

City of Lawrence
Traffic Safety Commission Agenda
September 8, 2008-7:00 PM
City Commission Room, City Hall

MEMBERS: Richard Heckler, Chair; Jim Woods, Vice-Chair; Paul Graves; Robert Hagen; Dan Harden; Ken Miller; Jason Novotny; Robin Smith; and John Ziegelmeyer 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, August 4, 2008.

ITEM NO. 2: Consider request to establish additional TRAFFIC CONTROL at the intersection of Arrowhead Drive & Peterson Road.

Facts:

1. The ***Manual on Uniform Traffic Control Devices*** provides the criteria for the use of all traffic control devices.
2. Traffic data was obtained at the intersection on August 19-20, 2008.
3. The data was evaluated for both an ALL-WAY STOP and TRAFFIC SIGNAL; neither met the minimum requirements for consideration.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 3: Consider request to establish NO PARKING along one side of Eisenhower Terrace.

Facts:

1. Eisenhower Terrace is a local street in a residential area paved 26 feet wide.
2. It has been the practice to establish NO PARKING in areas of this type when requested and supported by adjacent property owners and/or residents; or when needed for safety reasons.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 4: Consider request to permit PARKING along the east side of Jana Drive between Harvard Road and Holiday Drive.

Facts:

1. Jana Drive is a local street in a residential area paved 26 feet wide.
2. It has been the practice to establish NO PARKING in areas of this type when requested and supported by adjacent property owners and/or residents; or when needed for safety reasons.
3. The current ordinance prohibiting parking on the east side of the street was established in 1998 at the request of the school bus provider; however, either the signs were never installed or were installed initially and disappeared until earlier this year when city staff discovered the discrepancy.

ACTION: Provide recommendation to the City Commission.

ITEM NO. 5: Public Comment.

ITEM NO. 6: Commission Items.

ITEM NO. 7: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to amend the TRUCK
ROUTE and TRUCK DELIVERY ROUTE ordinance.

City of Lawrence
Traffic Safety Commission
August 4, 2008 Minutes

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

MEMBERS ABSENT: Paul Graves; Robert Hagen; and Ken Miller

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

Chair Richard Heckler 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, June 2, 2008.

MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER WOODS, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, JUNE 2, 2008; THE MOTION CARRIED 6-0.

ITEM NO. 2:

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

David Woosley presented the information provided in the staff report and distributed copies of an e-mail from John Bowen, 403 Dakota Street, supporting the request.

Public comment:

Michael Pomes, 528 Kansas Street, representing the Park Hill Neighborhood Association: The Park Hill Neighborhood Association has been pushing for this

pedestrian crosswalk and pedestrian refuge because it is very close to a major place of shopping on either side; this would make it easier and safer to access those areas; Park Hill Neighborhood is a pedestrian neighborhood and having the pedestrian crosswalk would be a nice fit for the neighborhood to allow additional access to more shopping.

Carol Bowen, 403 Dakota Street: It is recommended that when you have a crosswalk, you have a pedestrian refuge and the Traffic Safety Commission followed-through on that previously because it is the smart thing to do; some people might say why don't you walk up to Louisiana & 23rd; but that is not making a walkable community to have a pedestrian walk that far to get across the street, plus there are more conflicts with vehicles at that intersection and it is a whole lot riskier.

Commissioner Woods: I voted for this initially, but after looking at it, there are no sidewalks to get to this thing; people will be walking through the neighborhood through yards and I am going to have to vote against it until we can get a sidewalk in there that will make it better accessible.

Commissioner Smith asked what alternatives there were; Woosley reviewed the alternatives provided in the agenda packet.

Commissioner Smith asked where there were sidewalks; Woosley advised that there were sidewalk along both sides of Louisiana.

Commissioner Smith: I don't know that I'd have that much of a problem with them walking in the street to get up there since there is a sidewalk to walk up to the crosswalk and a sidewalk on the other side.

Commissioner Novotny asked if there was street lighting; Woosley noted that the aerial appeared to show one at the intersection which is typical.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND ESTABLISHING A MARKED CROSSWALK AND PEDESTRIAN REFUGE ISLAND ON LOUISIANA STREET NEAR DAKOTA STREET; THE MOTION CARRIED (5-1)(Woods: there are no sidewalks from the neighborhood leading to Louisiana Street).

ITEM NO. 3:

Consider request from the City Commission to review the possible addition of Haskell Avenue (23rd Street to 31st Street) and 31st Street (Haskell Avenue to Iowa Street) as TRUCK ROUTES.

Woosley presented the information provided in the staff report and distributed an e-mail from Marlo Hultgren, President of Free State Credit Union, concerned about additional truck traffic on Haskell Avenue.

Commissioner Heckler asked what the meaning of "intra-city" was; Woosley advised that meant that the origin and destination were both within the city.

Commissioner Harden asked if those portions of 31st Street within the county can handle truck traffic; Keith Browning, Douglas County Engineer advised that the county portion of 31st Street is not built for trucks. Browning also noted that the county uses Haskell Avenue frequently to get to-and-from the county shops to the county and also occasionally uses 31st Street; and they would recommend changing the current ordinance as provided in Fact #4 in the city staff report and allowing trucks to use Haskell Avenue and 31st Street that either begin or end in the city; but not designating either as a through truck route.

Public comment:

Shirley Kester, 2731 Ponderosa Drive: My backyard is right on Haskell Avenue; there is already a lot of traffic backed-up at the stop signs at 31st & Haskell and 31st & Louisiana; if you run all these trucks on Haskell and 31st, the traffic will be backed-up even further and it will probably increase wrecks; I like to sleep late and if you run a lot of trucks down there jake-braking, it will wake me up early in the morning; it doesn't make me happy.

