ROAD BETWEEN ENGEL ROAD & NAISMITH DRIVE; THE MOTION CARRIED 5-3 (Harden: my 30 years of experience tells me this is a false hope; Graves: state law establishes a 30mph speed limit and studies show that this will not accomplish the intent; Miller: I want the city commission to hear the neighbors case).

ITEM NO. 7:

Public Comment:

None.

ITEM NO. 8:

Commission Items:

Commission Hagen introduced the newest member of the commission, Dan Harden.

Commissioner Hagen presented Paul Graves with a Certificate of Appreciation for his years of service on the commission; and noted that he also had a Certificate for David Hamby.

Commissioner Smith expressed his concern with city staff recommending STOP signs on the University of Kansas campus after the Traffic Safety Commission had recommended against them and provided copies of an e-mail sent to the city commissioners.

Commissioner Hagen: I think the discussion is more important than the actual vote of the commission.

Shoeb Uddin, City Engineer: I don't think the staff recommendation was based on any new information; it was just to indicate that staff would not have a problem with the request being approved; it was not a technical recommendation, but a practical one; on matters like this, staff can disagree with the commission as long as they are not making decisions, but making recommendations.

Commissioner Heckler asked if the city had jurisdiction on the campus; Woosley advised that they did not.

Commissioner Woods asked why the director of public works was submarining the commission; Woosley advised that the job of the director of public works is to make recommendations to the city manager and the city commission; his recommendation does not have to concur with the recommendation of this commission.

Commissioner Miller: I see our effort as being inclusive and not exclusive; I have no problem with staff disagreeing with what we recommend.

Commissioner Smith: I think staff should come back to this commission and tell us they disagree with us and why.

Commissioner Miller: Staff is going to advise the commission; we're going to advise the commission and the commission is going to make the decision; the commission should have as many opinions as they can get.

Uddin: I understand the sentiment that you have expressed and I will have a discussion with the director about protocol and will report back to you next month.

ITEM NO. 9:

Miscellaneous.

None.

The meeting adjourned at 8:40 P.M.

The next scheduled meeting of the Traffic Safety Commission will be Monday, June 2, 2008.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

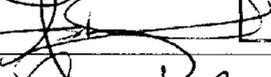
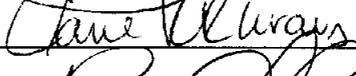
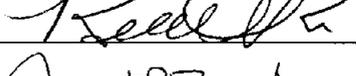
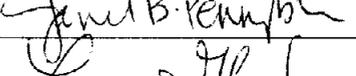
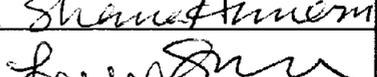
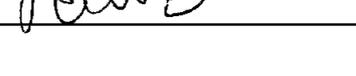
Petition to Install a Crossing Signal at the Lawrence Arts Center Crosswalk

Petition summary and background	Because of high volume traffic and often careless drivers, the crosswalk outside of the Lawrence Arts Center at 940 New Hampshire is not safe for families: it is especially unsafe for our children. Drivers often speed through the crosswalk without noticing pedestrians approaching, and often do not stop even when there are pedestrians in the middle of the road. The yield sign on the crosswalk has proven inadequate in preventing this problem.
Action petitioned for	We, the undersigned, request that the City of Lawrence install a crossing signal at the crosswalk at 940 New Hampshire to reduce the likelihood of serious pedestrian accidents.

