

City of Lawrence  
Traffic Safety Commission Agenda  
June 2, 2008-7:00 PM  
City Commission Room, City Hall

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

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**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, May 5, 2008.

ITEM NO. 2: Consider request for a MID-BLOCK TRAIL CROSSING on Stonecreek Drive south of Thorn Tree Court.

Facts:

1. This is a continuation of the trail through DeVictor Park.
2. Two MID-BLOCK TRAIL CROSSING's were approved in October on Harvard Road.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 3: Consider request for a SIGNALIZED MID-BLOCK PEDESTRIAN CROSSING on 9<sup>th</sup> Street between Highland Drive & Sunset Drive.

Facts:

1. In the mid-90's there was a marked school crossing on 9<sup>th</sup> Street at Hilltop Drive, however, the crossing was removed due to the low number of students crossing because of the lack of adequate gaps in the traffic stream.
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 have set a precedent by recommending and approving a pedestrian crossing signal on 11<sup>th</sup> Street between New York Street & New Jersey Street.
4. It should be noted that the city is in the process of obtaining the necessary right-of-way to construct a sidewalk along the north side of 9<sup>th</sup> Street between Iowa Street & Sunset Drive.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 4: Consider request for a STOP sign on Maple Street at 3<sup>rd</sup> Street.

Facts:

1. The *Manual on Uniform Traffic Control Devices* provides guidance on when STOP signs should be used.
2. None of the criteria appear to be met; both streets are local streets; the speed limit on both streets is 30mph; and there has been one reported crash at the intersection during the past three years.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 5: Consider request for an ADULT CROSSING GUARD at the intersection of Bob Billings Parkway & George Williams Way.

Facts:

1. The *School Crossing Control Policy* provides that an Adult Crossing Guard may be provided at an unprotected crosswalk if the average number of students is 10 or greater and (1) the speed limit on the street is over 35mph, or (2) the street is marked for more than 3 lanes of traffic, or (3) the product of the crossing time and the speed limit for approaching traffic is equal to or larger than the measured sight distance.
2. The speed limit on Bob Billings Parkway is 40mph.
3. Bob Billings Parkway is marked for 4 lanes of traffic.
4. The product of the crossing time and the speed limit is 1584 feet which exceeds the sight distance.
5. Therefore, this location meets the minimum criteria for consideration of an ADULT CROSSING GUARD.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 6: Consider request for FLASHING BEACONS at the intersection of Kasold Drive & Trail Road.

Facts:

1. The *Manual on Uniform Traffic Control Devices* permits the use of an Intersection Control Beacon where crash rates indicate the possibility of a special need.
2. During the period 2005-2007 there were five reported crashes; two (rear-end) are not unusual at a MULTI-WAY STOP, but the other three (right-angle) do not typically occur at a MULTI-WAY STOP.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 7: Consider request for a SCHOOL REDUCED SPEED ZONE on 9<sup>th</sup> Street adjacent to Sunset Hill Elementary School.

Facts:

1. The *School Crossing Control Policy* requires that a REDUCED SPEED ZONE be removed if an Adult Guard is established at the crossing.
2. The same requirement used to be in place for a REDUCED SPEED ZONE WITH FLASHING BEACON. That requirement was removed; it seems appropriate to also remove it from the REDUCED SPEED ZONE criteria.

**ACTION: Provide recommendation to the City Commission.**

ITEM NO. 8: Elect a Chair of the Traffic Safety Commission for a one year term.

ITEM NO. 9: Elect a Vice-Chair of the Traffic Safety Commission for a one year term.

ITEM NO. 10: Public Comment.

ITEM NO. 11: Commission Items.

ITEM NO. 12: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to deny the request for a STOP sign at Cambridge Road & High Drive;

Concurred with the recommendation to deny the request for a marked crosswalk and speed humps at 5<sup>th</sup> Street & Tennessee Street;

Did not concur with the recommendation to construct a marked crosswalk and pedestrian refuge islands on Louisiana Street at Dakota Street

Did not concur with the recommendation to deny the request to establish STOP signs at the four traffic control booth entrances to the University of Kansas campus; and

Approved the request for a MID-BLOCK MARKED CROSSWALK on Naismith Drive between 18<sup>th</sup> Street & 19<sup>th</sup> Street.

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

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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 17<sup>th</sup> 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 17<sup>TH</sup> 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 9<sup>th</sup> Street & 10<sup>th</sup> 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 9<sup>TH</sup> STREET & 10<sup>TH</sup> STREET; THE MOTION CARRIED 8-0.**

**ITEM NO. 4:**

**Consider request to establish a MID-BLOCK PEDESTRIAN CROSSING on New Hampshire Street between 7<sup>th</sup> Street & 8<sup>th</sup> 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 7<sup>TH</sup> STREET & 8<sup>TH</sup> 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 15<sup>th</sup> & 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

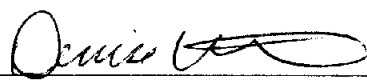
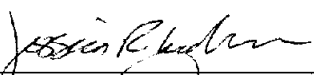

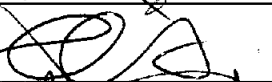

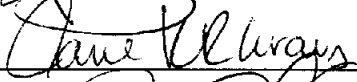
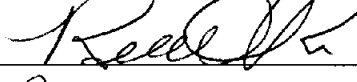
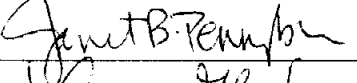
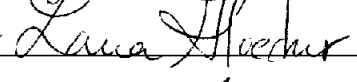
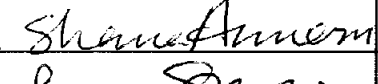

# Petition to Install a Crossing Signal at the Lawrence Arts Center Crosswalk

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 66446	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 66047	785 847 5020 232	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


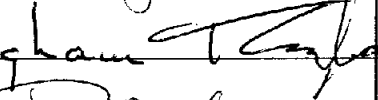
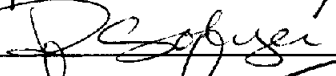


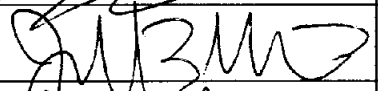
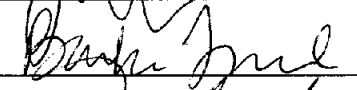


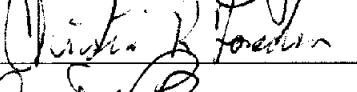
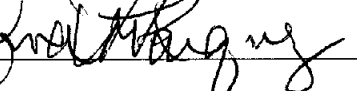
# Petition to Install a Crossing Signal at the Lawrence Arts Center Crosswalk

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.
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
Denise Whitesides		110 E. 7 <sup>th</sup> St. <sup>Douglas Co.</sup> 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 Gloeckner		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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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
Wolfgang Crook		3220 Longhorn 66049	785 312 4517	4/29
Thomas Cunningham		539 E 1700 Rd	785 760 5546	4/30
REZA Olyaei		2404 Suvvaydr	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 121	316 992 5693	4/30
Barbara Tomlinson		1866 N 250 Rd Baldwin	785-544-2422	4/30
ZACHAE SUDLOW		847 1000 St Lawrence	785 218 2096	4/30
Kat Porta		1801 SW Jewell Topeka	785. 670.3414	4/30
Christine Torpedew		937 Lakelle St Lawrence	785-832-2706	5/1
Gina Marquez		1532 Mass #2 Lawrence 64	785-218 6432	5.1