Loren Baldwin, 1171 E 550 Road, Douglas County Farm Bureau: Our organization represents the farmers of Douglas County; As a group, we support changing the ordinance as provided in Fact #4, our main reasoning is safety; Ottawa Coop receives between 80 and 100 trucks a day at their south elevator location, peak hours are between 7:30 & 8:30 in the morning and at 5:00 in the afternoon; that is also peak traffic time on Iowa and 23rd Streets; fall harvest falls when the student population at the University of Kansas is at its greatest; there are drivers on the road that are unknowledgeable about the area; the grain trucks that will be diverted down Iowa and 23rd Streets will be loaded to capacity half the time, that means an increased stopping distance; our biggest fear is an automobilist who is unfamiliar with heavy truck operation; I realize that congestion on 23rd Street is a problem, and by diverting our traffic down 23rd Street, its only going to create more of a nuisance; grain trucks take longer to

regain the average speed of traffic; also, harvest doesn't stop for KU home football games, there will be traffic on Saturdays; finally, by changing the ordinance in accordance with Fact #4, this solves every farmers problem; including 31st and Haskell in the truck route will just solve the problem for farm traffic coming from the south; there's still going to be traffic coming from the east, north and west; changing the ordinance in accordance with Fact #4 will allow us to take the safest route to get our product to market.

Robert Albers, 2808 University Drive: I am a trucker; I'm confused why we've been cut off of 31st Street and Haskell; without this bypass going through, 31st Street is our bypass; I thought the whole game was trying to get 23rd Street traffic relieved and now you're just putting us back on there; to me, this doesn't make any sense.

Jeff Long, 3104 W. 27th Terrace: I hate the traffic on 23rd just like everyone else in this town does, but I also ride a bicycle on this entire route that is being suggested to be turned into a truck route and I feel much, much safer riding on 31st and Haskell than I would on any portion of 23rd Street and I don't want to spread what's happened to 23rd Street onto this route; on most of this route, I don't have a problem with additional traffic, but the one section that is two lanes between Haskell and Louisiana has a lot of debris along the shoulders; if they were better maintained, that would still be a safe route with additional truck traffic; I don't see how these roads will hold-up with additional truck traffic.

Adrian Deraussea, 302 N. Main, Ottawa Cooperative, Ottawa: We run two elevators in the city of Lawrence; we have a lot of semi's that go to our south elevator, in fact, we take in over a million bushels at harvest time, 80-100 trucks per day, on peak days over 100 a day; 50% of our trucks are semi's and we really rely on Haskell coming from the south all the way; they come down 59 to 31st to Haskell; we don't want to see trucks going down 23rd, that would be chaos; we represent a lot of farmers in the area, over 200; sometimes we have to transfer grain from the south elevator to the north elevator, hopefully we can continue to do that without using 23rd Street and Iowa, otherwise we would have to use 4-6 trucks to do what 1 is doing now; the price of fuel is just outrageous right now, we need to do anything we can to cut some expense down and cut the number of trucks down; it is really critical for us to use Haskell.

Steve Glass, PO Box 4150: The whole truck route ordinance history goes back into the 70's; in '88 there was a task force formed made up of representatives from the Lawrence Association of Neighborhoods and what was then the Lawrence Motor Carriers Association; the current version of the truck route ordinance is derived from what was created in 1988; we are supportive of changing the ordinance as provided in Fact #4; the change to enforce the current ordinance as written has had an impact on our operations; as an

example, we had a large project at Baldwin High School that took about 2000 tons of asphalt, roughly 130-140 truckloads; we started-out hauling from our plant on 23rd Street, down 23rd Street to Haskell, out Haskell to Baldwin; one of our hired truckers was stopped and told we could not exit the city by using Haskell Avenue; so we were left with two choices to get to Baldwin, one was to go down 23rd Street to Iowa and then south, or to go to Eudora and then south; either way, we're adding miles and impact to other motorists and we're putting our trucks at risk of being in an accident; we ended-up taking the Eudora route that probably added 6 miles to our haul; since 1988 until this spring, what would be allowed with the change as provided in Fact #4, has been allowed; it was only this spring that the city manager or someone on his staff suddenly made the interpretation that intra-city does not allow trucks to take a delivery route and exit the city or to enter the city on a delivery route; so, until four or five months ago, all of these farmers trucks were allowed and were coming-in Haskell Avenue, our trucks were going-out Haskell Avenue, trucks were using 31st Street, as long as they were either starting or ending in Lawrence; so, that's nothing new, it's just suddenly after 19 years, the city suddenly figured-out oh, there's a different meaning to what was written in 1988, now we're going to enforce it differently.

Carol Bowen, 403 Dakota Street: The truck ordinance isn't enforced, at least it doesn't appear to be on Louisiana Street; we have fuel tankers and whatnot on Louisiana Street in spite of all the schools and so forth, and we also have lumber trucks etc., etc., etc.; changing the ordinance has unintended consequences, it's just going to make matters worse on Louisiana.

Betty Alderson, 1920 Maine Street: I don't want to see any more traffic going possibly into neighborhoods with heavy trucks.

Larry Schaaake, 1791 N 1500 Road: I am a mile and a half from the south elevator; if I have to follow the truck routes, it's about five or five-and-a-half miles; if gets worse if I have to go to the north elevator because I would have to take 23rd to Iowa and back along 6th; it would sure put a hardship on us.

Commissioner Woods asked Browning if there had been a moratorium on enforcement of county trucks; Browning advised that they had not had any trucks stopped.

Commissioner Harden asked if the change mentioned in #4 was where the city was a year ago; Woosley advised that was his understanding.

Commissioner Smith asked how many other areas in town would change if the ordinance were changed as mentioned in #4; Woosley advised it would affect all truck delivery routes.

Commissioner Smith asked Mr. Kester if the change mentioned in #4 would resolve his concerns; Kester indicated it would.