Printed Name	Signature	Address	Phone Number	Date
Christine Schneider	<i>Christine Schneider</i>	1945 New Hampshire 66046	785-842-1594	May 2, 2008
Sandra Holland	<i>Sandra Holland</i>	4021 Parkway Circle, 66047	2(574)274-4540	5/2/08
Laura VanSickle	<i>Laura VanSickle</i>	248 Prairie Elm 66047	785 832-8513	5/3/08
Gail Kernes	<i>Gail Kernes</i>	1650 Cambridge 66044	785 847 5020232	5/3/08
Neil Rasmussen	<i>Neil Rasmussen</i>	2005 Atchison Ave	785-865-6093	5/3/08
Korianne Daboda	<i>Korianne Daboda</i>	1628 E 18th Terr	(785) 749-4809	5/3/08

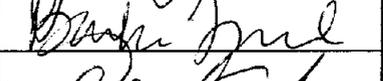
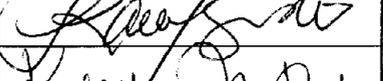
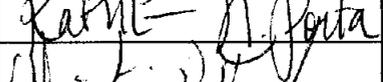
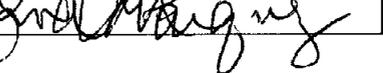
Petition to Install a Crossing Signal at the Lawrence Arts Center Crosswalk

Petition summary and background	Because of high volume traffic and often careless drivers, the crosswalk outside of the Lawrence Arts Center at 940 New Hampshire is not safe for families: it is especially unsafe for our children. Drivers often speed through the crosswalk without noticing pedestrians approaching, and often do not stop even when there are pedestrians in the middle of the road. The yield sign on the crosswalk has proven inadequate in preventing this problem.
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Printed Name	Signature	Address	Phone Number	Date
Denise Whitesides		110E. 7 th St. ^{Douglas Co.} LeCompton KS	785-887-3926	4/29/08
Jessica Ludlum		320 Eldridge Ln, Lawrence, KS	785-843-2710	4/29/08
Marcie Costello		2006 Learnard Avenue Lawrence, KS	785-856-9172	4/29/08
Jennifer Sievers		701 Alabama Lawrence KS	785-760-0439	4/29/08
ASHLEY SHARPER		1618 TENN. APT C LAW, KS 66044	785-760-3852	4/29/08
Jane Graves		312 Wagon wheel Rd Lawrence, KS 66049	830-0677	4/29/08
Renate' Rea		630 N. NOTTINGHAM RD Lawrence, KS 66049	749-1801	4/29/08
Janet Pennybaker		1569 Alabama Dr. Lawrence, KS 66047	841-5516	4/29/08
Laura Glaeche		2636 Belle Crest dr. Lawrence, KS 66046	856-3977	4/30/08
Shanna Ammerman		909 New York St Lawrence, KS 66044	785-550-7347	4/29/08
Lana Grove		627 N. Pennycross Dr. Lawrence, KS 66049	841-5670	4/29/08

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Printed Name	Signature	Address	Phone Number	Date
Wolfgang Crook		3220 Lougham 66049	785 312 4517	4/29
Thomas Cunningham Taylor		539 E 1700 Rd	785 760 5546	4/30
REZA Olyaei		2404 Surveyor	913-669-2499	4/30
Sara Schutte		2209 MASS	856-0326	4/30
Rich Garrett		1238 New York	505 310 1506	..
Jenn Werbin		832 Michigan 12A	316 992 5693	4/30
Barbara Tomlinson		1866 N 250 Rd Baldwin	785-544-2422	4/30
ZACHAE SUDLOW		847 100th St Lawrence	785 218 2096	4/30
Kat Porta		1801 SW Jewell Topeka	785. 670.3414	4/30
Christine Torpedew		457 Lakelle St Lawrence	785-832-2706	5/1
Gina Marzyczka		1532 MASS #2 LAWRENCE 64	785-218 6432	5.1