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

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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
Kate Welch	Kate Welch	2156 E 350 Rd Leocompton, KS 66050	785-887-9950	5/1
Jennifer Roth	Jennifer Roth	505 Tennessee Lawrence, KS 66044	785-832-9583	5/1
Anne Brookhoff	Anne Brookhoff	21060 Loring Rd. Linwood, KS 66052	913 301 3212	5/1
Gauge Hoffhines	Gauge Hoffhines	1300 Jonathan Dr. Lawrence, KS 66049	unlisted	5/1
Joelle Ford	Joelle Ford	1723 E 1100 Rd Lawrence	(785) 841-4557	5/1
NATHANIEL S. TIVSLEY	Nathan S. Tivsley	1027 N. MULBERRY OTTAWA, KS 66067	913-710-7907	5/1
Brenda Schmeiss	Brenda Schmeiss	4716 Killarney Cir Lawrence, KS 66047	785-841-3966	5/1
Sharilyn McE	Sharilyn McE	2412 Alkan Ln A Lawrence	785 841-3161	5/1
Beth Anne Mansur	BA Mansur	1217 Prospect Ave Lawrence 66044	843-0103	5/1
Lauren Morley	Lauren Morley	5213 Eisenhower Terrace Lawrence, KS 66049	unlisted	5/1
David Schneider	David Schneider	1945 New Hampshire Lawrence KS 66046	unlisted	5/2

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Printed Name	Signature	Address	Phone Number	Date
Cheise Anderson	Cheise Anderson	909 Randall Rd. Law, 66049	840 0950	4-30-08
Carol Hayden	Carol Hayden	1702 E 9th Rd - 66049	838-9978	4-30-08
Stacia Wohlford	[Signature]	1719 W. 9th St. 66044	856-5315	4-30-08
Erica Wheat	[Signature]	812 Justin 66049	841-5852	4-30-08
Chet Schmidt	[Signature]	1916 E 25th Terrace	840-0460	4-30-08
David Creager	David Creager	762 Walnut	842 6935	4-30-08
Lisa Gard	Lisa Gard	1701 BurningTree Dr.	785 893 1271	4/30/08
Lane Landreth	[Signature]	3540 Tillerman Dr.	691-9960	4/30/08
Anne Holland	Anne Holland	13242 170th St. Linwood, KS	913-301-3357	4/30/08
Norlyn Kaverantz	Norlyn Case Lawrence	13730 K-92 Hwy Oskaloosa, KS	785-863-9216	5/1/08
Mary Weatherman	MARY WEATHERMAN	EUROPA KS 2351 N 1100 Rd	542-1980	5/1/08

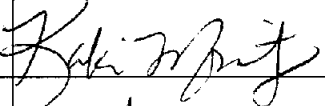
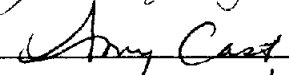
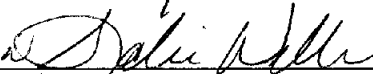
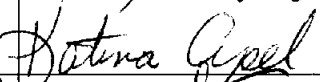
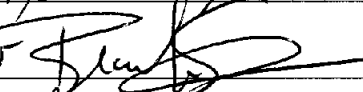
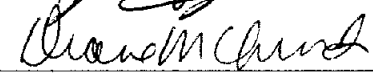

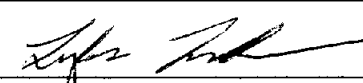
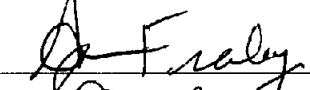


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Printed Name	Signature	Address	Phone Number	Date
Meg Roggero	Meg Roggero	804 Justin St <sup>Lawrence</sup> KS 66049	785-842-6607	5/5/08
Wendy Cornell	Wendy Cornell	4528 Grove Dr 66049	842-1592	5/5/08
Leslie D'Neil	Leslie D'Neil	409 Arrowhead 049	785 841 7570	5/5/08
Melissa Shankland	Melissa Shankland	6225 24 <sup>th</sup> St, <sup>Law, KS</sup> 66044	785-843-1735	5/5/08
Melissa Hoffman	Melissa Hoffman	4109 Wimbledon <sup>Lawrence, KS</sup> 66047	785-865-5434	5/5/08
Miriam Cain	Miriam Cain	3113 W. 19 <sup>th</sup> St. <sup>Lawrence, KS</sup> 66047	785-843-6687	5/5/08
Kevin Polign	Kevin Polign	2929 Prairie Ct <sup>Lawrence, KS</sup> 66046	785-423-1370	5/5/08
Rockelle Confort	Rockelle Confort	1065 Home Circle <sup>Lawrence, KS</sup> 66046	785-856-1500	5/5/08
Becky Castro	Becky Castro	1306 E. 16 <sup>th</sup> 66044	785 828 2859	5/5/08
Kathy Rott	Kathy Rott	2502 Dunes Court 66044	785 850-1288	5/5/08
Adina Morse	Adina Morse	907 Westfield Ct 66049	785-856-0843	5/5/08

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Printed Name	Signature	Address	Phone Number	Date
Kiki Movsowitz		4516 Winged Foot Ct.	856-1177	5/1/08
Amy Cast		533 Louisiana	838-9947	5/1/08
SABRINA WELLMAN		904 W 20th 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 Vialinda	856-1123	5/1/08
Andrea Denchey		5204 Fox Chase Dr.	832-8534	5/1/08

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


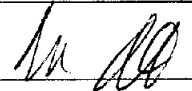
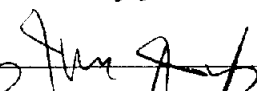
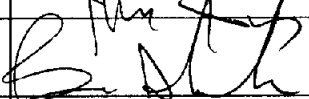
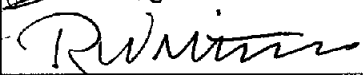

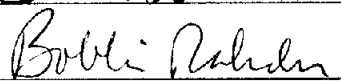

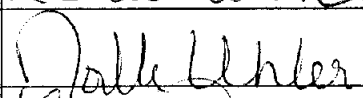
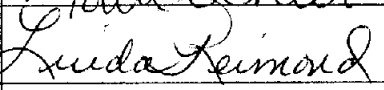
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Printed Name	Signature	Address	Phone Number	Date
Jewel Smith	Jewel Smith	1432 Lawrence Ave	785 842-3353	5/1/08
Erin Kennel	Erin Kennel	1630 BARNER AVE	218 93019	5/1/08
Kerry Salvino	Kerry Salvino	4629 Trail Rd	843-6447	5/2/08
Phillip Mella	Phillip Mella	3600 Howe Rd	885-550-6582	5/2/08
Shannon Ocsody	Shannon Ocsody	500 Lorettee	331 8653	5/2/08
Sarah Kellogg	Sarah Kellogg	3031 E. 175 Rd.	887-6929	5/2/08
Shana Good	Shana Good	2105 Carolina St.	830-8929	5/2/08
Amelia Wyckoff	Amelia M. Wyckoff	1720 Brook St.	(316) 516-7347	5/2/08
Renee Bockenbeck	Renee M. Bockenbeck	1920 Tennessee	785-856-8686	5/2/08
Allison Haworth	Allison M. Haworth	210 Lawrence Ave.	785-841-7099	5/2/08
Ann Johnson	Ann E. Johnson	356 N. Eaton	785-865-0776	5/2/08

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Printed Name	Signature	Address	Phone Number	Date
Emma Hoyle		841 Alabama St.	785-691-5510	5/4/08
R. Averill		2 Wm Ave	785-842-6622	5/5/08
Jane Jones		3005 Rumrock Dr	785 838 4726	5/5/08
Ben Atwater		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 <sup>66047</sup>	785-841-3996	5/5/08
Nelle Uhler		1476 E 66th Rd	785-749-9511	5/5/08
Linda Reimond		4206 W. 12th St. - Lawrence	785-843-2377	5/5/08