Commissioner Ziegelmeyer asked if the change mentioned in #4 was how the city had operated until recently; Woosley advised that was his understanding.

Commissioner Woods: I have lived here since 1965 and Haskell and 31st Street have been a farmers route, a truck route, officially or unofficially since then; I see a lot of farmers that farm south and east of town and I've heard from a few of them, "how are we going to get to the elevator;" I think the idea of putting them on 23rd Street is totally ridiculous.

Commissioner Woods noted that there are Eagle Trailer Truck Route signs on Haskell Avenue at 30th Street and that he was told they are not legal signs; Woosley advised that they are there to direct trucks on what route to use to get to Eagle Trailer and their legality would have to be determined by the legal department.

Commissioner Woods asked if changing the ordinance as mentioned in #4 would allow the use of Haskell and 31st Street to get to the elevator and LRM could use those routes; Woosley advised that he thought that it would.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND THAT THE CITY ORDINANCE BE AMENDED TO PERMIT TRUCK DELIVERY ROUTES TO BE USED BY ANY TRUCK WITH AN ORIGIN OR DESTINATION WITHIN THE CITY; THE MOTION CARRIED (6-0).

ITEM NO. 4:

Discuss procedure for review and recommendation for traffic control requests on the University of Kansas campus.

Commissioner Smith: I feel primarily responsible for this being an issue; I spoke at the City Commission as an individual in opposition to a KU request that Traffic Safety had recommended against; I lost, but I believe KU misled the City Commission concerning pedestrian safety since they were wanting stop signs for people entering the campus, but not for exiting; I went-up on campus and noted that private cars stop at the existing stop signs but KU vehicles were waved-through; I agree that we need to know what KU is doing, and although I previously stated that any KU requests should not come before the Traffic Safety Commission, I would like to back-track on that; I think that we do need to be aware of what they are doing; if we agree, fine; if we disagree then it goes to the City Commission; I was disappointed in city staff that their recommendation was contrary to Traffic Safety's recommendation; I would like to go on

record as saying that I think that we need to continue to hear KU-related issues in the future.

Commissioner Heckler noted that an e-mail from Commissioner Miller stated that he did not want to change how we deal with KU; just to leave it as it is.

Commissioner Harden noted that it is a good idea to have a public record of Traffic Safety Commission recommendations.

Commissioner Heckler noted that the city does not have jurisdiction on the KU campus.

Commissioner Ziegelmeyer noted that the reason for KU requests was so that their tickets can be processed through municipal court.

Commissioner Woods: I made the motion originally; the thing that aggravated me the most was that city staff sub-marined us.

Commissioner Ziegelmeyer: I don't agree with that at all; city staff does not have to always agree with our position; we are an advisory board; they don't have to tow our line; city staff has disagreed with KU in the past.

Commissioner Novotny: I think we all feel that KU should go through the entire process.

Commissioner Woods: I withdraw my motion from the meeting in June.

The consensus of the commission was to continue hearing requests from KU.

ITEM NO. 5:

Discuss procedure for submittal of Traffic Safety Commission meeting minutes to the City Commission.

Woosley advised the commission that the practice in the past has been to submit meeting minutes to the city commission as soon as they are available rather than waiting until they have been officially approved by this commission. However, they are always sent to commission members for comments and changed accordingly before forwarding. If we wait for formal approval, it could delay action for a month or more and may require that this commission meet every month, even if there are no new requests, just to approve minutes.

Commissioner Novotny: I think we are unofficially approving the minutes when you send them out for us to comment on and that is our opportunity to request changes.

Commissioner Heckler: I think it is not necessary to meet just to approve minutes.

Commissioner Ziegelmeyer: I would like to not slow the process down.

The consensus of the commission was to continue submitting the minutes to the city manager's office as soon as they are available.

ITEM NO. 6:

Public Comment.

None.

ITEM NO. 7:

Commission Items.

The commission acknowledged the actions taken by the city commission on previous items.

ITEM NO. 8:

Miscellaneous.

The meeting adjourned at 8:30 P.M.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

Re: Louisiana crosswalk between Dakota Street and the Malls Shopping Center

We are in a unique neighborhood with over 98 businesses and services within a ½ a mile. About 80% of the businesses and services are directly west of us. Therefore it would make sense to have a crosswalk to the Malls Shopping center at Dakota Street. Besides our neighborhood we are the most direct cross road for Haskell Indian Nations University and the Breezedale Neighborhood to our east. I myself go to the Malls 2-3 times a day. Our slow traffic is made up of people of all ages on bicycles, grocery carts, pedestrians including vehicles and devices for disabled, scooters, skaters, skateboarders, runners, joggers and walkers. A crosswalk with a pedestrian refuge would be a great benefit to our neighborhood.

Thanks for your support

John Bowen
Park Hill Neighborhood Association
403 Dakota Street
Lawrence, KS 66046-4715
Phone 785/842-9082
Email jbowen@sunflower.com

David Woosley

From: Marlo Hultgren [mhultgren@freestatecu.org]
Sent: Friday, August 01, 2008 2:23 PM
To: David Woosley
Subject: Haskell and 31st St truck routes

Mr. Woosley

Good Afternoon, I am the CEO at Free State Credit Union and we are on the corner of Haskell and 23rd St. I will be unable to attend the meeting on Monday, August 4th, but I would like to express my concerns about the intersection of Haskell and 23rd streets. We are already experiencing a high volume of vehicle traffic through the parking lot and drive through lanes to our south due to individuals "cutting through" to avoid the stop lights. It is our concern that the truck traffic on Haskell will create more traffic coming through our parking area and drive through areas due to the slow speed and time it takes large trucks to get through the lights at this intersection. Our fear is that our employees or other residence will be injured and that there could be business and personal property damage caused by this increased traffic. If this is passed we ask that the city install speed bumps in key areas and monitor/penalize drivers for "cutting through" our parking lot and drive through.