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Printed Name	Signature	Address	Phone Number	Date
Kate Welch		2156 E 350 Rd Leocompton, KS 66050	785-887-9950	5/1
Jennifer Roth		Lawrence, KS 509 Tennessee 66044	785-832-9583	5/1
Anne Brookhoff		21000 Loring Rd. Linwood, KS 66052	913 301 3212	5/1
Gauge Hoffhines		1300 Jonathan Dr. Lawrence, KS 66049	unlisted	5/1
	Joelle Ford	1723 E 1100 Rd Lawrence	(785) 841-4557	5/1
NATHANIEL S. TINSLEY		1027 N. MULBERRY OTTAWA, KS 66067	913-710-7907	5/1
Wenda Schueler		4716 Killarney Cir Lawrence, KS 66047	785-841-3966	5/1
Sharilyn McE		2412 Alkan Ln A Lawrence	785 841-3161	5/1
Beth Anne Mansur		1217 Prospect Ave Lawrence 66044	843-0103	5/1
Lauren Morley		5213 Eisenhower Terrace Lawrence, KS 66049	unlisted	5/1
David Schneider		1945 New Hampshire Lawrence KS 66046	unlisted	5/2

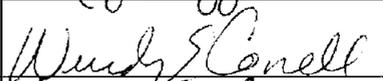
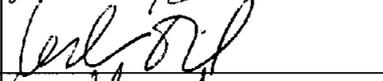
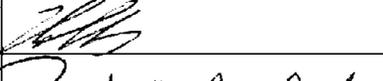
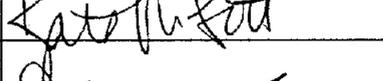
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Printed Name	Signature	Address	Phone Number	Date
Cherise Anderson	<i>Cherise Anderson</i>	909 Randall Rd. Law, 66049	840-0950	4-30-08
Carol Hayden	<i>Carol Hayden</i>	1702 E 93rd Rd - 66049	838-9978	4-30-08
Stacia Wohlford	<i>[Signature]</i>	1719 W. 9th St. 66044	856-5315	4-30-08
Erica Wheat	<i>[Signature]</i>	812 Justin 66049	841-5852	4-30-08
Chet Schmidt	<i>[Signature]</i>	1916 E 25th Terrace	840-0460	4-30-08
David Creager	<i>David Creager</i>	762 Walnut	842-6935	4-30-08
Lisa Gard	<i>Lisa Gard</i>	1701 Burning Tree Dr.	785 893 1271	4/30/08
Lane Landreth	<i>[Signature]</i>	3540 Tillerman Dr. 13242 170th St.	691-9900	4/30/08
Anne Holland	<i>Anne Holland</i>	Linwood, KS	913-301-3357	4/30/08
Marlyn Kaverantz	<i>Marlyn Case Lawrence</i>	13730 K-92 Hwy Oskaloosa, KS	785-863-9216	5/1/08
Mary Weatherman	<i>MARY WEATHERMAN</i>	EUDORA KS 2351 N 1100 Rd	542-1980	5/1/08

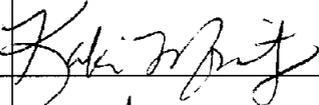
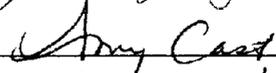
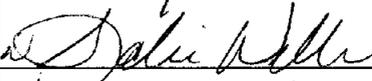
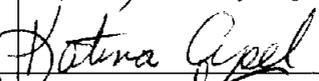
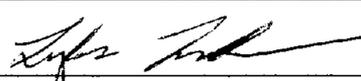
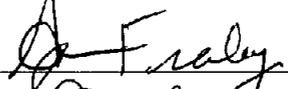
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Printed Name	Signature	Address	Phone Number	Date
Meg Roggero		804 Justin St ^{Lawrence} 66099	785-842-6607	5/5/08
Wendy Cornell		4528 Grove Dr 66049	842-1592	5/5/08
Leslie D'Neil		409 Arrowhead 049	785 841 7570	5/5/08
Melissa Shankland		2225 24 th St, ^{Law, KS} 66044	785-843-1735	5/5/08
Melissa Hoffman		4109 Wimbledan ^{Law, KS} 66047	785-865-5434	5/5/08
Miriam Cain		3113 W. 19 th St. ^{Lawrence, KS} 66097	785-843-6687	5/5/08
Kevin Polign		2929 Prairie Ct ^{Lawrence, KS} 66046	785-423-1370	5/5/08
Rockelle Comfort		1065 Home Circle ^{Lawrence, KS} 66046	785-856-1500	5/5/08
Becky Castro		1306 S. 16 th 66044	785 828 2859	5/5/08
Kathy Folt		2502 Dunes Court 66044	785 850-1288	5/5/08
Adina Morse		907 Westfield Ct 66049	785-856-0843	5/5/08