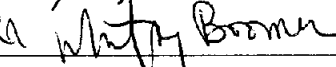

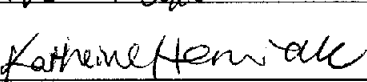
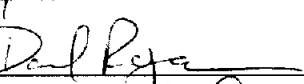
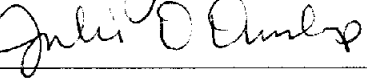

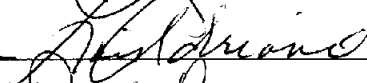
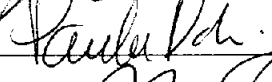
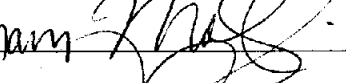
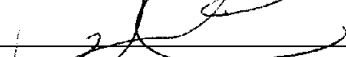
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Printed Name	Signature	Address	Phone Number	Date
<del>Christy M. Herndon, Bolo</del>	<del>Christy M. Herndon</del>	425 Mississippi	(785) 218-9167	4/29
Bonnie Cherry	B. Cherry	230 Mt Hope Ct Ale 666044	218-01010	4/29
Sarah Crawford Parker	SMCrawford-Parker	743 Illinois St.	841-0183	4/29
CHARLES NEURINGER	Chole Neyr	1508 Vine Ave <sup>Lawrence, KS</sup> 66044	842-3764	4/29
Stacy Wall	STACY WALL	1243 Prospect	331-3119	4-28
Jane Hutchison	JANE HUTCHISON	2009 Meadale 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	1510 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.	785-218-2930	4/30/08
Shannon Edwards		1100 Connecticut	641-414-0275	4/30/08
Katherine Homiak		3111 E. 11 <sup>th</sup> St.	816-718-6060	4/30/08
DANIEL ROGGENHEIM		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 Bulling Parkway	785-842-6169	30 April 08
Leis Adriance		1436 Lawrence Ave	842-2966	4/30/08
Paula Kahn		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	766-8655	4.30.08

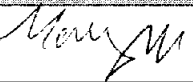
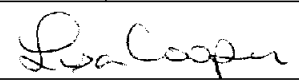
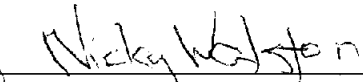

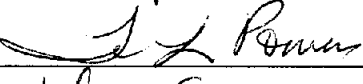
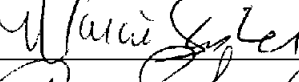
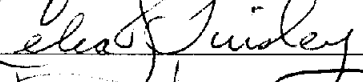

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Printed Name	Signature	Address	Phone Number	Date
Amy Weishaar	Amy J Weishaar	3010 Carrington Ln. Lawrence, KS 66047	785-865-3878	4/29/08
Becky Rogers	Becky Rogers	2724 Bishop St. Lawrence, KS 66046	785-832-8829	4-29-08
Amy Laytimi	Amy Laytimi	3104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

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Printed Name	Signature	Address	Phone Number	Date
Marlo Angell			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 McCuller			785-912-0156	4/29

**robin smith**

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**From:** robin smith [robinsmith@sunflower.com]  
**Sent:** Monday, May 05, 2008 9:37 AM  
**To:** 'mdever@sunflower.com'; 'robchestnut@sunflower.com'; 'mikeamx515@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

**From:** Mark Hecker  
**Sent:** Friday, April 25, 2008 4:44 PM  
**Subject:** RE: curb cut

Attached is a map showing the locations for the needed curb cuts at DeVictor. There are 3 of them.

We will also need the proper crossing signage like the other ramps we did..

Thanks

**Mark A Hecker**, Superintendent of Parks & Maintenance  
[mhecker@ci.lawrence.ks.us](mailto:mhecker@ci.lawrence.ks.us)



April 22, 2008

City of Lawrence Traffic Safety Commission  
David Woosley, Traffic Engineer

We are requesting a traffic study to be conducted along 9<sup>th</sup> St. between Sunset Dr. and Highland Dr to determine the feasibility of a pedestrian light similar to that on Massachusetts St. at South Park on 9<sup>th</sup> St.

The neighborhood that is bordered by 7<sup>th</sup> St. on the north, 9<sup>th</sup> St. to the south, Highland Dr. on the west, and Sunset and Broadview Dr. to the east is an increasingly pedestrian-oriented neighborhood. One of the true benefits of our neighborhood is the proximity to many businesses, schools, parks and churches, and we would like to be able to safely walk to many of these destinations. Specifically, many of the residents of the neighborhood work at the University of Kansas and currently walk to work, and the neighborhood is growing with families of children who wish to walk to Hillcrest Elementary School and West Junior High. Many of us walk to the Merc, banks and other businesses in the 9<sup>th</sup> and Iowa shopping area, as well as stores, restaurants, and parks downtown. Finally, we have the benefit of having quick access to the public transportation routes along 9<sup>th</sup> St.

In order to reach each of these destinations, it is necessary to cross 9<sup>th</sup> St. between Sunset Dr. and Highland Dr. without the benefit of a crosswalk or traffic light to provide safety in crossing. There is currently not a sidewalk on the north side of 9<sup>th</sup> St. to easily get to the 9<sup>th</sup> and Iowa intersection, although we understand that a sidewalk will be installed this year. Even with this new sidewalk, however, the intersection at 9<sup>th</sup> and Iowa is not conducive to pedestrian crossing for a variety of reasons. We feel that the best option for crossing 9<sup>th</sup> St. would be a pedestrian light similar to the one available for pedestrians crossing Massachusetts St. at South Park.

We look forward to hearing from you regarding when the traffic study will be conducted, and any public meetings in which this matter will be discussed by the Traffic Safety Commission. You can contact us through Dana Lattin ([dlattin@ku.edu](mailto:dlattin@ku.edu)) or 865-5774.

By signing this letter, I agree to the aforementioned traffic study request for the purpose of safely crossing 9<sup>th</sup> St.

<u>Signature</u>	<u>Printed Name</u>	<u>Street Address</u>
------------------	---------------------	-----------------------

April 22, 2008

City of Lawrence Traffic Safety Commission  
David Woosley, Traffic Engineer

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Signature

Printed Name

Street Address

Barbara M. Hill

BARBARA M. HILL

735 BROADVIEW DR.

Justin D. Hill, Jr

Justin D. Hill, Jr

736 Broadview Dr.

Marcia H Hill

Marcia H Hill

1611 W. 8<sup>th</sup>

Stephen H Hill

Stephen H Hill

" "

Angie Duvitt  
James W. Duvitt

Angie Duvitt  
418 Broadview Drive  
James W. Duvitt  
828 Broadview Dr.

Tam McDonald  
&  
Alice Lieberman  
754 Sunset Dr.  
Lawrence 66044

Mike  
John

Clifford McDonald

CLIFF McDONALD  
837 BROADVIEW DR

Lori Soderling  
820 Highland Dr.  
Lawrence, KS  
66044

Betty Wline

Mike Wline

800 Broadview

Mike Soderling  
820 Highland Dr  
Lawrence KS  
66044

Marilyn Conrad  
MARILYN CONRAD

1610 DUDLEY CT  
Lawrence, KS 66044

Louise Hanson  
LOUISE HANSON

1628 Dudley Ct.  
Lawrence KS 66044

Allan Hanson  
Allan Hanson

1628 Dudley Ct.  
Lawrence, KS 66044

Stacie Williams  
STACIE WILLIAMS

711 Sunset Dr. 66044

Sean Williams  
SEAN WILLIAMS

711 Sunset Dr. 66044

Beecca Duderich 1622 Dudley Ct 66044

James Duderich 1622 Dudley Ct. 66044

C. H. McCool 825 Sunset Dr. 66044

Shirley Moler

Bethie Moler & 1629 Dudley  
R. Moler El. 820 Sunset

Regina Moler 77 Sunset Dr. 66044  
Dana Sattin 801 Broadview Dr.