If you have any questions regarding our location and concerns, please email or call me.

Marlo Hultgren
President
Free State Credit Union
785.842.5657
www.freestatecu.org

David Woosley

From: Lauren Reinhold [reinhold@immigrationandtax.com]
Sent: Wednesday, July 16, 2008 3:22 PM
To: David Woosley
Cc: David Woosley
Subject: Traffic Concern at Peterson and Arrowhead Road

To Whom It May Concern:

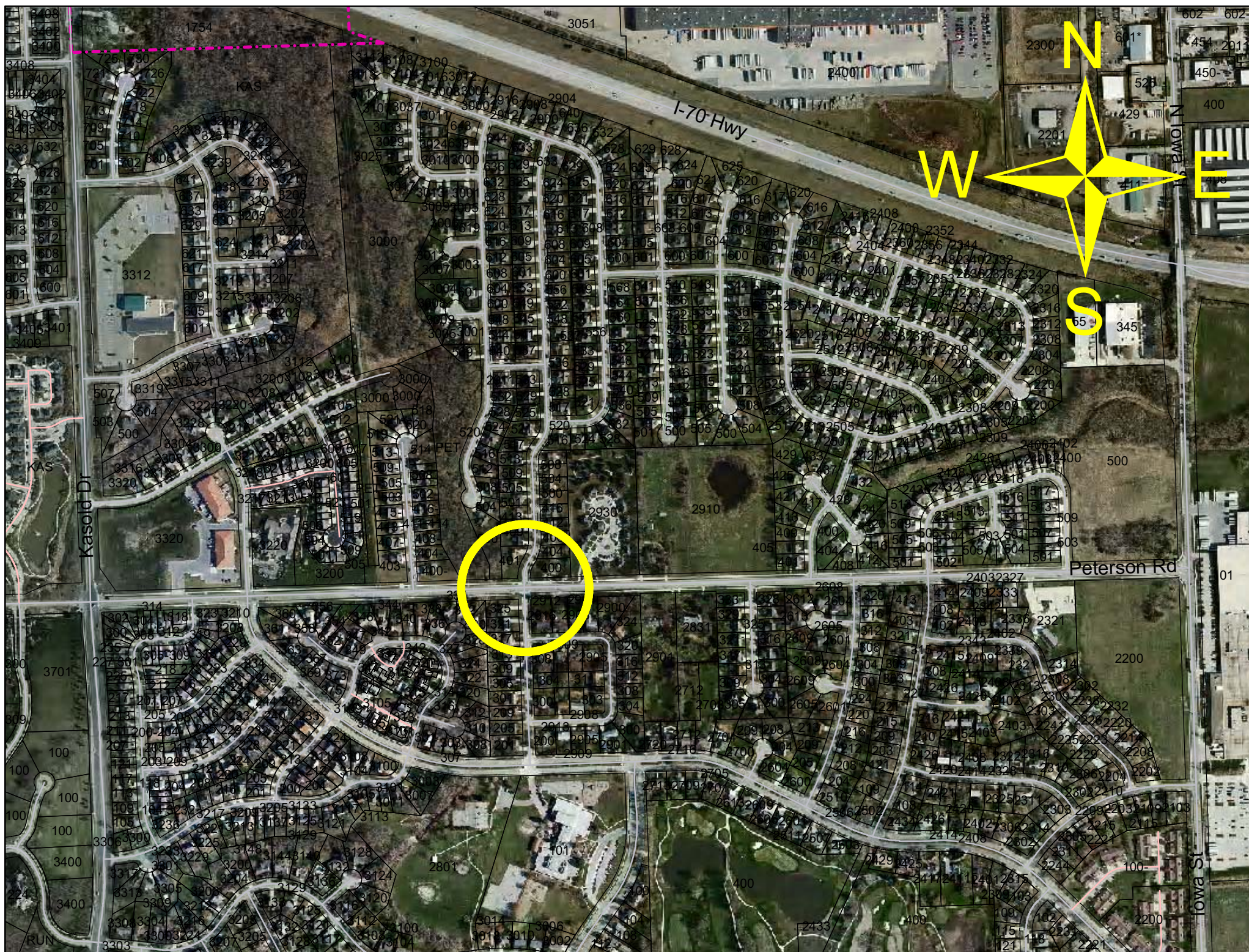
I am a resident of the Deerfield area and am concerned about the said intersection. Here are some reasons I have compiled:

- Peterson Road is a very busy street with a speed limit of 40 miles per hour (though many drivers exceed the speed limit). There are no traffic lights or stop signs between Iowa and Kasold, a stretch of more than one mile through a residential neighborhood.
- The area has seen a significant increase in traffic due to significant residential development north of Peterson Road and south of I-70 between Monterey Way and Kasold.
- Many pedestrians, as well as children on bikes or scooters, cross Peterson Road at Arrowhead Drive to travel to and from Deerfield Park and Deerfield School. During good weather, numerous families travel this route on any given day. Sometimes older children cross alone.
- There is a hill to the East of the intersection that makes it hard to detect the high-speed vehicular traffic approaching from that direction.
- It is not uncommon to have to race across the street to beat traffic that is traveling faster than allowed or expected.
- During rush hour traffic, it can be very difficult, nearly impossible, to cross Peterson Road at all.
- A crossing guard is present when school begins and is let out, but this is a very short frame of time that the intersection sees pedestrian traffic.
- Many vehicles have been observed to violate traffic rules or ignore pedestrians at the intersection. One must cross the street very defensively and this is difficult for families with children (often including, bikes, scooters and strollers).