Petition to Install a Crossing Signal at the Lawrence Arts Center Crosswalk

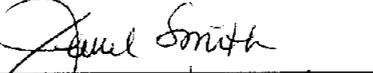
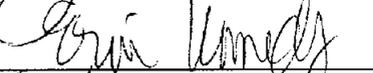
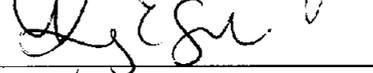
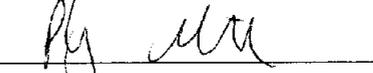
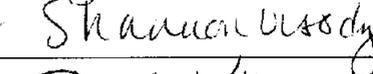
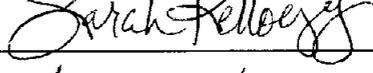
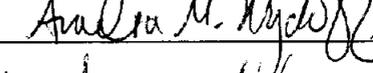
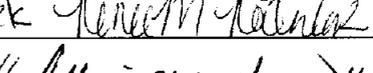
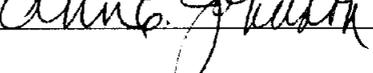
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Printed Name	Signature	Address	Phone Number	Date
Kiki Movsovitz		4516 Winged Foot Ct.	856-1177	5/1/08
Amy Cast		533 Louisiana	838-9947	5/1/08
SABRINA WELLMAN		904 W 29th Ter.	749-4577	5/1/08
Katrina Apel		2810 Winterbrook Cir	838-3346	5/1/08
Brandon Schoenhof		1556 N. 2000	331-2415	5/1/08
Diane Church		1016 Summerfield way	842-3568	5/1/08
Dana Landes		1409 N. 960 Rd.	749-6773	5/1/08
Luke Ludlum		320 Eldridge Ln.	843-2710	5/1/08
Amber Fraley		3543 Tillerman Dr.	842-1787	5/1/08
Sandy Thelen		2505 Via Linda	856-1123	5/1/08
Andrea Deenchy		5204 Fox Chase Dr.	832-8534	5/1/08

↑ A police car once almost hit me and my son. (!)

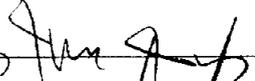
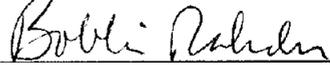
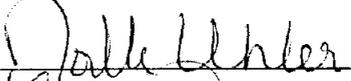
Petition to Install a Crossing Signal at the Lawrence Arts Center Crosswalk

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Printed Name	Signature	Address	Phone Number	Date
Jewel Smith		1432 Lawrence Ave	785 842-353	5/01/08
Erin Kennel		1620 BARNER AVE	218 33019	5/1/08
Karry Salvinio		4629 Trail Rd	843-6447	5/2/08
Phillp Melton		3600 HOWARD RD	785-550-6582	5/2/08
Shannon Ocsody		500 LANETREE	331 8653	5/2/8
Sarah Kellogg		3031 E. 175 Rd.	887-6929	5/2/08
Shana Good		2105 Carolina St.	830-8929	5/2/08
Amelia Wyckoff		1720 Brook St.	(316) 516-7347	5/2/08
Renee Bodenbeck		1920 Tennessee	785-856-8686	5/2/08
Allison Howarth		210 Lawrence Ave.	785-841-7099	5/2/08
Ann Johnson		356 N. Eaton	785-865-0776	5/2/08