Allen Wiechert ALLEN WIECHERT 813 HIGHLAND DR.  
Sandra Wiechert Sandra Wiechert 813 Highland Dr.

Carolyn B. Young Carolyn B. Young 803 Highland Dr.  
Robert J. Friauf Robert J. Friauf 810 Highland Dr.  
Jackie L. Rego Jackie L. Rego 825 Highland Dr.  
Melissa D. Watson MELISSA D. WATSON 835 Highland Dr.

Matthew Burke Matthew Burke 835 Highland Dr.

Gabriel Locke Gabriel Locke 844 Highland Dr.  
Janai Tate Janai Tate 844 Highland Dr.  
Russen Zure Russen Zure 804 Highland Dr.

Alan Kloster Alan Kloster 801 Highland Dr.  
June Medina June Medina 801 Highland Dr.  
Emily B Hill Emily B Hill 1717 W. 7th St.  
Bunke W. Bunke Bunke W. Bunke 1717 W. 7th St.

## **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:

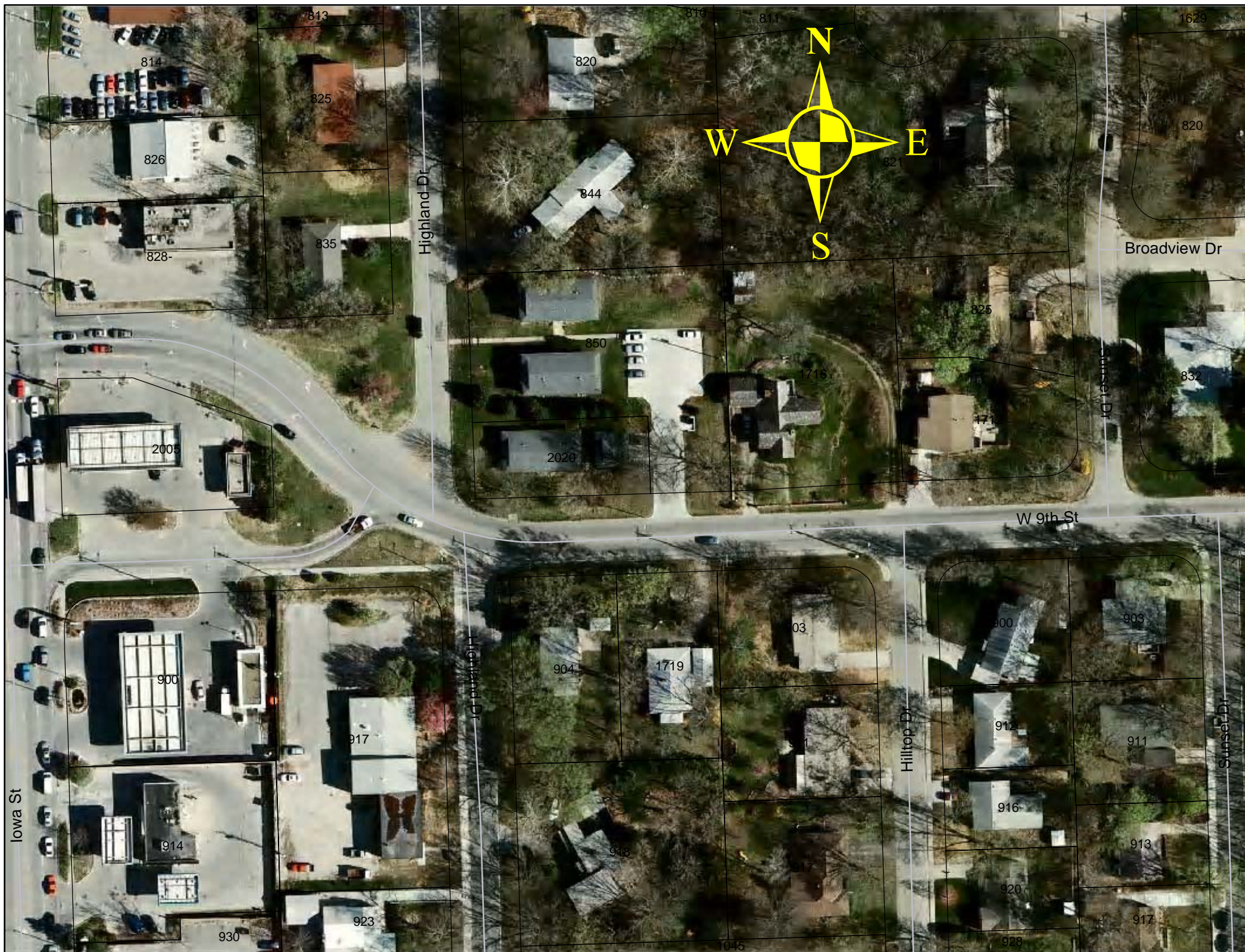
If this warrant is met and a traffic control signal is justified by an engineering study, then:

- 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.



**David Woosley**

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**From:** Laura Moriarty [laura\_moriarty@yahoo.com]  
**Sent:** Tuesday, May 06, 2008 2:52 PM  
**To:** David Woosley  
**Subject:** intersection concern

Hi,

I don't know if I'm writing the right person, but I'm concerned about an uncontrolled intersection near my house. There is no stop sign at the intersection of North 3rd and Maple. I was almost in an accident there yesterday, and I think there will be a serious accident there some day if something isn't changed. I called a city office yesterday, and someone explained that people are supposed to yield to the driver on the right. I know this is the rule for four way stops, but I don't think it's a good rule for an intersection with no stop sign. People are usually traveling pretty quickly on North 3rd, and I've never seen a driver on 3rd yield to a car on Maple, no matter which direction it was coming from. I've never even seen a driver on 3rd slow down for a car on Maple. (It's a good thing I did yesterday, however, as the driver on Maple, on my left, blew through the intersection without stopping. The person from the city I spoke with yesterday assured me that if there would have been an accident, the other driver would have gotten the ticket, but I would prefer no accidents at all. If you are not the person I should talk with about this, could you please forward my concern to the appropriate address? Thanks, Laura Moriarty

## **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).

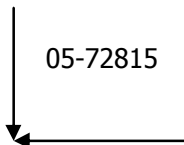
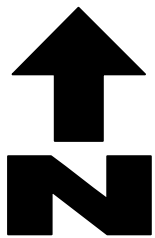


City of Lawrence, Kansas  
Traffic Engineering Division  
Crash Diagram



Location: 3rd Street & Maple Street

Date: 2005-2007



Notes: \_\_\_\_\_



**From:** Paula Pepin [mailto:paulapepin@yahoo.com]  
**Sent:** Wednesday, April 30, 2008 9:47 AM  
**To:** David Woosley  
**Cc:** Lisa Williams Thompson; carriemandigo@sunflower.com  
**Subject:** crossing guard request count

Hello David,

The site council at Langston Hughes Elementary is interested in the status of the crossing guard request for the corner of Bob Billings and George Williams Way. Mrs. Thompson, our principal, put in a request to recount the corner once the weather improved. We are hoping to have the count done this school year. The parents who live south of the street will organize to attend meetings. They will follow the process once the count is done. Carrie Mandigo can be a contact person for those who live in the area. I will also stay involved and attend the traffic safety meetings, as well. We live to the north of the street but my oldest will be going home with a friend today and will cross that street after school. This corner will be used by many once parents feel safe enough to allow their children to cross on a regular basis.