Please let me know what I can do to get traffic needs at this intersection addressed and let me know the plans for this intersection. I plan to circulate a petition.

Lauren E. Reinhold
 520 Brentwood
 Lawrence KS 66049
 785.760.2114
 Lauren@sunflower.com

 Attorney at Law
 P.O. Box 664
 16 East 13th Street
 Lawrence, Kansas 66044
 (785) 842-3222
 (785) 856-3791 (fax)
reinhold@immigrationandtax.com www.immigrationandtax.com





City of Lawrence, Kansas
Traffic Engineering Division

ALL WAY

Stop Warrant Worksheet



Date: August 19-20, 2008

Location: Arrowhead Drive & Peterson Road

Time Period	Peterson Road							Arrowhead Drive							Grand Total
	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	
12-01		8			53		61		1			2		3	64
01-02		6			21		27		0			2		2	29
02-03		3			8		11		1			0		1	12
03-04		6			11		17		0			5		5	22
04-05		11			1		12		0			5		5	17
05-06		41			15		56		5			20		25	81
06-07		111			49		160		8			52		60	220
07-08		204			152		356		19			139		158	514
08-09		144			130		274		12			68		80	354
09-10		104			78		182		2			25		27	209
10-11		96			100		196		10			36		46	242
11-12		116			112		228		14			60		74	302
12-01		146			141		287		8			30		38	325
01-02		159			135		294		22			38		60	354
02-03		121			128		249		7			41		48	297
03-04		156			189		345		35			42		77	422
04-05		145			216		361		22			48		70	431
05-06		158			294		452		38			63		101	553
06-07		130			172		302		27			68		95	397
07-08		81			135		216		21			30		51	267
08-09		99			115		214		16			35		51	265
09-10		79			104		183		4			18		22	205
10-11		67			57		124		8			7		15	139
11-12		34			39		73		2			4		6	79
Totals	0	2225	0	0	2455	0	4680	0	282	0	0	838	0	1120	5800

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 = **334**

Average minor street volume for same 8 hours = **85**

8/25/2008



City of Lawrence, Kansas
Traffic Engineering Division
Traffic Signal Warrant Worksheet



Location: Arrowhead Drive & Peterson Road

Date: 19-20 August 2008

Time Period	Peterson Road										Arrowhead Drive										Grand Total	Warrant Met		
		EB			EB		WB			WB	Total		NB			NB		SB				SB	#1a	#1b
12-01		8			8		53			53	61		1			1		2			2	64		
01-02		6			6		21			21	27		0			0		2			2	29		
02-03		3			3		8			8	11		1			1		0			0	12		
03-04		6			6		11			11	17		0			0		5			5	22		
04-05		11			11		1			1	12		0			0		5			5	17		
05-06		41			41		15			15	56		5			5		20			20	81		
06-07		111			111		49			49	160		8			8		52			52	220		
07-08		204			204		152			152	356		19			19		139			139	514	1	
08-09		144			144		130			130	274		12			12		68			68	354		
09-10		104			104		78			78	182		2			2		25			25	209		
10-11		96			96		100			100	196		10			10		36			36	242		
11-12		116			116		112			112	228		14			14		60			60	302		
12-01		146			146		141			141	287		8			8		30			30	325		
01-02		159			159		135			135	294		22			22		38			38	354		
02-03		121			121		128			128	249		7			7		41			41	297		
03-04		156			156		189			189	345		35			35		42			42	422		
04-05		145			145		216			216	361		22			22		48			48	431		
05-06		158			158		294			294	452		38			38		63			63	553		
06-07		130			130		172			172	302		27			27		68			68	397		
07-08		81			81		135			135	216		21			21		30			30	267		
08-09		99			99		115			115	214		16			16		35			35	265		
09-10		79			79		104			104	183		4			4		18			18	205		
10-11		67			67		57			57	124		8			8		7			7	139		
11-12		34			34		39			39	73		2			2		4			4	79		
Totals	0	2225	0	0	2225	0	2455	0	0	2455	4680	0	282	0	0	282	0	838	0	0	838	5800	1	0

The Manual on Uniform Traffic Control Devices Minimum Volume Requirements for 8 hours:

Warrant #1a: Main Street -- 350 Minor Street -- 105

Warrant #1b: Main Street -- 525 Minor Street -- 53

Speed Limit on Peterson Road = 40 mph

no Warrant #7, Crash Experience, met

no Warrant #2, Four Hour Volume, met

no Warrant #3, Peak Hour Volume, met

David Woosley

From: Morgan Carmichael [ironwood@ironwoodmanagement.net]
Sent: Wednesday, August 13, 2008 8:55 AM
To: David Woosley
Subject: Parking Sign Inquiry

To Whom it May Concern-

I am the assistant property manager for the town homes located on the 5200 block of Eisenhower Terrace. We have 30 town homes on that street that vary from 2 to 5 bed room in size. While we try to have every tenant and their guests park in the correlating driveway, the overflow of parking usually spills into the street. The street is large enough to accomidate parking on one side of the street and still allow for coming and going traffic. The problem is when cars are parked on both sides of the street causing traffic to come to a virtual stand still. I am writing you to ask if you could have No Parking signs posted along one side of the street. This would alleviate this problem and make driving much safer for both the drivers and more importantly the pedestrians. I greatly appreciate your consideration for this inquiry and dilligently wait for your answer.