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Printed Name	Signature	Address	Phone Number	Date
Emma Hoyie		841 Alabama St.	785-691-5510	5/4/08
R. Averill		2 Wm Ave	785-842-6622	5/5/08
June Jones		3005 Rumrock Dr	785 838 4726	5/5/08
Ben Atwers		1226 ALMIRA LAWRENCE KS	832 8848	5.5.08
Rick Mitchell		2804 Tomahawk Lawrence	841-9105	5/5/08
Steve Richardson		427 INDIANA	785-832-8898	5/5/08
Bobbi Rahder		1809 1/2 Mass.	785.979.9592	5/5/08
Susan McElwain		1508 Foxfire Dr ⁶⁶⁰⁴⁷	785-841-3996	5/5/08
Nelle Uhler		1476 E 66th Rd	785-749-9551	5/5/08
Linda Reimond		4206 W. 12 th St. Lawrence	785-843-2377	5/5/08

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Printed Name	Signature	Address	Phone Number	Date
Christy M. Heronimus, Bels	Christy M. Heronimus	425 Mississippi	(785) 218-9167	4/29
Bonnie Cherry	B Cherry	230 M+thpct Ave 66044	218-01010	4/29
Sarah Crawford Parker	SMCrawford-Parker	743 Illinois St.	841-0183	4/29
CHARLES NEURINGER	Chole Neyr	1508 Union Ave ^{Lawrence, KS} 66044	842-3764	4/29
Stacy Wall	STACY WALL	1243 Prospect	331-3119	4-28
Jane Hutchison	JANE HUTCHISON	2009 Meddale Rd	842-6131	4/29
Brendan Hubbs	Brian Hubbs	1125 Tennessee Apt 5 66044	785-218-6682	4/29
Laura Rose Clawson	Laura Rose Clawson	1504 Willow Cove	856-0915	4/29
Mateo Gutierrez	Mateo Gutierrez	152 Pinecone Dr.	785-424-4508	4/29
Cody Vliet	Cody Vliet	827 Michigan	316-641-8867	4/29
Claudia Baker	Claudia Q. Baker	1570 Medinah Rd.	785-842-3031	4/29

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Printed Name	Signature	Address	Phone Number	Date
RANDY LAGGART		837 Michigan St Apt 16B 66044	316-214-4200	4/29/08
Whitney Broomer		1100 Connecticut St.	785-219-2930	4/30/08
Shannon Edwards		1100 Connecticut	641-414-0275	4/30/08
Katherine Homiak		3111 E. 11 th St.	816-718-6000	4/30/08
DANIEL ROGOSEWICZ		746 Connecticut	785-766-4092	4/30/08
Julie Dunlap		1638 Bobwhite Dr.	785-856-8899	4/30/08
Gladys Sanders		Suite 139 4500 Bob Billings Parkway	785-842-6169	30 April 08
Leis Adriance		1436 Lawrence Ave	842-2966	4/30/08
Paula John		1109 Stoneridge	841-7079	4-30-08
Marley Cunningham		539 East 1700 Road Baldwin	760-5188	4-30-08
Jackie Cunningham		539 EAST 1700 Road Baldwin	760-8655	4.30.08