Thanks,  
Paula



## CITY OF LAWRENCE, KANSAS SCHOOL CROSSING CONTROL POLICY

Resolution No. 5777, March 19, 1996

Resolution No. 6604, August 16, 2005

Resolution No. 6748, January 22, 2008

- Premises:
1. Traffic control signs, markings, and signals (other than School Advance and School Crossing signs, and Marked Crosswalks) will be provided for elementary students only. Junior and senior high students are capable of walking to-and-from school without special assistance from adults or traffic control devices.
  2. In order to consider an adult guard or other traffic control device, the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period. The crossing periods to be studied shall be the 45 minutes prior to the beginning of school and the 30 minutes after school dismissal, in 5-minute increments. A minimum of 3 morning and/or 3 afternoon studies will be conducted to determine the average number of children.

### SCHOOL ADVANCE SIGN

A School Advance Sign may be provided on each approach of each street adjacent to a school and in advance of every marked school crosswalk that is not adjacent to a school.

### MARKED CROSSWALKS

A marked crosswalk may be provided at crossings adjacent to school property, and at other locations where the following minimum requirements are met: vehicles enter the crosswalk (without being required to stop) at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period. Marked crosswalks shall be limited to one per street per school when practical. Unprotected crosswalks (absence of stop sign, traffic signal or adult crossing guard) may be marked if required by a school route plan or, if a school route plan does not exist, it is not practical for children to use a protected crosswalk.

### REDUCED SPEED ZONE (20 MPH)

A reduced speed zone may be provided for each marked school crosswalk that is not protected by a stop sign, traffic signal or adult crossing guard. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect at times provided in the *Code of the City of Lawrence*. Any signs installed under this provision will be removed upon installation of a stop sign, traffic signal or adult crossing guard under other provisions of this policy.

### REDUCED SPEED ZONE (20 MPH) WITH FLASHING BEACON

A reduced speed zone with flashing beacon may be provided for each marked school crosswalk that is not protected by a stop sign or traffic signal, if the following minimum requirements are met: the average number of students exceeds 40 and the available safe gaps in the traffic is greater than 1.5 per minute; or if the average number of students is 10 or greater and the available safe gaps in the traffic is 1.0-1.5 per minute. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect for 45 minutes prior to the beginning of school and for 30 minutes after the end of school. Any beacons installed under this provision will be removed upon installation of a stop sign or traffic signal under other provisions of this policy.

### STOP SIGN AND TRAFFIC SIGNAL

A Stop Sign or Traffic Signal will only be provided in accordance with criteria established in the *Manual on Uniform Traffic Control Devices*, as published by the Federal Highway Administration, and adopted by the State of Kansas and the City of Lawrence.

### ADULT CROSSING GUARD

An Adult Crossing Guard may be provided if any of the following minimum conditions are met:

1. At an unprotected crosswalk if:
  - (a) the average number of students exceeds 40 and the available safe gaps in the traffic is 1.0-1.5 per minute; or
  - (b) if the average number of students is 10 or greater and
    - (1) the speed limit on the street is over 35mph, or
    - (2) the street is marked for more than 3 lanes of traffic, or
    - (3) the product of the crossing time (in seconds) and the speed limit for approaching traffic (in feet per second) is equal to or larger than the measured sight distance, or
    - (4) the available safe gaps in the traffic is less than 1.0 per minute.
2. At a crosswalk protected by a Stop Sign (not an all-way stop) or a Traffic Signal, if the average number of students is 30 or greater; and
  - (a) the street is marked for 4 lanes or more lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period; or
  - (b) the street is marked for less than 4 lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 300 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period.
3. At a crosswalk at an All-Way Stop if the average number of students is 10 or greater and the all-way stop is warranted during the crossing period.



Speed Limit = 45 mph  
Pedestrian crossing time = 24 sec.  
Vehicle travel distance = 1584 ft.



Diamondhead Dr

Harvard Rd

Brynwood Ct

George Williams Way



Longlear Dr

Longlear Cir

Bob Billings Pkwy

From: Kari Heide [mailto:heidefamily@sunflower.com]  
Sent: Wednesday, May 14, 2008 10:16 PM  
To: David L. Corliss; Charles Soules; torzulak@ci.lawrence;  
ks.us@websmtp.sunflower.com  
Subject: Trail/Kasold stop sign

Hello to all,  
First of all, thank you for providing such great service and excellent roads for the city. We appreciate all you guys do to make the city better. We are contacting you to ask that a flashing light/some other solution be implemented for the 4-way stop at Kasold and Trail Road.

We live at 3500 Trail Road and get to witness the cars and semi-trucks which run the stop sign daily. Last year, a small car ran the stop sign and took down a utility pole near the intersection. Semi-trucks go through the intersection without stopping all the time. As we sit at the desk each evening, we are able to witness many, many vehicles continuing to run the stop sign.

Last year, the trees were trimmed back significantly, which has helped. However, having been almost broad-sided several times by non-stopping vehicles, there is a need for more action. Not wanting to merely complain without giving suggestions, we would suggest placing a blinking light prior to the stop sign. In the least, we would suggest having police monitor this intersection at night.

Lastly, this is a major intersection which is utilized by bikers, walkers, and families carrying children to school. We would urge you to please consider taking action before someone gets killed.

Thank you for your consideration,  
Seth & Kari Heide  
Wrigley, Chloe, and Ava

## CHAPTER 4K. FLASHING BEACONS

### Section 4K.01 General Design and Operation of Flashing Beacons

#### Support:

A Flashing Beacon is a highway traffic signal with one or more signal sections that operates in a flashing mode. It can provide traffic control when used as an intersection control beacon or warning in alternative uses.

#### Standard:

**Flashing Beacon units and their mountings shall follow the provisions of Chapter 4D, except as specified herein.**

**Beacons shall be flashed at a rate of not less than 50 nor more than 60 times per minute. The illuminated period of each flash shall not be less than one-half and not more than two-thirds of the total cycle.**

#### Guidance:

If used to supplement a warning or regulatory sign, the edge of the beacon signal housing should normally be located no closer than 300 mm (12 in) outside of the nearest edge of the sign.

#### Option:

An automatic dimming device may be used to reduce the brilliance of flashing yellow signal indications during night operation.

### Section 4K.02 Intersection Control Beacon

#### Standard:

**An Intersection Control Beacon shall consist of one or more signal faces directed toward each approach to an intersection. Each signal face shall consist of one or more signal sections of a standard traffic signal face, with flashing CIRCULAR YELLOW or CIRCULAR RED signal indications in each signal face. They shall be installed and used only at an intersection to control two or more directions of travel.**

**Application of Intersection Control Beacon signal indications shall be limited to the following:**

- A. Yellow on one route (normally the major street) and red for the remaining approaches; and**
- B. Red for all approaches (if the warrant for a multiway stop is satisfied).**

**Flashing yellow signal indications shall not face conflicting vehicular approaches.**

**A STOP sign shall be used on approaches to which a flashing red signal indication is shown on an Intersection Control Beacon (see Section 2B.04).**

#### Guidance:

An Intersection Control Beacon should not be mounted on a pedestal in the roadway unless the pedestal is within the confines of a traffic or pedestrian island.

#### Option:

Supplemental signal indications may be used on one or more approaches in order to provide adequate visibility to approaching road users.

Intersection Control Beacons may be used at intersections where traffic or physical conditions do not justify conventional traffic control signals but crash rates indicate the possibility of a special need.

An Intersection Control Beacon is generally located over the center of an intersection; however, it may be used at other suitable locations.

### Section 4K.03 Warning Beacon

#### Support:

Typical applications of Warning Beacons include the following:

- A. At obstructions in or immediately adjacent to the roadway;**
- B. As supplemental emphasis to warning signs;**
- C. As emphasis for midblock crosswalks;**
- D. On approaches to intersections where additional warning is required, or where special conditions exist; and**
- E. As supplemental emphasis to regulatory signs, except STOP, YIELD, DO NOT ENTER, and SPEED LIMIT signs.**

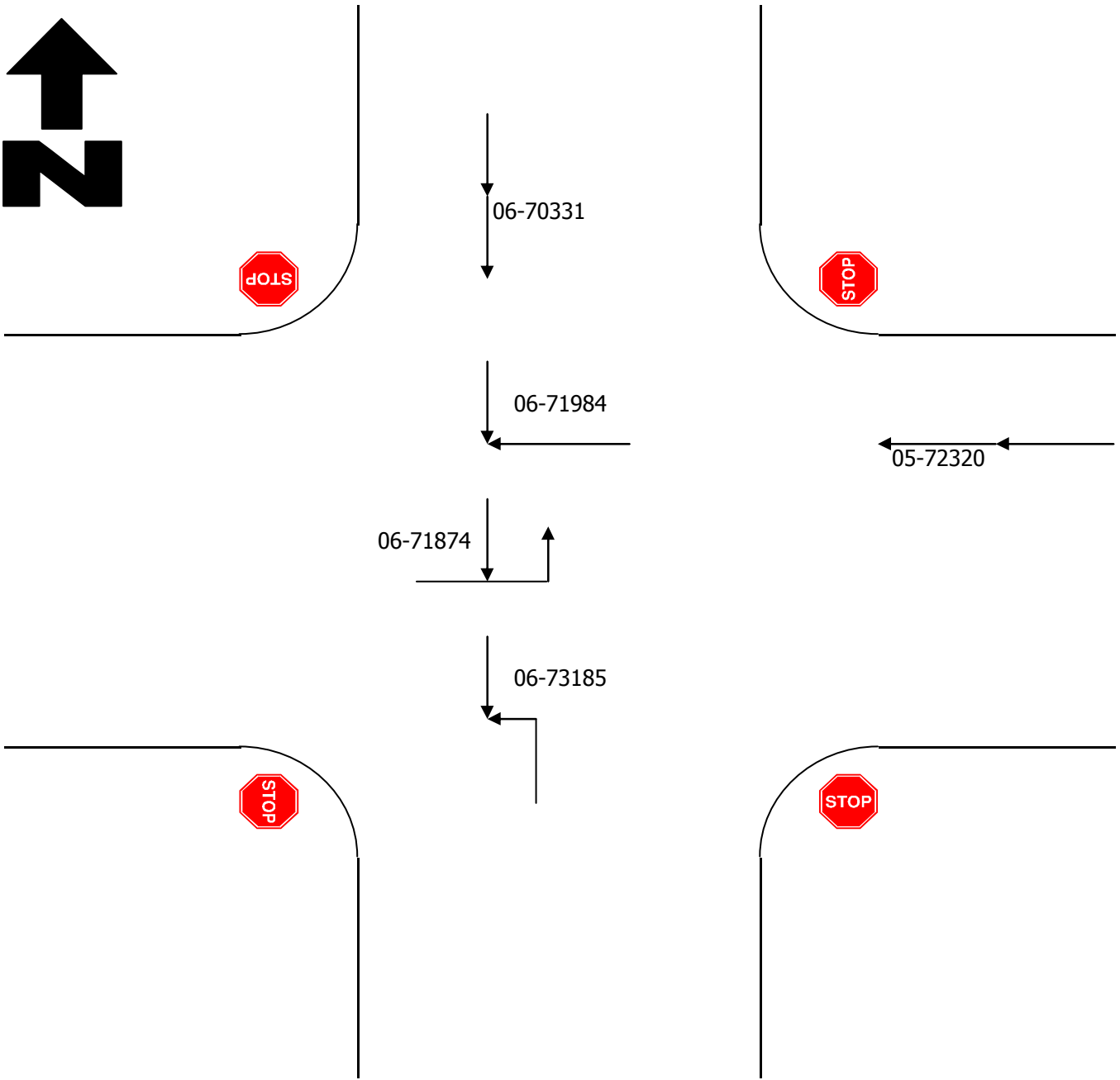


City of Lawrence, Kansas  
Traffic Engineering Division  
Crash Diagram

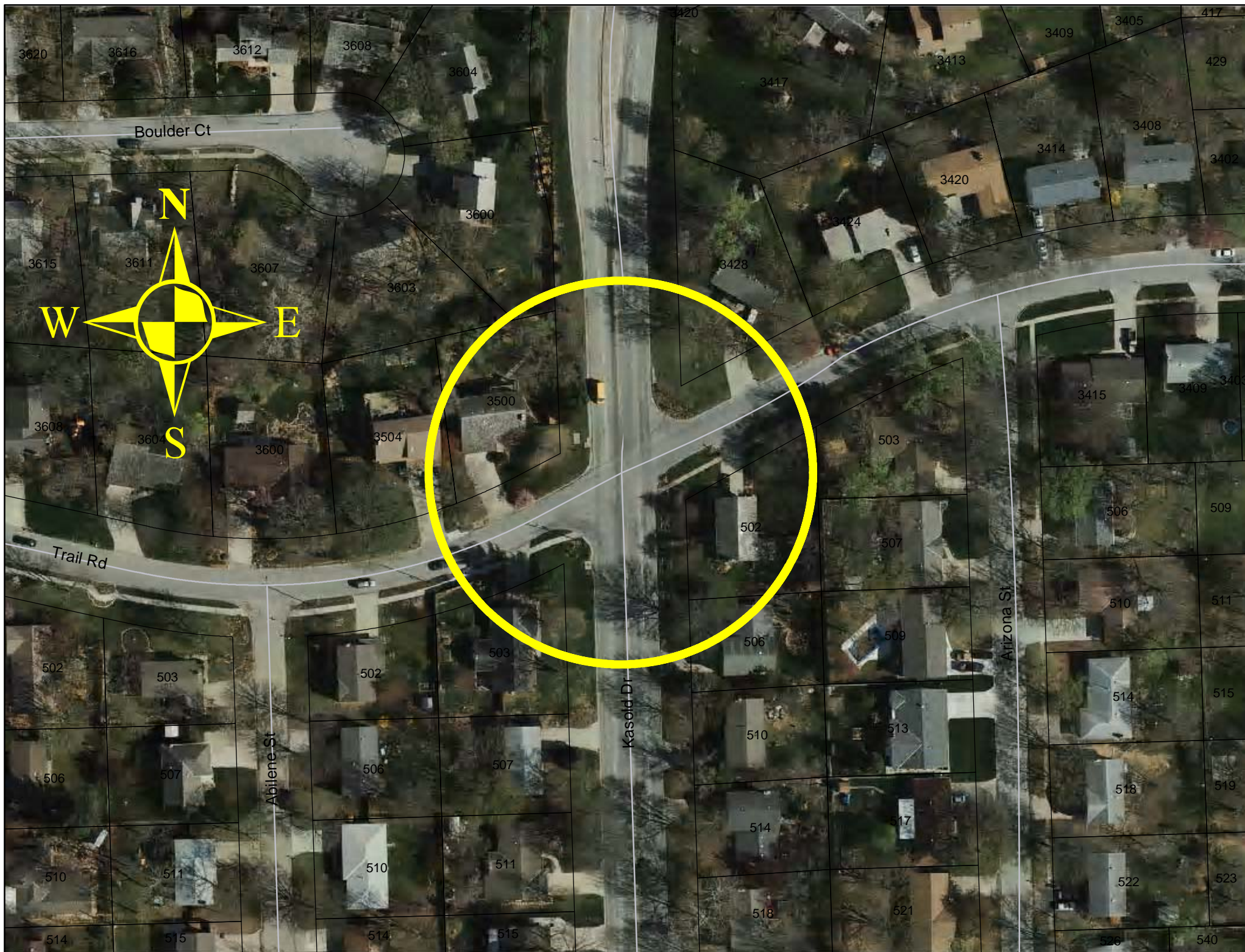


Location: Kasold Drive & Trail Road

Date: 2005-2007



Notes: \_\_\_\_\_



**David Woosley**

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**From:** Molly Ozonoff [mozonoff@yahoo.com]  
**Sent:** Thursday, May 15, 2008 10:25 AM  
**To:** David Woosley  
**Subject:** 20mph School Zone at Sunset Hill Elementary

Hello David,

I am a concerned parent of a child at Sunset Hill Elementary School. I am wondering if we could get a 20 mph School Zone to the north of Sunset Hill on 9th Street. It is currently 30 mph all day with a crossing guard in the morning and afternoon. It is a very busy street and I am concerned about the safety of the children especially the children who cross 9th Street. My children (I also have a daughter at West Jr. High) walk to school and I worry about them because the crossing guard leaves before 8:00AM and does not stay late after school if they straggle home. School at Sunset Hill starts at 8:00AM and I am very concerned that the crossing guard leaves before 8AM. I was informed by the principal that the crossing guard is not responsible for the Jr. High students and that may be the reason why she doesn't get out of her car when she sees my Jr. High student with my 4th grade student. However, the majority of the time she is not there at five minutes before 8:00. Also sitting in her car does not give traffic the signal to slow down for the school children. My children have also informed me that when the crossing guard is not there, the traffic does not stop for them or they have to wait awhile until it does. Is there anything that can be done? It just doesn't seem right that running along the street next to an elementary school there isn't a 20 mph school zone.

Thank you so much,  
Molly Ozonoff



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  - (b) if the average number of students is 10 or greater and
    - (1) the speed limit on the street is over 35mph, or
    - (2) the street is marked for more than 3 lanes of traffic, or
    - (3) the product of the crossing time (in seconds) and the speed limit for approaching traffic (in feet per second) is equal to or larger than the measured sight distance, or
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2. At a crosswalk protected by a Stop Sign (not an all-way stop) or a Traffic Signal, if the average number of students is 30 or greater; and
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  - (b) the street is marked for less than 4 lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 300 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period.
3. At a crosswalk at an All-Way Stop if the average number of students is 10 or greater and the all-way stop is warranted during the crossing period.



City of Lawrence  
Traffic Safety Commission  
June 2, 2008 Minutes

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

MEMBERS ABSENT: Paul Graves

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

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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, May 5, 2008.**

**MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER HARDEN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MAY 5, 2008; THE MOTION CARRIED 7-0-1 (Ziegelmeyer).**

**ITEM NO. 2:**

**Consider request for a MID-BLOCK TRAIL CROSSING on Stonecreek Drive south of Thorn Tree Court.**

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Smith asked why the curb-cuts were not installed when the street was constructed; Woosley advised that the Parks & Recreation Department may not have had a master plan for park area at that time and there may not have been any funding for the park at the time.

**MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND APPROVAL OF A TRAIL CROSSING ON STONECREEK DRIVE SOUTH OF THORN TREE COURT; THE MOTION CARRIED (8-0).**

**ITEM NO. 3:**

**Consider request** for a SIGNALIZED MID-BLOCK PEDESTRIAN CROSSING on 9th Street between Highland Drive & Sunset Drive.

Woosley presented the information provided in the staff report.

Public comment:

Dana Lattin, 801 Broadview Drive: A lot of the homes in the neighborhood have recently changed hands and there are a lot more pedestrians now; we have families with children, we have people middle-aged and older and some original owners who are elderly; we have to cross the street to get to Hillcrest School and we have a number of KU faculty that cross to go to work; we also have people that want to walk to go to The Merc, the bank and other businesses in the area; last year we went to the Pedestrian Advisory Committee to request sidewalks along the north side of 9<sup>th</sup> Street to get to Iowa which would be an improvement, but once you get there, there is nowhere to go.

Sean Williams, 711 Sunset Drive: People on 9<sup>th</sup> Street go flying over the hill both directions and at Sunset it is scary; it's very difficult to see my six-year-old child trying to cross the street; there is a lot of traffic coming-out of the commercial area and a lot of traffic headed downtown; something needs to be done to slow the traffic down.

Commissioner Smith asked how many children live in the neighborhood and attend Hillcrest; Lattin advised there were approximately 13-20.

Commissioner Harden asked what the traffic volume was along 9<sup>th</sup> Street; Woosley advised it was approximately 17,000 vehicles per day.

Commissioner Harden asked what the traffic volume was on Massachusetts Street at the pedestrian crossing at South Park for comparison purposes; Woosley advised it was approximately 16,000 vehicles per day.

Commissioner Smith: There are a couple of issues here; children getting to-and-from school, and general pedestrian traffic in the area.

**MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND APPROVAL OF A SIGNALIZED MID-BLOCK PEDESTRIAN CROSSING ON 9<sup>TH</sup> STREET BETWEEN HIGHLAND DRIVE AND SUNSET DRIVE AND TO ENCOURAGE THE CITY COMMISSION TO PROVIDE PRIORITY FUNDING; THE MOTION CARRIED (8-0).**

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

**Consider request** for a STOP sign on Maple Street at 3rd Street.

Woosley presented the information provided in the staff report.

Public comment:

None.

**MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND THAT THE REQUEST FOR A STOP SIGN ON MAPLE STREET AT 3<sup>RD</sup> STREET BE DENIED; THE MOTION CARRIED 8-0.**

#### **ITEM NO. 5:**

**Consider request to** for an ADULT CROSSING GUARD at the intersection of Bob Billings Parkway & George Williams Way.

Woosley presented the information provided in the staff report and added that the measured sight distance at the crossing is approximately 400 feet.

Public comment:

Paula Pepin, 1109 Stoneridge Drive: This is kind of a "chicken and egg" thing, parents don't feel comfortable allowing their children to cross, so even though we know there are upwards of 30 children whose parents have committed to let

their children walk if there was a crossing guard, they won't let them walk or bike without a crossing guard; I also serve on the school site council, on the wellness committee, and having a crossing guard would help meet the goals of reducing the traffic volume around the school at drop-off and pick-up times, and to increase the number of students walking and biking.

Commissioner Harden asked if the location met the city's criteria; Woosley advised that it does.

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND THAT THE REQUEST FOR AN ADULT CROSSING GUARD AT BOB BILLINGS PARKWAY & GEORGE WILLIAMS WAY BE APPROVED; THE MOTION CARRIED 8-0.**

**ITEM NO. 6:**

**Consider request** for FLASHING BEACONS at the intersection of Kasold Drive & Trail Road.

Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Novotny: I go through this intersection six times a day and I have never seen an accident.

Commissioner Woods asked if the speed limit was 40mph; Woosley advised that it was just north of the intersection, but it is reduced to 30mph as you approach the intersection from the north.

Commissioner Harden asked what the traffic volumes were; Woosley advised that Kasold carries approximately 11,000 vehicles per day and Trail carries approximately 4,000 vehicles per day.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND THAT THE REQUEST FOR FLASHING BEACONS AT THE INTERSECTION OF KASOLD DRIVE & TRAIL ROAD BE DENIED; THE MOTION CARRIED 8-0.**

### **ITEM NO. 7:**

Consider request for a SCHOOL REDUCED SPEED ZONE on 9th Street adjacent to Sunset Hill Elementary School.