Sincerely,

Morgan P. Carmichael
Asst. Property Manager

Ironwood Management
1501 George Williams Way
Lawrence, KS. 66047
785.840.9467 Office
785.840.9648 Fax
ironwood@ironwoodmanagement.net
www.ironwoodmanagement.net



409-

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5216

Eisenhower Ter

Eisenhower Ln

Eisenhower Dr

430*

445



RECEIVED

AUG 01 2008

PUBLIC WORKS

August 4, 2008

TO: City of Lawrence Traffic Safety Commission

FR: Fountain Townhomes Association on Jana Drive and Other Residents of Jana Drive

RE: Request to Remove No Parking Signs in 900 & 1000 Blocks of Jana Drive

By way of this memo and the attached petition, the residents of Jana Drive hereby request that the no parking signs on the east side of Jana Drive from Holiday Drive to Harvard Road be removed and that parking be allowed on the east and west sides, just it has been both legally and practically for the past nearly 40 years.

Since 1969 when the Fountain Townhomes were built and the mid-1970's when duplexes were built in the 900 and 1000 blocks of Jana Drive, there has been parking on both the east and west sides of the street until earlier this year.

In 1998 as part of Ordinance No. 7022 (attached), which dealt with a variety of streets, parking was prohibited on the east side of Jana Drive from Holiday Drive to Harvard Road. It is unknown to the current residents of Jana Drive who or how a request to prohibit parking on the east side of Jana Drive was brought to the City of Lawrence / Traffic Safety Commission. Regardless, as residents on Jana Drive who lived on Jana Drive at that time can attest, no signs were ever erected to prohibit parking. This discrepancy was discovered 10 years later this year by City of Lawrence Public Works field crews while reviewing the city code, according to David Woosley.

Some residents on this section of Jana Drive have lived there since 1983. The observation of long-time and current residents is that there are no significant traffic problems. Drivers have always been able to travel in either direction with only occasional need to wait for a car coming in the opposite direction to pass before proceeding. If anything, it is less safe now because cars are driving faster on the street than they were when there was parking on both sides of the street. Parking has become a problem though, because only half the street is available on which to park. Residents who previously could park in front of their own homes now have to park in front of their neighbors' homes, which then limits parking for those neighbors. Visitors to residents on Jana Drive also have less parking available to them. The nearest streets of Holiday Drive and the 1100 block of Jana Drive have parking on both sides of the street, so there does not appear to be an over-riding need or reason for the parking prohibition on 900-1000 Jana Drive.

Thank you for your consideration of this request. For a contact, please feel free to communicate with Mark Strand at 785-749-5100 (home), 785-864-7574 (work) or at markstrand@sunflower.com.

ORDINANCE NO. 7022

AN ORDINANCE AMENDING CHAPTER 17, ARTICLE 4, SECTION 410.12, OF THE CODE OF THE CITY OF LAWRENCE, KANSAS, 1997, RELATING TO NO PARKING.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE, KANSAS:

SECTION I. Chapter 17, Article 4, Section 410.12, of the Code of the City of Lawrence, Kansas, 1997, is hereby amended to read as follows, to-wit:

- 17-410.12 (a) Illinois Street, east side, Sunnyside Avenue to 19th Street; 11th Street, north 50 feet;
- (b) Illinois Street, west side, 17th Street, south 50 feet; 17th Street, north 50 feet;
- (c) Indian Avenue, south side, Massachusetts Street to Barker Avenue;
- (d) Indiana Street, east side, 2nd Street to 3rd Street; 4th Street, south 50 feet; 6th Street as far north as the first alley on the west side of Indiana Street; 9th Street to 12th Street; 17th Street, south 75 feet; 17th Street to Sunflower Road; 19th Street, north 100 feet; Sunnyside Avenue, south 30 feet;
- (e) Indiana Street, west side, 2nd Street to 3rd Street; 4th Street, north 50 feet; 10th Street, north 53 feet; 11th Street, north 138 feet; 11th Street, south 162 feet; 16th Street to 19th Street;
- (f) Inverness Drive, both sides, Clinton Parkway to Wakarusa Drive;
- (g) Inverness Drive, east side, Clinton Parkway to 27th Street;
- (h) Iowa Street, both sides, 6th Street south to the city limits; 200 feet south of Riverridge Road to 200 feet north of Riverridge Road.
- (i) Jana Drive, east and north sides, Lawrence Avenue, west and north 435 feet; Harvard Road to Holiday Drive;
- (j) Jasu Drive, east side, Alabama Street to Missouri Street;
- (k) Jefferson Way, north side, Congressional Drive to Colonial Drive;

SECTION II. Chapter 17, Article 4, Section 410.12, of the Code of the City of Lawrence, Kansas 1997, is hereby repealed and of no further force and effect, it being the intent of this ordinance that its provisions be substituted in place thereof.

SECTION III. From and after the passage and publication of this ordinance, parking is prohibited on the east side of Jana Drive from Holiday Drive to Harvard Road.

PASSED by the Governing Body of the City of Lawrence, Kansas, this 26th day of May, 1998.

APPROVED

Martin A. Kennedy
Martin A. Kennedy, Mayor

ATTEST:

Raymond J. Hummert
Raymond J. Hummert, City Clerk

Approved as to form and legality

DAVID L. CORNUS 5.26.98
Date

I hereby certify that the foregoing is a true and correct copy of the original ordinance; that said ordinance was passed on the 26 day of May, 1998; that the record of the final vote on its passage is found on page of Journal ; that it was published in the Lawrence Daily Journal-World on the 1 Day of June, 1998.
Raymond J. Hummert
City Clerk

PETITION

The residents of the 900 and 1000 blocks of Jana Drive in Lawrence, KS hereby petition the City Lawrence and City Traffic Safety Commission to remove the no parking signs on the east side of the 900 and 1000 blocks of Jana Drive.