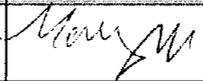
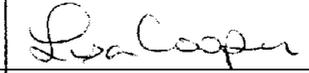
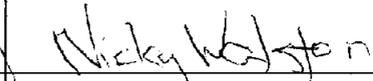
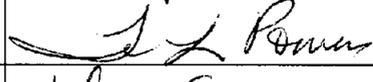
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Printed Name	Signature	Address	Phone Number	Date
Amy Weishaar	<i>Amy J Weishaar</i>	3010 Carrington Ln. Lawrence, KS 66047	785-865-3878	4/29/08
Bucky Rogers	<i>Bucky Rogers</i>	2724 Bishop St. Lawrence, KS 66046	785-832-8829	4-29-08
Amy Layfimi	<i>Amy Layfimi</i>	3104 W. 29th St. Lawrence, KS 66047	785-858-1190	4/29/08
Betty Collins	<i>Betty Collins</i>	13823 Hardy St. OP, KS 66223	913-888-2846	4/29/08
Jessica Stange	<i>Jessica Stange</i>	2105 E 28th St 66046	785 843 6584	4/29/08
Piper Chindamo	<i>Piper Chindamo</i>	4113 Teal Dr 66047	749-4237	4-29-08
Nancy Perkins	<i>Nancy Z Perkins</i>	410 Forrest Ave.	856-4560	"
Karla Hughes	<i>Karla Hughes</i>	416 Maine	865-4383	"
Kelli Bates	<i>Kelli Bates</i>	746 Louisiana 66044	841-5717	4/29/08
Connie Neaderhiser	<i>Connie Neaderhiser</i>	1270 E 1950 Rd ^{Endover} 66025	542-3941	4/29/08
Lauree Ostronic	<i>Lauree M. Ostronic</i>	1718 W. 3rd St.	830-9521	4/29/08

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Printed Name	Signature	Address	Phone Number	Date
Marlo Ansell			785-331-8552	
Lisa Cooper			785-218-7390	
Nicky Walston			785-550-8421	
Cheryl Samp			785-842-5171	
Teri Powers			785-331-2408	4/28
Marcia Fisher			785-727-8488	
Celia Tinsley			913-710-5216	4/29
Tisha McCall			785-912-0156	4/29

robin smith

From: robin smith [robinsmith@sunflower.com]
Sent: Monday, May 05, 2008 9:37 AM
To: 'mdever@sunflower.com'; 'robchestnut@sunflower.com'; 'mikeamyx515@hotmail.com'; 'suehack@sunflower.com'; 'boog@lawrence.ixks.com'
Subject: Stop Signs at KU Guard Houses
Attachments: 080303TSCminutesRev1.pdf; RE Question.htm

The purpose of this message is to request your support to uphold the Traffic Safety Commission (TSC) recommendation to deny KU's request to install stop signs at their four guard houses. This item is on the May 6 meeting agenda at item D, 6, (b). The information provided to you by city staff is not really reflective of what transpired at the TSC meeting on March 3, 2008.

For ease of reference I am attaching a copy of the minutes from the March 3 meeting (see item #5) along with copies of correspondence between myself and David Woosley, Transportation/Traffic Engineer, concerning the impact of the Manual on Uniform Traffic Control Devices (MUTCD) as it relates to this issue.

The minutes from the March 3 meeting are reasonably reflective of what transpired except that one of the primary reasons for KU's request is that they wanted the stop signs listed in the city's traffic schedules for the purpose of being able to write tickets to people who fail to stop at the guard houses. No one from KU could tell the TSC how frequent a problem this was. They just wanted to write tickets. Nor could KU representative tell the TSC what transpires now when someone fails to stop at the guard houses.

Following the March 3 meeting I inquired as to whether the stop signs would meet the MUTCD criteria. I was told that: "The MUTCD does not address the issue of a STOP sign at a traffic control booth since they rarely (if ever) occur on a public street; therefore there are no criteria that have to be met other than size, shape, color, and mounting height." This is clearly not what is being implied in city staff's comments to you that the signs are needed to comply with the MUTCD.

Finally, I want to stress that my primary objection to the requested stop signs is that they become a permanent fixture at the guard houses requiring people to stop 24 hours per day and 7 days per week, even when school is not in session. This is a real inconvenience for those of us who regularly use these streets during times that the campus is closed, such as weekends, school vacations and the like.

Thank you in advance for your attention to this matter. Please let me know if you have any questions. You can reach me 917-1193 or 749-5453.

5/5/2008