Woosley presented the information provided in the staff report.

Public comment:

Molly Ozonoff, 3038 W. 8th Street: I have a son at Sunset and a daughter at West; there is a lot of traffic, it is a 30mph speed zone; it seems unsafe to me since there are so many cars; another issue is that the crossing guard leaves before 8:00 even though school starts at 8:00 and at West it starts at 8:09; when there's not a crossing guard there, the cars do not stop for children even if they're waiting at the crosswalk; I fear for their safety.

Ruthie Ozonoff, 3038 W. 8th Street: Since I'm an actual student at West Junior High, I have the most experience trying to cross; I've had experience with my friends almost getting hit by cars, and one actually got hit; some cars actually honk and yell at us to hurry-up when we're crossing.

Commissioner Hagen: This is a very troublesome street and has been up before this commission on several occasions.

Commissioner Harden: A crossing guard is a much more effective way of protecting children.

**MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND THAT THE SCHOOL CROSSING CONTROL POLICY BE AMENDED TO PERMIT REDUCED SPEED SIGNS IN CONJUNCTION WITH ADULT CROSSING GUARDS AND THAT REDUCED SPEED SIGNS BE INSTALLED ON 9<sup>TH</sup> STREET ADJACENT TO THE SCHOOL CROSSING AT SCHWARZ ROAD; THE MOTION CARRIED 8-0.**

### **ITEM NO. 8:**

Elect a Chair of the Traffic Safety Commission for a one year term.

**MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER ZIEGELMEYER, TO ELECT RICHARD HECKLER CHAIR OF THE TRAFFIC SAFETY COMMISSION; THE MOTION CARRIED (7-0-1).**

**ITEM NO. 9:**

Elect a Vice-Chair of the Traffic Safety Commission for a one year term.

**MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER NOVOTNY, TO ELECT JIM WOODS VICE-CHAIR OF THE TRAFFIC SAFETY COMMISSION; THE MOTION CARRIED (7-0-1).**

**ITEM NO. 10:**

**Public Comment:**

None.

**ITEM NO. 11:**

**Commission Items:**

Commissioner Woods asked if there were any plans to adjust the traffic signal at 19<sup>th</sup> & Tennessee during construction; Woosley advised staff had been working on that earlier in the day.

Commission Woods requested that city staff work with the school district and the school bus provider to eliminate the parking of school buses in the NO PARKING zone on 14<sup>th</sup> Street adjacent to Central Junior High; with that full of buses after school, a fire truck probably couldn't get through, or an ambulance.

As a follow-up to last month's meeting, Shoeb Uddin, City Engineer, advised the commission that one of the responsibilities of the director of public works is to make recommendations to the city manager and the city commission, even if that recommendation differs from a recommendation of this commission.

Commission Smith requested that city staff contact the University of Kansas and request that they review all their STOP signs for compliance with the MUTCD with regards to mounting height.

Commissioner Smith: I'd like to go on record that any further KU-related issues related to traffic safety not come before this commission.

Commissioners Woods and Ziegelmeyer agreed with Commissioner Smith's request.

Two separate motions were made to implement the above concerns, however, the chair declared that this should be an item on the next agenda.

The meeting adjourned at 8:10 P.M.

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

Respectfully submitted,

*David E. Woosley*

Transportation/Traffic Engineer

April 22, 2008

City of Lawrence Traffic Safety Commission  
David Woosley, Traffic Engineer

We are requesting a traffic study to be conducted along 9<sup>th</sup> St. between Sunset Dr. and Highland Dr to determine the feasibility of a pedestrian light similar to that on Massachusetts St. at South Park on 9<sup>th</sup> St.

The neighborhood that is bordered by 7<sup>th</sup> St. on the north, 9<sup>th</sup> St. to the south, Highland Dr. on the west, and Sunset and Broadview Dr. to the east is an increasingly pedestrian-oriented neighborhood. One of the true benefits of our neighborhood is the proximity to many businesses, schools, parks and churches, and we would like to be able to safely walk to many of these destinations. Specifically, many of the residents of the neighborhood work at the University of Kansas and currently walk to work, and the neighborhood is growing with families of children who wish to walk to Hillcrest Elementary School and West Junior High. Many of us walk to the Merc, banks and other businesses in the 9<sup>th</sup> and Iowa shopping area, as well as stores, restaurants, and parks downtown. Finally, we have the benefit of having quick access to the public transportation routes along 9<sup>th</sup> St.

In order to reach each of these destinations, it is necessary to cross 9<sup>th</sup> St. between Sunset Dr. and Highland Dr. without the benefit of a crosswalk or traffic light to provide safety in crossing. There is currently not a sidewalk on the north side of 9<sup>th</sup> St. to easily get to the 9<sup>th</sup> and Iowa intersection, although we understand that a sidewalk will be installed this year. Even with this new sidewalk, however, the intersection at 9<sup>th</sup> and Iowa is not conducive to pedestrian crossing for a variety of reasons. We feel that the best option for crossing 9<sup>th</sup> St. would be a pedestrian light similar to the one available for pedestrians crossing Massachusetts St. at South Park.

We look forward to hearing from you regarding when the traffic study will be conducted, and any public meetings in which this matter will be discussed by the Traffic Safety Commission. You can contact us through Dana Lattin ([dlattin@ku.edu](mailto:dlattin@ku.edu)) or 865-5774.

By signing this letter, I agree to the aforementioned traffic study request for the purpose of safely crossing 9<sup>th</sup> St.

Signature

Printed Name

Street Address

Barbara M. Hill

BARBARA M. HILL

735 BROADVIEW DR.

J Hill

Justin D. Hill, Jr

736 Broadview Dr.

Marcia H Hill

Marcia H Hill

1611 W. 8<sup>th</sup>

Stephen H Hill

Stephen H Hill

" "

Angie Durr  
James W. Durr

Angie Durr  
418 Broadview Drive  
James W. Durr  
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Tam McDonald  
&  
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Sean Williams  
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Regina McCall 77 Sunset Dr. 66044  
Dana Sattin 801 Broadview Dr.

Shirley Moler

Beth Moler & 1629 Dudley  
R. Moler & 820 Sunset

Allen Wiechert ALLEN WIECHERT 813 HIGHLAND DR.  
Sandra Wiechert Sandra Wiechert 813 Highland Dr.

Carolyn B. Young Carolyn B. Young 803 Highland Dr.  
Robert J. Friauf Robert J. Friauf 810 Highland Dr.  
Jackie L. Rego Jackie L. Rego 825 Highland Dr.  
Melissa D. Watson MELISSA D. WATSON 835 Highland Dr.

Matthew Burke Matthew Burke 835 Highland Dr.

Gabriel Locke Gabriel Locke 844 Highland Dr.  
Janai Tate Janai Tate 844 Highland Dr.  
Russon Zure Russon Zure 804 Highland Dr.

Alan Kloster Alan Kloster 801 Highland Dr.  
June Medina June Medina 801 Highland Dr.  
Emily B Hill Emily B Hill 1717 W. 7th St.  
Burt W. Goren Burt W. Goren 1717 W. 7th St.

# Traffic Safety Commission

2 June 2008



Please Print Your Name, Address, Telephone and E-mail Below

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Please Print Sean Williams	711 Sunset		SeanWilliams@sunflower.com
Please Print Paula Pepin	1109 Stoneridge		
Please Print Molly O'zonoff	3038 W. 8th St		mOzonoff@yahoo.com
Please Print Ruthie O'zonoff	3038 W. 8th St		
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Please Print			
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