ADDRESS	SIGNATURE
1030 JANA DR	Mark D Strahl
1034 Jana Dr.	Marty White
1032 Jana Dr	Patricia Leach
1028 Jana Dr.	Elaine DiMassio
1026 Jana Dr.	Bob
1012 Jana Dr.	Jarah Rahipi
1010 Jana Dr	Jamie Baggett
1052 JANA DR	Pat
1044 Jana Dr	Pat
1036 Jana Dr.	Timmy Fiedler
1028 Jana Dr	Pat
1024 JANA DR.	Ben
1024 Jana Dr.	Pat
1020 Jana Drive	Patricia Fitchard
1016 JANA DRIVE	Donna Kidd
1008 Jana Dr	Pat
942 Jana Dr.	Ann Smith
958 Jana Dr.	Michelle Smith
952 Jana Drive	Pat
1013.1 Jana Dr.	Pat
1013.3 Jana Dr.	Seth Weisbrock
1019 Jana Dr	Marsha Smith
1019 Jana Dr	Pat
10251 JANA DR B	Pat
1031 Jana Dr.	Pat
1042 Jana Dr	Pat
960 Jana Dr.	Pat
1018 JANA DRIVE	Pat
1013.2 JANA DRIVE	Pat
1039 Jana Dr	Pat
1035 Jana Dr.	Pat
1029 JANA	Pat



Sally W. Ahl
c/o Laidlaw Transit, Inc.
1548 East 23 Street
Lawrence, Kansas 66046

Mr. David Woosley
Traffic Engineer
Lawrence City Hall
6 East 6 Street
Lawrence, Kansas 66044

Dear Mr. Woosley:

As a school bus driver I am particularly concerned with safety of the children I transport as well as of vehicles on the road. Thus I am appreciative of the work the city does in maintaining roads and in directions for traffic.

I do wish to bring to your attention a street where there are real problems--at least in the morning (c. 8-9am) and afternoon (c. 4-5pm) when I travel that road, driving School Bus 114. The road is Jana Drive--particularly between Harvard Road and Holiday Drive.

Jana Drive is a two-way road with parking allowed on both sides at present. However, when people park on both sides there is room for only one vehicle between the parked cars. I navigate the bus very carefully, for although it is a Vanguard (a smaller size bus) it has little space on either side--especially when cars are not parked very close to the curb.

Also, since parked cars only allow one line of moving traffic, a real problem is created when cars come from two directions--as is indeed permissible on the street. That was made very clear to me this morning--and fortunately there was a open place behind parked cars for the car facing me (and the two cars behind me) to pull into.

Lastly, I wonder what will happen when the road is not clear due to snow, etc. Will even the single lane of traffic be impeded?

I would appreciate your looking into this matter.

Sincerely,

Sally W. Ahl

Sally W. Ahl

cc: Mr. Wayne Zachery, DDS, Laidlaw

ITEM NO. 3:

Re-consider request from Sally W. Ahl, c/o Laidlaw Transit, Inc., 1548 E. 23rd Street, to establish NO PARKING along one side of Jana Drive between Harvard Road and Holiday Drive.

David Woosley advised the Commission that this item had been approved by the Commission at the January 1998 meeting, however, it was returned to the Commission by the City Commission, for additional citizen input.

Roger Rogg, 1024 S. Jana Drive, stated that he has lived in the neighborhood for eight years. Jana Street is strictly a residential street with primarily duplexes and triplexes with only single car garages (mostly used for storage). This evening, there were 31 cars parked in the street for the 20 residences. If this restriction is passed, there will be a lot of inconvenience for the residents. You can almost always pass the parked vehicles because they are seldom parked directly across from each other. No other large vehicles such as fire and medical trucks or garbage trucks have indicated a problem on the street. Moving vans get up and down the street all the time with no problem. If safety was a concern then it should be done, but there is not a safety problem. The good of the many should out-weigh the convenience of the few.

Commissioner Benefiel reminded the Commission that the issue of parking on both sides of a street in a heavily residential area is an item that keeps coming back to the Commission and that the recommendation in January was the correct thing to do.

Commissioner Bracciano advised the Commission that safety rules prevent a school bus from backing-up at any time.

Commissioner Shepard asked if essentially the street was acting as a parking lot for the duplexes and triplexes. Rogg replied that was exactly what was happening.

Commissioner Bracciano stated that his concern was for all traffic, not just a school bus.

Commissioner Sloan stated that he has tried to be consistent and has not been inclined to eliminate parking unless there was no opposition. Parking slows down the traffic, which is advantageous for a neighborhood.

MOTION BY COMMISSIONER SLOAN TO DENY THE REQUEST.
The motion died for lack of a second.

MOTION BY COMMISSIONER BRACCIANO, SECONDED BY COMMISSIONER STEINBACHER, TO ESTABLISH "NO PARKING" ALONG THE EAST SIDE OF JANA DRIVE BETWEEN HARVARD ROAD AND HOLIDAY DRIVE. THE MOTION WAS APPROVED 5-1(Sloan)-1(Heckler).

City of Lawrence
Traffic Safety Commission
September 8, 2008 Minutes

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

MEMBERS ABSENT: Paul Graves

STAFF PRESENT: David Woosley, Public Works Department

Chair Richard Heckler 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, August 4, 2008.

MOTION BY COMMISSIONER SMITH, SECONDED BY COMMISSIONER HARDEN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, AUGUST 4, 2008; THE MOTION CARRIED 6-0-2 (Hagen, Miller).

ITEM NO. 2:

Consider request to establish additional TRAFFIC CONTROL at the intersection of Arrowhead Drive & Peterson Road.

David Woosley presented the information provided in the staff report.

Public comment:

Lauren Reinhold, 520 Brentwood Drive: I've talked to a lot of other parents in the neighborhood and the general area; our main concern is about pedestrian traffic trying to cross Peterson Road and the speed of the traffic there, particularly with small children; there are a lot of residences to the north of

Peterson Road and to the south, we have Deerfield Park and the school; there is a crossing guard before and after school, but there are a lot of other times of the day that families are crossing, and in the summertime; it can be downright frightening; we'd like to see a crossing where you can push a button and get a red light; there is a bit of a hill to the east that can be treacherous when crossing from the south to the north.

Commissioner Miller asked if others knew about the meeting tonight; Reinhold advised that she had let some others know.

Commissioner Hagen asked if there was information on sight distances and speed of traffic; Woosley advised that the posted speed limit is 40mph and that the design speed was probably 40 or 45mph and the actual speed of traffic is between 40 and 45mph.

Commissioner Hagen: This may be an area where we should consider a pedestrian refuge; Woosley advised that the roadway would have to be widened since there is a two-way left-turn lane throughout the area.

Commissioner Novotny: I think we are seeing a lot of extra traffic due to the partial closure of the KTA exit and that will probably decrease when the exit reopens.

Commissioner Heckler: With the number of families in the area, I'm inclined to support a crossing light with a push button.

Commissioner Smith asked what would happen to the school crossing guard if a light were installed; Woosley advised that it would depend on the amount of traffic turning across the crosswalk at the same time pedestrians were crossing.

Commissioner Hagen: The pedestrian light on 11th Street came about due to extensive lobbying by the neighborhood with the city commission; that may need to be done in this case.

Commissioner Ziegelmeyer: I would not be opposed to a signal.

Commissioner Woods: I am because I don't think they want to lose the crossing guard and I don't think the city commission will approve it if it doesn't meet the criteria.

Commissioner Smith: I'm inclined to deny the request as it was made; but I kind of like the idea of a crossing light but with input from the school and more area residents.

Commissioner Hagen: I would also be inclined to deny the request but I would strongly encourage discussion within the neighborhood and school and consider some alternatives.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HAGEN, TO RECOMMEND DENIAL OF THE REQUEST TO ESTABLISH ADDITIONAL TRAFFIC CONTROL AT THE INTERSECTION OF ARROWHEAD DRIVE & PETERSON ROAD; THE MOTION CARRIED (7-1)(Heckler; supports a crossing light).

ITEM NO. 3:

Consider request to establish NO PARKING along one side of Eisenhower Terrace.

Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Heckler: My concern is for emergency vehicles.

Commissioner Ziegelmeyer: We get a request like this just about every other month.

Commissioner Hagen: I would be inclined to support the request.

Commissioner Novotny: I would also be in favor of the request.

Commissioner Miller: It is probably better and smarter to do it now since it appears that the area is still developing.

Commissioner Ziegelmeyer asked which side was most appropriate; Woosley advised that probably the north side in order to provide sight distance around the corner to Eisenhower Lane and it appears that would eliminate fewer spaces.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND THAT NO PARKING BE ESTABLISHED ALONG THE NORTH SIDE OF EISENHOWER TERRACE; THE MOTION CARRIED (7-1)(Woods; lack of appearance by applicant).

ITEM NO. 4:

Consider request to permit PARKING along the east side of Jana Drive between Harvard Road & Holiday Drive.

Woosley presented the information provided in the staff report.

Public comment:

Mark Strand, 1030 Jana Drive: Parking has been permitted on both sides of the street since the area developed from 1969 through the early 1970's; in 1998 an ordinance was passed to remove parking along the east side, however, for some reason the signs were not installed; this demonstrates that the parking did not need to be removed, and it works fine with parking allowed on both sides; this allows people to park in front of their own property instead of in front of their neighbor's.

Commissioner Smith asked Mr. Strand if he ever sees any school buses; Strand stated he didn't think they used the street anymore.

Commissioner Heckler: I did speak with one of the owners of a townhouse in The Fountains who was in favor of leaving the signs in place.

Commissioner Woods: I don't see any difference in this one and the one we just voted on.

Commissioner Novotny: Every street can be different so if the people in the area want the parking, they should be allowed to have it.

Commissioner Hagen: My experience while on this commission has been that parking is driven by the adjacent property owners and if it is difficult to get through, it is the people who live on the street that tell you that.

Commissioner Smith: It seems to me that we have the adjacent property owners wanting to see the change back to parking and I would support that.

Commissioner Hagen: There is the point that having cars on both sides tend to calm traffic.

Commissioner Ziegelmeyer: You have roughly half the neighborhood asking to have the signs removed; I think we should do what they are asking.

Commissioner Miller: I do not support the request because of the need for fire protection.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND THAT PARKING BE PERMITTED ALONG THE EAST SIDE OF JANA DRIVE BETWEEN HARVARD ROAD & HOLIDAY DRIVE; THE MOTION CARRIED (5-3)(Heckler, hindrance to emergency vehicle response; Miller, hindrance to emergency vehicle response; Woods, hindrance to emergency vehicle response and inconsistency).

ITEM NO. 5:

Public Comment.

None.

ITEM NO. 6:

Commission Items.

Commissioner Smith asked if the city had received a response back from KU on the MUTCD requirement for STOP signs; Woosley advised that they indicated they are in the process of looking at it. Commissioner Smith requested that the city manager contact the chancellor if necessary to resolve the concern. Commissioner Smith asked if we could find out if any citations had been issued for violating the new STOP signs at the traffic control booths.

Commissioner Woods asked if the "Local Delivery" signs were going to be taken-down from 31st Street at Iowa; Woosley advised that they had been scheduled to be removed the previous week, but he would check on it.

Commissioner Smith advised of his concern of the scheduling of construction projects in his neighborhood this year.

Commissioner Smith asked about the pavement marking arrows on Tennessee Street near 10th Street; Woosley advised that was done because of a history of motorists on one-way streets making a left-turn from the right lane.

Commissioner Woods asked if moving the centerline on Tennessee had helped; Woosley advised he had not received any complaints since the change.

ITEM NO. 7:

Miscellaneous.

None.

The meeting adjourned at 7:55 P.M. The next scheduled meeting is Monday, October 6, 2008.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer