

City of Lawrence
Traffic Safety Commission Agenda
July 6, 2009-7:00 PM
City Commission Room, City Hall

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

Anyone who wishes to be notified when an 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, June 1, 2009.

ITEM NO. 2: Consider request to construct a TRAFFIC SIGNAL at the intersection of Clinton Parkway & Atchison Avenue.

Facts:

1. The *Manual on Uniform Traffic Control Devices* specifies under what conditions a TRAFFIC SIGNAL can be justified.
2. Traffic data obtained May 27-28, 2009 shows that none of the criteria is currently met for a TRAFFIC SIGNAL at this location.

ITEM No. 3: Consider request to establish a YIELD sign on the Clinton Parkway Frontage Road at Atchison Avenue/Breckenridge Drive.

Facts:

1. The *Manual on Uniform Traffic Control Devices* specifies under what conditions a YIELD sign can be justified.
2. Atchison Avenue and the Clinton Parkway Frontage Road are public streets, while Breckenridge Drive is a private roadway.

3. The Breckenridge Drive approach to the intersection is controlled by a STOP sign.
4. Police Department crash reports do not show any reported crashes at the intersection during 2006, 2007 or 2008.

ITEM NO. 4: Consider request for TRAFFIC CALMING along Vermont Street and Montana Street within the Park Hill Neighborhood.

Facts:

1. The city's *Traffic Calming Policy* provides that TRAFFIC CALMING DEVICES may be permitted on a "local" street if the 24-hour volume exceeds 1000 or if the 85th percentile speed exceeds 5 mph over the speed limit.
2. Both Vermont Street and Montana Street are classified as "local" streets.
3. The speed limit, by state law, is 30 mph.
4. Traffic data collected on June 9-10, 2009, found traffic volumes on Vermont Street ranging from 251 to 424 with 85th percentile speeds ranging from 28.66 mph to 37.96 mph.
5. Traffic data collected on June 9-10, 2009, found traffic volumes on Montana Street ranging from 170 to 178 with 85th percentile speeds ranging from 28.12 mph to 33.02 mph.
6. Therefore, Vermont Street meets the minimum requirements for consideration of TRAFFIC CALMING DEVICES; however, Montana Street does not meet the requirements.

ITEM NO. 5: Consider request to establish NO PARKING along the south side of 13th Street from 300 ft. east of Oregon Street to 300 ft. west of Oregon Street.

Facts:

1. 13th Street is classified as a local street in a residential area paved 30 feet wide.
2. The city's practice has been to not establish NO PARKING in this type situation unless requested-by and supported-by area residents.
3. The Burroughs Creek Rail Trail is scheduled to be constructed at this location with a crossing of 13th Street near Oregon Street.
4. It is good traffic engineering practice to provide sight distance at this type of crossing.

5. Parking is currently prohibited along the north side of 13th Street in this area.

ITEM NO. 6: Consider proposal to establish NO PARKING along portions of 9th Street between Indiana Street & Tennessee Street.

Facts:

1. 9th Street is classified as a "minor arterial" paved 60 feet wide with parking permitted along both sides of the street.
2. The approved Bikeway System Map for the city, <http://www.lawrenceplanning.org/documents/BikeMap09.pdf>, shows future bike lanes along 9th Street from Vermont Street to Rockledge Road.
3. 9th Street is currently in the process of being repaved and bike lanes can be added between Indiana Street & Tennessee Street as a part of the project; however, parking must be prohibited along the south side of the street between Indiana Street & Tennessee Street and along the north side of the street between Tennessee Street & Ohio Street.
4. The Bicycle Advisory Committee will meet July 6, 2009 at 6:30 PM and will provide a recommended lane configuration at the meeting.
5. The DRAFT minutes of the Bicycle Advisory Committee meeting of June 16, 2009 are attached for reference.

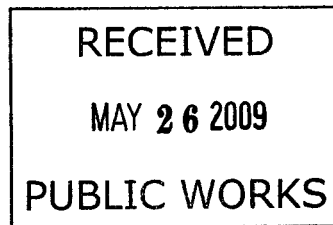
ITEM NO. 7: Public Comment.

ITEM NO. 8: Commission Items.

ITEM NO. 9: Miscellaneous.

City Commission action on previous recommendations: None.

City of Lawrence
Public Works Division
PO Box 708
Lawrence KS 66044



Dear Traffic Safety Commission,

My name is Cassidy Mattson. I am on the Board of Directors of the Parkway Gardens Townhomes Association located at Clinton Parkway and Atchison Ave. I am writing you today concerning the intersection of Clinton Parkway, Atchison Ave., the Clinton Parkway frontage road, and Breckenridge Dr. The PGTA Board has been approached about the dangers of this intersection by many of our residents on many different occasions. Our concern is that at this intersection, traffic comes from four different directions, is also used as a bus stop, and that traffic is not well controlled from three of the four directions as Breckenridge Dr. has a stop sign. We fear that with the speed of motorists turning off of Clinton Parkway and the children waiting for the bus that a child may get hit, that a motorist coming from the frontage road will collide with another car at the intersection of these four streets, or someone turning left (east bound) onto Clinton Parkway will get into an accident.

For the safety of all, especially the children we ask that a stop light be installed on Clinton Parkway at Atchison and a yield sign be installed at the frontage road to the west of the intersection of Atchison and Breckenridge. We understand that a traffic light is expensive and will take time so we ask that in the meantime the native grass be trimmed back more to lessen the blind spots it creates.

Please feel free to call me if you have any questions. My home number is 785-856-1274.

Sincerely,



Cassidy Mattson



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



Location: Clinton Parkway & Atchison Avenue

Date: 27-28 May 2009

Time Period	Clinton Parkway											Atchison Avenue											Grand Total	Warrant Met	
	EBLT	EBLL	EBRL	EBRT	EB	WBLT	WBLL	WBRL	WBRT	WB	Total	NBLT	NBLL	NBRL	NBRT	NB	SBLT	SBLL	SBRL	SBRT	SB	#1a		#1b	
12-01		53	50			66	84				253					4					4	253			
01-02		27	47			61	81				216					2					4	216			
02-03		22	34			46	57				159					1					4	159			
03-04		7	16			10	21				54					2					2	54			
04-05		27	29			11	20				87					3					3	87			
05-06		63	69			19	55				206					6					5	206			
06-07		167	184			102	126				579					24					11	579			
07-08		328	360			247	304				1239					56					34	1239		1	
08-09		326	383			232	326				1267					39					30	1267			
09-10		282	344			199	319				1144					30					16	1144			
10-11		275	379			238	369				1261					29					20	1261			
11-12		334	461			313	442				1550					38					25	1550			
12-01		364	472			379	526				1741					42					22	1741			
01-02		333	443			357	519				1652					33					22	1652			
02-03		354	465			368	477				1664					26					29	1664			
03-04		325	460			405	455				1645					31					25	1645			
04-05		391	474			435	581				1881					38					24	1881			
05-06		457	565			559	687				2268					47					32	2268			
06-07		347	484			431	573				1835					34					27	1835			
07-08		280	398			331	480				1489					29					20	1489			
08-09		201	298			274	405				1178					14					22	1178			
09-10		161	218			248	334				961					21					17	961			
10-11		128	151			170	201				650					10					11	650			
11-12		80	109			103	124				416					9					12	416			
Totals	0	5332	6893	0	0	5604	7566	0	0	0	25395	0	0	0	0	568	0	0	0	0	421	25395	0	1	

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

Warrant #1a: Main Street -- 420 Minor Street -- 105

Warrant #1b: Main Street -- 630 Minor Street -- 53

Speed Limit on Clinton Parkway = 45 mph

no Warrant #7, Crash Experience, met

no Warrant #2, Four Hour Volume, met

no Warrant #3, Peak Hour Volume, met



2217

2231

2218

2243

2229

Vail Way

2216

Breckenridge Dr

Clinton Pkwy (frontage)

2238

2236

2234

2232

2230

Atchison Ave

Clinton Pkwy

2301

3108

3104

3112



Section 2B.09 YIELD Sign Applications

Option:

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

- A. When the ability to see all potentially conflicting traffic is sufficient to allow a road user traveling at the posted speed, the 85th-percentile speed, or the statutory speed to pass through the intersection or to stop in a reasonably safe manner.
- B. If controlling a merge-type movement on the entering roadway where acceleration geometry and/or sight distance is not adequate for merging traffic operation.
- C. The second crossroad of a divided highway, where the median width at the intersection is 9 m (30 ft) or greater. In this case, a STOP sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- D. An intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.

Standard:

A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout intersection.

From: Michael L. Pomes [mailto:mlpomes@hotmail.com]
Sent: Wednesday, May 27, 2009 10:46 PM
To: David Woosley
Subject: RE: June Traffic Safety Commission Agenda

David--

We're continuing to have problems with speeders and cut-through traffic in the Park Hill Neighborhood. Traffic came up at our General Meeting on May 2 during which speed bumps were suggested along Vermont and Montana.

Sunday evening I literally had to pull my nine-year-old daughter out of the way of a speeding car complete with an inattentive driver as we crossed Park Hill Terrace from Kansas Street. No police report got filed since I did not get the license plate.

Could we get on the July Agenda to address our concerns?

Thanks,

Michael L. Pomes

June 25, 2009

David Woosley

I have resided in Park Hill Neighborhood for over 30 years and this is my comments on what we need and I support. Park Hill neighborhood has no sidewalks, but has curved streets with bad sight distances and a variety of slow traffic. We would like to slow down traffic 24/7 with school like 20 MPH signs, other signs and devices. Our traffic is made up of cycles, grocery carts, pedestrians of all ages including vehicles and devices for disabled, scooters, skaters, skateboarders, runners, joggers and walkers. We are the cross road of the area for Broken Arrow Elementary and South Junior High schools, Checkers, The Malls Shopper Center and other nearby shopping and services, Haskell Indian Nations University, Breezedale Neighborhood, several parks, and motor vehicles who like to cut through to avoid the intersection of 23rd and Louisiana streets.

Park Hill was built in the 1950's when motor vehicles were King. The only safety we have are sidewalks on 23rd street and just added the last few years on Louisiana Street. Also a sidewalk was added this spring for one block on Dakota street north side from Louisiana to Ohio Street.

Thanks for your help

John Bowen

403 Dakota Street

Lawrence, KS 66046-1415

Phone 785/842-9082

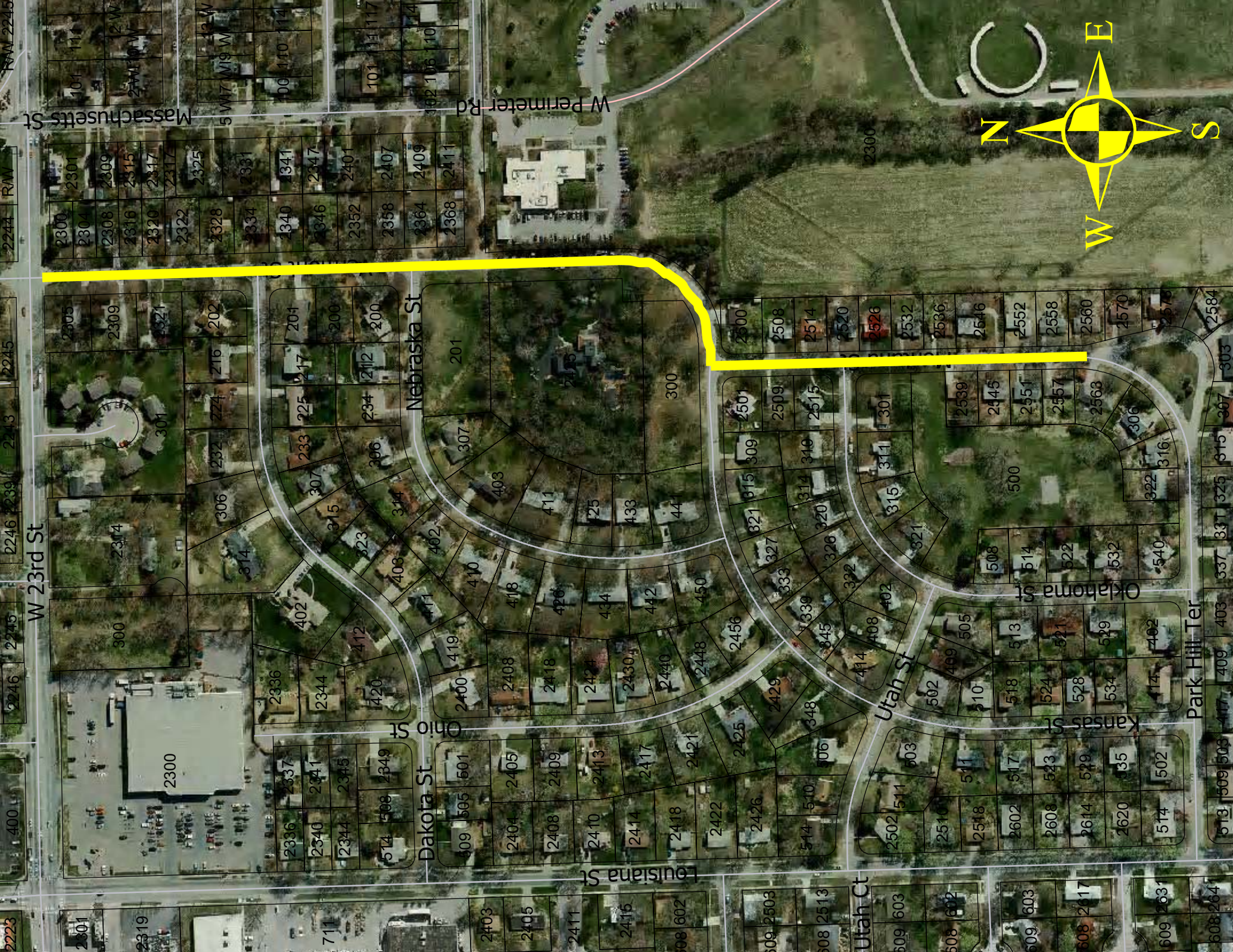
Email jbowen@sunflower.com



TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

1. TRAFFIC-CALMING DEVICES may include but are not limited to Traffic-Calming Circles, Speed Humps and Speed Cushions, Speed Tables, Partial Diverters, Full Diverters, Center Island Narrowing, Chokers, and Road Closures; however, roundabouts are traffic management devices and are not subject to this policy.
2. TRAFFIC-CALMING DEVICES may be permitted on "local" streets as designated by the City's Major Thoroughfares Map, and under any one of the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 1000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. Where no single condition is satisfied, but where any two of A, B or C above are satisfied to the extent of 80 percent or more of the stated values.
3. TRAFFIC-CALMING DEVICES (except SPEED HUMPS) may be permitted on "collector" streets as designated by the City's Major Thoroughfares Map, under any one of the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 3000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
 - E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80 percent or more of the stated values.
4. Traffic data will be collected with city personnel using city equipment only. In the event that a requested location does not meet the minimum requirements as stated in 2 or 3 above, subsequent requests will not be considered for a minimum of one year.
5. The Lawrence-Douglas County Fire & Medical Department, the Police Department, the Public Works Department and the Traffic Safety Commission must review all requests for TRAFFIC-CALMING DEVICES before being presented to the City Commission.
6. If a project is approved by the City Commission, the City Commission will determine financing of the construction. The City Commission may require 0-100% of the costs to be paid by the group or neighborhood making the request.
7. After a project is approved and funded by the City Commission, TRAFFIC-CALMING DEVICES will only be constructed at a location if 70% or more of the property owners within 300 feet measured along the centerline of the street in each direction approve of the installation or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
8. Once installed, TRAFFIC-CALMING DEVICES may only be removed at a location if more than 70% of the property owners and residents within 300 feet measured along the centerline of the street in each direction approve of the removal or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
9. TRAFFIC CALMING DEVICES may initially be landscaped (if appropriate) by the city, provided that the group or neighborhood making the request agrees in writing to maintain the landscaping or pursuant to the payment of a landscape maintenance fee. No privately installed landscaping is permitted unless approved by the city in writing.





Brook Creek Neighborhood Association

Julie Mitchell, President

Mail Address: 1231 Brook St.. (66044)

Telephone: 785-865-3688

e-mail: brookcreekna@gmail.com; juliehemymj@yahoo.com

Lawrence Traffic Safety Commission
City Hall
6th & Massachusetts St.
Lawrence, KS 66044
traffic@ci.lawrence.ks.us

15 May 2008

re: request for parking removal, south side of 13th St. at Oregon St.

Dear Commissioners:

Please remove parking from the south side of 13th Street for a distance of 300 feet east and west of where the Burroughs Creek Trail will cross 13th Street (at Oregon St.). This request is to assure the visibility and safety of bicyclists and pedestrians when crossing 13th Street. Please see attached map.

In mid 2004, discussions began between Brook Creek, Barker, and East Lawrence Neighborhoods to create what was to become the Burroughs Creek Trail & Park. The City Commission appointed a three-neighborhood committee to plan the trail along the abandoned BNSF rail corridor. On 14 February 2006, the City Commission adopted the Burroughs Creek Corridor Plan.

In the ensuing three years, the City has worked at implementing the Corridor Plan by developing a site plan, acquiring land parcels from adjoining landowners, negotiating with BNSF Railroad, securing Federal Highway Administration funding, passing a sales tax, and producing construction drawings. Trail construction is scheduled to begin in August 2009, and be completed by October of 2009.

When utilized at full capacity, the Burroughs Creek Trail is projected to have 2700 users per day: bicycle commuters, utility bicyclists, recreation bicyclists, joggers, child strollers, in-line skaters, pedestrians, etc. The Trail crossings at 11th & 19th Streets will have HAWK signalized controls, but at 13th & 15th Street, there will be raised speed tables. On 11th, 15th, and 19th Streets, parking is prohibited on both sides of the streets, so visibility is excellent at the crossings. However, on 13th St., parking is prohibited on only the north side, not the south side. So that is the reason for our request.

This is one of the last design details for the Trail, but it was not possible to address it at any other stage of planning. Safe traffic nodes are key for the success of the Trail, so we appreciate your consideration of our request.

Sincerely,

Julie Mitchell, President

Brook Creek Neighborhood Association

East Lawrence Neighborhood Association

P.O. Box 442393
Lawrence, KS 66044
eastlawrence@yahoo.com

May 25, 2009

City of Lawrence
Traffic Safety Commission
6 East 6th Street
Lawrence, KS 66044

Re: Burroughs Creek Trail safety concern

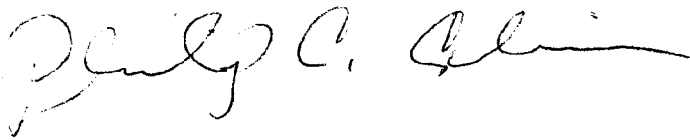
Dear Traffic Safety Commission members:

The East Lawrence Neighborhood Association is very excited about the new Burroughs Creek Trail path that is underway. After three years of discussion & planning, we are looking forward to it opening this fall.

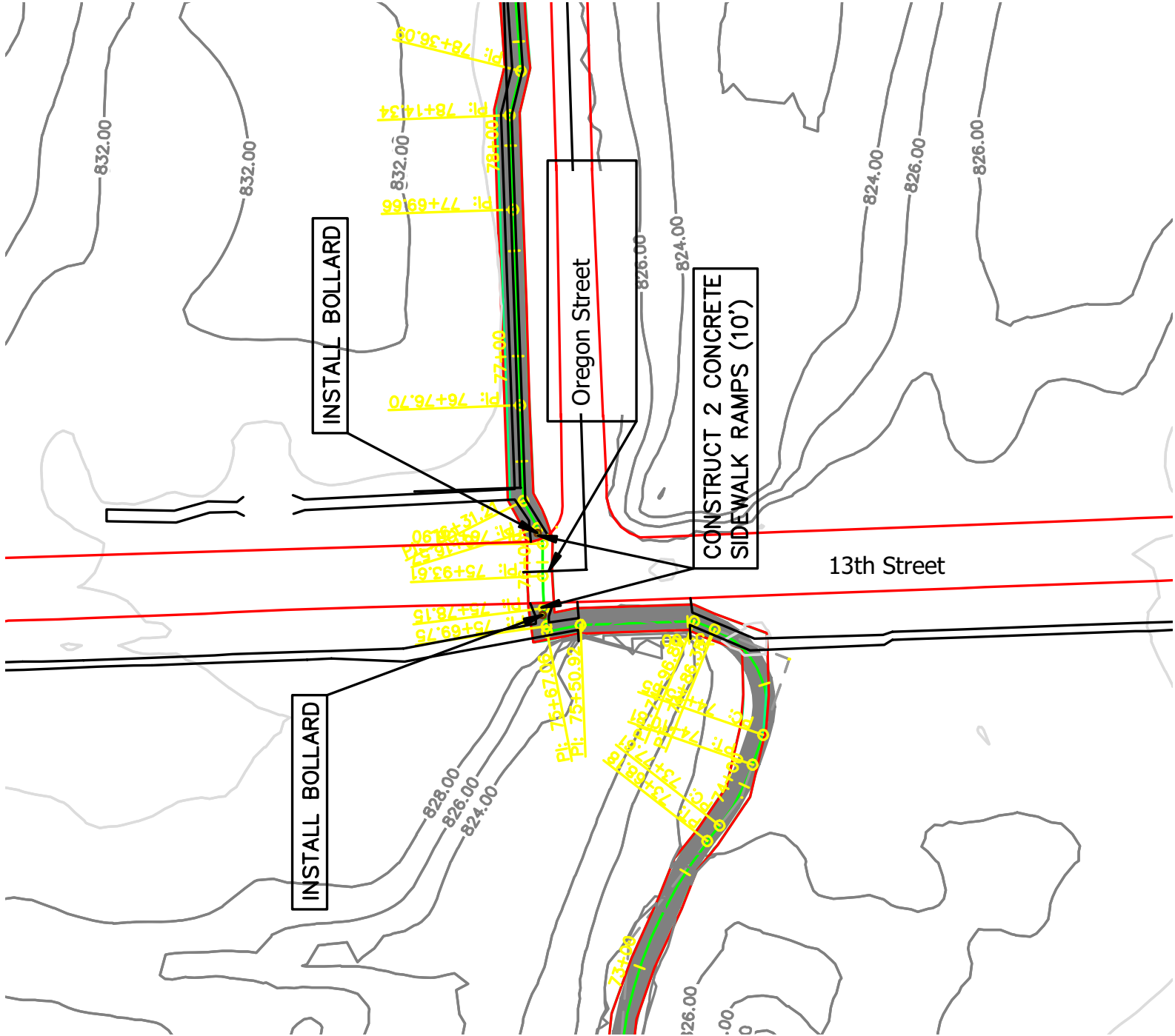
Our neighborhood has safety & visibility concerns for trail users where the trail crosses 13th Street. Therefore we would like to request "No Parking" signs from where it intersects with 13th Street extending 300 feet to the east & west, on the south side of the street. Parking is already not allowed on the north side of the street. We feel this action will appropriately address these safety & visibility concerns.

Thank you for your time & consideration.

Sincerely,



Phil Collison, President
East Lawrence Neighborhood Association
phil@collison.com
eastlawrence@yahoo.com





Lawrence Bicycle Advisory Committee

June 16, 2009 at 5:30 PM
Public Works Conference Room
Ground Floor, City Hall
6 E 6th Street, Lawrence, KS

Meeting Minutes

Members Present: Eric Struckhoff-Chair, Michael Hajdu, Becky McClure

Members Absent: Jay Bialek, Mark Desetti, Neil Taylor, Gary Calton

Staff Present: Todd Girdler, Bart Rudolph, Shoeb Uddin, David Woosley

Public Present: Michael Almon

1. Call Meeting to Order and Assurance of Quorum

The meeting was called to order by the Chair at 5:40 pm and a quorum was not present.

2. Approval of the April 21 and May 19, 2009 Meeting Minutes

Approval of the meeting minutes from April 21 and May 19, 2009 were deferred due to lack of quorum.

3. Discussion / Action Item: 9th Street Bike Lanes:

Mr. Struckhoff mentioned the City Commission has asked for the BAC and Traffic Safety Commission (TSC) to hold a joint meeting to discuss the feasibility of removing parking on the south side of 9th Street between Vermont and Mississippi Streets. The Commission had also specifically asked the BAC to develop a proposal with options for installing bike lanes to discuss at that meeting.

He stated that he is in favor of installing bike lanes and urged the committee to discuss the possibilities of adding bike lanes to this section of 9th Street. Mr. Struckhoff asked Mr. Uddin about the possibility of reducing the width of the travel lanes to 10' or 10.5'. Mr. Uddin explained that the traffic volume is high on this street, 18,000 vehicles per day, and it would not be recommended. Mr. Uddin also explained that given the current width of the roadway, including the gutter pans, there is not enough room, according to the AASHTO standards, to safely add bicycle lanes. He explained that 5' would be needed for a bike lane on the south side of the street and four 11' lanes would be needed for motorists. The remaining 11' would be the area available for a shared bicycle and parking lane. He explained that AASHTO required a minimum of 12' when there is a curb, like the situation in this area. Eleven feet is only suggested in areas without a curb face. Mr. Woosley added that the 11' and 12' lanes are recommended in areas without commercial activity. Commercial areas with high vehicle turnover would require at least 13' for a shared bicycle and parking lane. Mr. Uddin explained that there would be no room from Indiana Street to Mississippi Street for bike lanes due to the required left turn lane at that intersection and there would be no room from Tennessee Street to Ohio Street due to the right turn lane on the south side of the street. He also mentioned that the removal of parking and addition of bike lanes may cause transit and delivery vehicles (The T, UPS, Fedex etc.) to block the bike lane or part

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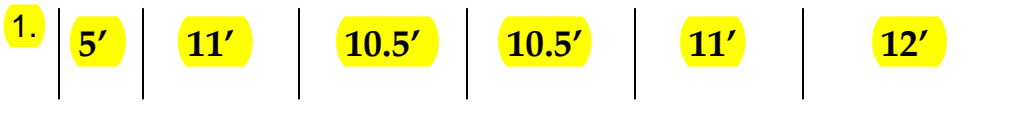
of the travel lane. In addition, Mr. Uddin raised the question about connectivity and how cyclists would transition from the bike lanes to the main travel lanes in these areas.

Mr. Almon mentioned a variety of widths among existing bike lanes in the city and added that there is not much parking on the north side of 9th Street to warrant the 13' required for a shared bicycle and parking lane. He suggested that 11' or 12' would be sufficient. He also noted that he liked the idea of having 10.5' lanes so that more space could be made available for the shared bicycle and parking lane. He added that bike lanes along two blocks of 9th Street and the transition before and after would be a safer option than what's already there.

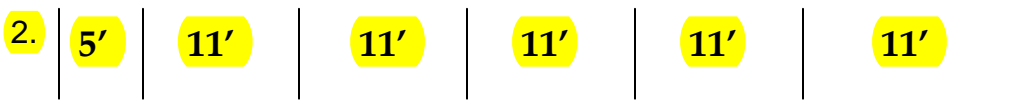
There was general consensus from the committee that having only two viable blocks for bicycle lanes was not an issue and that the city should not miss the opportunity to remove parking on the south side for the purpose of expanding bicycle facilities.

Mr. Girdler added that if bicycle facilities were added to 9th Street he would recommend them be built to AASHTO standards to reduce the City's liability should an accident occur. He cited the roadway width and connectivity as problems that would need to be addressed.

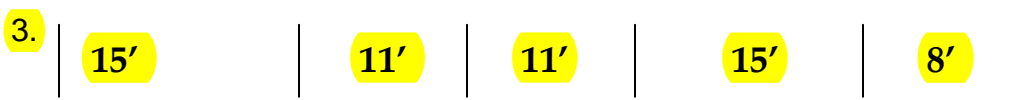
After more discussion, the Committee suggested removing parking from Tennessee Street to Ohio Street on the north side of 9th Street and Indiana Street to Ohio Street on the south side of 9th Street for the purpose of installing bike lanes. The Committee then suggested three options for adding bicycle facilities on 9th Street. The following options are listed in order of preference.



This option includes a 5' bike lane on the south side of the street, a 11' and 10.5' travel lane in each direction, and a 12' shared parking and bicycle lane on the north side of the street. (This configuration meets AASHTO Bikeway Design Standards)



This option includes a 5' bike lane on the south side of the street, four 11' travel lanes (2 in each direction), and a 11' shared parking and bicycle lane on the north side of the street.



This option includes a 15' travel lane in each direction with "sharrow" pavement markings, two 11' travel lanes (1 in each direction), and a 8' parking only lane on the north side of the street.

Due to the lack of quorum, the Committee agreed to officially vote on this recommendation via e-mail. Mr. Rudolph indicated that he would prepare the minutes and send this

recommendation to the Committee via e-mail for an electronic vote. He also stated that the City Commission strongly urged the members of the BAC to attend the Traffic Safety Commission meeting on July 6, at 7 pm to discuss this issue. The TSC will have the authority to recommend or not recommend removal of parking on 9th Street to the City Commission. The opinion and recommendations from the BAC will help the TSC make their recommendation. Mr., Struckhoff suggested that the BAC meet thirty minutes prior to the TSC meeting to discuss the results of the electronic vote. The committee agreed to meet on July 6, 2009 at 6:30 pm in the City Commission room. Mr. Rudolph indicated that he would send notice to the absent members.

4. Discussion/Action Item: BAC Expansion:

Mr. Rudolph distributed draft copies of the revised BAC bylaws that included specific language about the breakdown of membership between the four cities and county. He stated that the new bylaws allow for the Mayor of Lawrence to appoint four Committee members, the Mayors of Eudora, Baldwin City and Lecompton to each appoint one Committee member and the Chair of the Douglas County Commission to appoint two members to represent the County. This would be a reduction in members from Lawrence, but increase the size of the Committee from seven to nine members.

Mr. Hajdu asked about the willingness of the smaller cities to participate and inquired about the possibility of a city choosing not to designate a representative to serve on the Committee. Mr. Rudolph stated that a section could be added in the bylaws that accounts for that situation. He suggested adding language that states if a jurisdiction decides not to participate or appoint a representative then another jurisdiction could appoint an additional member. Mr. Girdler added that the BAC should have the authority to choose a member by a majority vote, rather than by individual jurisdictions if a member jurisdiction fails to appoint a member in a timely fashion. The committee agreed and Mr. Rudolph stated that he would revise the bylaws and bring them back to the Committee at the next meeting.

5. Discussion Item/Action Item: MPO TAC Membership:

Mr. Rudolph reported that the Lawrence-Douglas County Metropolitan Planning Organization's Policy Board approved new bylaws for their Technical Advisory Committee (TAC). The new bylaws call for the BAC Chair or designee to serve as an ex-officio non-voting member. Mr. Rudolph explained that the TAC is the main advisory committee for the L-DC MPO Policy Board and is made up of expert personnel from the Board members' constituent agencies. These committee members advocate for their own community's interests, provide expert advice to board members, oversee studies, and assist MPO staff.

Mr. Rudolph stated that he included in the meeting notice information about this position and asked for a member of the BAC to volunteer to serve on the TAC if their availability allowed. He reported that there were no responses. By default, Mr. Struckhoff will be the ex-officio member designated to represent the BAC, however he does have the authority to designate another member in his place. Mr. Struckhoff said that he would do his best to attend.

6. Item: Bicycle and Pedestrian Documentation Project:

Mr. Rudolph announced that MPO staff has been coordinating with the Mid-America Regional Council and the St. Joseph MPO to develop a 1-day training program that educates communities on how to collect data on bicycling and walking using a consistent methodology to assist with estimating demand and usage. He explained that consistent counts of bicyclists and pedestrians could be used to track the region's progress on

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increasing non-motorized mode share, leverage additional federal funding for bicycle and pedestrian projects, project evaluation, and modeling. Mr. Rudolph said that the goals would be to learn the methodology, acquire the tools needed to complete a count, learn from best practices around the county and then to conduct a count later this year. The entire KC region will be conducting their counts simultaneously with the Douglas County area. He mentioned that the training class is scheduled to take place on the first or second Friday in August and the regional count would take place in September. Mr. Girdler added that by partnering with MARC and St. Joseph, the L-DC MPO was able to provide this training to our region for a fraction of the actual cost. Mr. Rudolph also stated that the L-DC MPO would be allowed to bring up to 7 participants to the training and he asked for a couple of BAC members to volunteer and attend.

Mr. Struckhoff indicated interest and asked Mr. Rudolph to send out more information when available. Mr. Rudolph noted that they are in early talks with the consultant providing the training and more information should be available very shortly.

7. Other Business

Mr. Hajdu mentioned that on County Road 458, he has encountered several unsafe situations with cars trying to pass other cars, putting him in danger as a cyclists traveling in the opposite direction. With the lack of shoulders on the road, cyclists have no where to go when cars pass each other. He suggested talking to the county about prohibiting passing on that road or reducing the speed limit to 35 mph as a short term measure to increase bicycle safety until shoulders can be added. Mr. Struckhoff mentioned that restricting passing would not help and therefore make it illegal for motorists to pass cyclists traveling in the same direction because cyclists are considered vehicles on roadways. Mr. Struckhoff said he would speak to the Douglas County Public Works Director about the issue at the next L-DC MPO TAC meeting.

8. Adjournment of Meeting

The meeting adjourned at 7:15 pm.

*Old West Lawrence Neighborhood Association
Lawrence, Kansas*

June 13, 2009

Re: Bicycle Lane on 9th Street

*Lawrence City Commission
Lawrence Traffic Safety Commission*

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JUN 17 2009

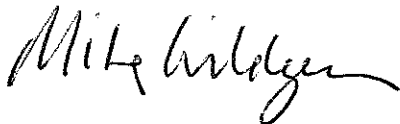
**CITY MANAGERS OFFICE
LAWRENCE, KS**

This letter is being sent to you to advise that the Old West Lawrence Neighborhood Association continues to support the proposed bicycle lane on the south side of 9th St. between Mississippi and Tennessee. This support was originally noted in 2000 when similar safety proposals were being considered. Little has changed except that the community as a whole and many of the residents of OWL are using bicycles more often than ever before. This is only going to continue to increase.

As you know the proposal is only for the south side of 9th and the striping can be done with the mill and overlay project that recently started on 9th St. Please support this important bicycle safety project.

Thank you

Respectfully,



*CC: Mayor Chestnut ✓
Eric Struckhoff*

David Woosley

From: D Phipps [d.phipps45@yahoo.com]
Sent: Tuesday, June 23, 2009 6:45 AM
To: David Woosley
Subject: Bike paths throughout the city of Lawrence

Dear Sirs:

The time for SAFE bike paths on Lawrence streets is here. With the recent death of Bob Frederick, it is apparent that the streets of Lawrence remain hazardous for biker.

Urban bicycle transportation is becoming a critical need especially as oil prices rise. **In Lawrence, the east-west bicycle lanes are piecemeal and ineffective.** Several have been planned for years, but few have been constructed.

Directly west from downtown is **9th Street, a key bicycle link from the University** of Kansas. It is heavily traveled by bicyclists, but it also shows the highest bicycle-auto accident rate in Lawrence. Space for striping bicycle lanes on 9th Street is possible simply by removing parking on the south side, where virtually no one ever parks anyway. This plan has been on the books for ten years, and has been waiting for when the 9th Street pavement is rebuilt - which is happening now.

All that blocks these bicycle lanes is a pending decision by the Traffic Safety Commission to remove parking on the south side of 9th Street. Please act now to ensure bike safety. Remove the parking on the south side of 9th Street and put the bike lane in.

Thanks,

Don Phipps
1632 Alabama
Lawrence, KS 66044

6/24/2009

From: [Ellie LeCompte](#)

To: cityhall@lawrence.ks.us

Cc: district6@oreadneighborhood.org ; district5@oreadneighborhood.org ;
district4@oreadneighborhood.org ; district3@oreadneighborhood.org ;
district2@oreadneighborhood.org ; district1@oreadneighborhood.org ;
["sec@oreadneighborhood.org"@smtp.sunflower.com](mailto:sec@oreadneighborhood.org@smtp.sunflower.com) ;
["rep2@oreadneighborhood.org"@smtp.sunflower.com](mailto:rep2@oreadneighborhood.org@smtp.sunflower.com) ;
["vp@oreadneighborhood.org"@smtp.sunflower.com](mailto:vp@oreadneighborhood.org@smtp.sunflower.com) ;
["pres@oreadneighborhood.org"@smtp.sunflower.com](mailto:pres@oreadneighborhood.org@smtp.sunflower.com) ;
["representative1@oreadneighborhood.org"@smtp.sunflower.com](mailto:representative1@oreadneighborhood.org@smtp.sunflower.com) ;
["representative2@oreadneighborhood.org"@smtp.sunflower.com](mailto:representative2@oreadneighborhood.org@smtp.sunflower.com) ;
["treas@oreadneighborhood.org"@smtp.sunflower.com](mailto:treas@oreadneighborhood.org@smtp.sunflower.com) ; paradigm@ixks.com

Sent: Friday, June 26, 2009 12:06 AM

Subject: Bicycle lane along Ninth Street

To: David Woosley and the Traffic Safety Commission
Robert Chesnut, Mayor, City Commission

As a representative of the Oread Neighborhood Association, I am strongly encouraging the Traffic Safety Commission and the City Commission to support Michael Almon's proposal to remove the parking spaces along Ninth Street from Mississippi to Tennessee Streets so that a bicycle lane can be created there on both sides of Ninth Street. We, of the Oread Neighborhood Association, strongly encourage and support the use of bicycles as transportation versus cars. Obviously, this is better for the overall environment, but it is particularly preferred for the Oread Neighborhood because of the density of cars and parking problems that result from all these cars. A safe bicycle lane is essential for bicyclists to get from areas in the Oread to downtown in an easy, safe, and efficient way. Ninth Street is a crucial bicycle route.

In general, the Oread Neighborhood Association is going to support all bicycle routes in this area as there are more cars than there is parking space for these cars. Anything that can be done to reduce the number of cars and increase the number of walkers and bicyclists will be supported, as long as the designated routes are safe and correctly marked so that motorists can recognize that there is a bicycle route which will allow them to anticipate bicyclists as they drive.

We would strongly encourage the City Commission to encourage bicyclists everywhere throughout the city. Bicyclists reduce pollution, traffic, and parking problems, especially in the Oread Neighborhood, which is plagued with parking and traffic problems, as we all know.

I very much appreciate your time and attention to our support of safe bicycle routes throughout Lawrence, and particularly in the Oread Neighborhood. Thank you.

Sincerely,

Ellie LeCompte
Representing the Oread Neighborhood Association



City of Lawrence
Traffic Safety Commission
July 6, 2009 Minutes

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

MEMBER ABSENT: Jason Novotny

STAFF PRESENT: David Woosley, Public Works Department; Shoeb Uddin, Public Works Department; Todd Girdler, Development Services; Bart Rudolph, Development Services

Chair Jim Woods 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 1.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER HARDEN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, June 1, 2009; THE MOTION CARRIED 8-0.

ITEM NO. 2:

Consider request to construct a TRAFFIC SIGNAL at the intersection of Clinton Parkway & Atchison Avenue.

David Woosley presented the information provided in the staff report.

Public comment:

Cassidy Mattson, 2227 Breckenridge Drive: When we asked for the stoplight, we knew it was going to be a 'no', so we hoping instead that if the lights at Kasold

and Lawrence were 'red' at the same time, it would be easier to get on Clinton Parkway from Atchison; in addition, drivers eastbound on the frontage road have difficulty seeing vehicles stopped on Atchison at Clinton Parkway and drivers eastbound on Clinton Parkway turning left onto Atchison have difficulty seeing vehicles approaching along the frontage road (Mattson circulated a series of pictures depicting the problems and provided a sketch) due to the native grass at the intersection, so we are asking that the grass be trimmed back so that cars can see from every direction. Also, to complicate things, there is a school bus stop on the east side of Atchison just north of Clinton Parkway.

Commissioner Heckler asked if they were withdrawing their request for a traffic signal; Mattson advised that they were if the answer was 'no'.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER CRIQUI, TO RECOMMEND DENYING THE REQUEST TO CONSTRUCT A TRAFFIC SIGNAL AT THE INTERSECTION OF CLINTON PARKWAY & ATCHISON AVENUE, AND THAT THE NEIGHBORHOOD DISCUSS OTHER OPTIONS WITH CITY STAFF; THE MOTION CARRIED 8-0.

ITEM NO. 3:

Consider request to establish a YIELD sign on the Clinton Parkway Frontage Road at Atchison Avenue/Breckenridge Drive.

David Woosley presented the information provided in the staff report.

Public comment:

Cassidy Mattson, 2227 Breckenridge Drive: We would like a STOP sign installed on the frontage road at Atchison and cut-back the grass to the STOP sign so that cars can see (Mattson circulated additional pictures).

Marguerite Ermeling, 1852 E 950 Road: I have nearly been clipped a couple of times; vehicles coming eastbound on the frontage road don't stay in a lane as they turn onto Atchison and vehicles coming off Clinton Parkway cut the corner on the south side and they can't see each other. Even if there have been no accidents, if there is a way that is inexpensive to prevent one from happening, it should be done.

Commissioner Hagen asked what the problem really was; Mattson said that due to the grass vehicles approaching on the frontage road and vehicles turning off Clinton Parkway cannot see each other.

Commissioner Heckler asked where the school bus stopped; Mattson advised it was just off Clinton Parkway.

Commissioner Hagen stated the best solution might be to construct raised pavement to channel the traffic into a much more right-angle turn.

Commissioner Smith stated that a STOP sign or YIELD sign may help the eastbound traffic on the frontage road.

Commissioner Harden: Signing usually doesn't solve these type problems; you need something physical.

Shoeb Uddin advised that city staff would look at the grass issue and other options for the intersection.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER HAGEN, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A YIELD SIGN ON THE CLINTON PARKWAY FRONTAGE ROAD AT ATCHISON AVENUE/BRECKENRIDGE DRIVE, AND THAT THE NEIGHBORHOOD DISCUSS OTHER OPTIONS WITH CITY STAFF, AND THAT THE NEIGHBORHOOD DISCUSS OTHER OPTIONS WITH CITY STAFF; THE MOTION CARRIED 8-0.

ITEM NO. 4:

Consider request for TRAFFIC CALMING along Vermont Street and Montana Street within the Park Hill Neighborhood.

David Woosley presented the information provided in the staff report.

Public comment:

Carol Bowen, 403 Dakota Street: Our neighborhood is kind of landlocked, you can only access it reasonably from Louisiana Street; there is no access from the south, there is no access from the east and Vermont Street is hazardous to your health; the high number of vehicles on Vermont Street is due to cut-through traffic avoiding the intersection of 23rd & Louisiana; we have no sidewalks, although we will have some soon, but not enough; all of the pedestrians are in the street and lots of them; we are also looking at other requests that have not been included here.

Michael Pomes, 528 Kansas Street: The peak-hour left-turn restrictions off 23rd Street have not had the desired effect, so we are looking at putting-in something structural to cut down on the speeds.

Forrest Pierce, 2500 Montana Street: All the families who live around Haskell Indian Nations University walk through our neighborhood to get to shopping, so there is extremely heavy pedestrian traffic; in addition, an elementary school and junior high border to the south of the neighborhood and contribute hundreds of children walking through the sidewalkless neighborhood streets with cars swerving around them; it looks like we need to plan for speed bumps; I would like to see a roundabout at my intersection.

Commissioner Hagen: I would think it would be helpful to have a neighborhood plan.

Commissioner Smith: I agree that a total plan would be helpful; I'm afraid that even lowering the speed limit is not going to impact or slow down the traffic.

Commissioner Harden: I agree, speed limit signs make you feel good but the speed data doesn't change at all unless you have police officers permanently stationed at each end of the road.

MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER HARDEN, TO TABLE THE REQUEST UNTIL REPRESENTATIVES FROM THE NEIGHBORHOOD MEET WITH CITY STAFF TO DEVELOP A PLAN FOR THE WHOLE NEIGHBORHOOD; THE MOTION CARRIED 8-0.

ITEM NO. 5:

Consider request to establish NO PARKING along the south side of 13th Street from 300 feet east of Oregon Street to 300 feet west of Oregon Street.

David Woosley presented the information provided in the staff report and noted that comments had been received from a resident opposed to the request.

Public comment:

Julie Mitchell, 1231 Brook Street, representing the Brook Creek Neighborhood Association reiterated their support for the Burroughs Creek Trail and the request for NO PARKING.

Phil Collison, 933 Pennsylvania Street, representing the East Lawrence Neighborhood Association reiterated their support for the NO PARKING request.

Judy Harrington, 1228 Delaware Street: I am excited about the bike trail and I ask for your support for the NO PARKING.

Michael Almon, 1311 Prairie Street, circulated a map showing the area in question (attached) and a number of photographs showing parking in the area (attached). Almon stated that most of the parking occurs during the week by employees of a business; most residents have adequate parking in their driveways or garages; we think for visibility-sake, particularly when children on the trail are crossing the street, parking needs to be restricted consistent with the trail crossing on other streets.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE SOUTH SIDE OF 13TH STREET FROM 300 FEET EAST OF OREGON STREET TO 300 FEET WEST OF OREGON STREET; THE MOTION CARRIED 7-1(Woods: the request did not come from the adjacent residents and I am concerned about the livelihood of the owners of the day care center).

ITEM NO. 6:

Consider request to establish NO PARKING along portions of 9th Street between Indiana Street & Tennessee Street.

David Woosley presented the information provided in the staff report and noted that a number of comments had been received and forwarded to commissioners prior to the meeting.

Public comment:

Mark Desetti, 4605 Harvard Road, Vice-Chair, Bicycle Advisory Committee: Although this is only two blocks at this time, it is part of a master plan and provides the beginning of east-west connectivity for bicycles; this is a great first step forward and we urge you to consider our recommendation and pass it favorably.

Bart Rudolph, City of Lawrence Transportation Planner: The Bicycle Advisory Committee developed three (3) options (attached) for this area of 9th Street with option #1 the preferred option; most of the time when you build a facility of this type you can't do it all at once, but must be done in phases; the current proposal would be a jump-start and motivate additional consideration when other sections are re-built.

Daniel Poull, 821 Ohio Street: My wife and I walk this neighborhood all the time and it is difficult to walk along 9th Street because bicyclists use the north sidewalk; I would ask that you adopt this NO PARKING in order to get a bicycle lane; we need to start making bicycles more of a viable option in our city.

Michael Almon, 1311 Prairie Street: I'm speaking on behalf of the Sustainability Action Network; this section of 9th Street has the highest accident rate for bicycles because bicyclists are usually riding on the sidewalk and have conflicts with driveways, alleys, streets, etc. and can't be seen; when bicyclists are on the street they can be seen; this is a key link between KU and downtown and the city's practice has been to establish bike lanes when feasible when streets are milled and overlaid; I polled all the merchants along this section of 9th Street and most of them support the parking restriction (petition attached) or are neutral; you rarely see any vehicles parked along the south side of the street; the parking on the north side is usually only on Sundays and are related to a church; I also got letters of support from the Oread Neighborhood Association, the Old West Lawrence Neighborhood Association and the City of Lawrence Sustainability Advisory Board; there is one rental house at 615 that does not have off-street parking on their property, however, I have never seen any cars parked in front of that house; this is an issue whose time has come.

Commissioner Smith asked about right-of-way when making a turn adjacent to a bike lane; Woosley advised that the motorist should yield to any bicycle in the bike lane before making a turn.

Commissioner Heckler: I think the shared-lane heightens the awareness of bicycles.

Commissioner Hagen asked if the Bicycle Advisory Committee felt that the marking of a bike lane would make it safer for cyclists; Desetti advised that they felt a well-marked bike lane was safer than just a sign saying "Share The Road."

Commissioner Smith noted that he visited the area, there was an individual on the porch at 615 and there were no vehicles parked in front.

Commissioner Heckler stated that he frequented the area and had never seen vehicles parked in front of 615.

MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE NORTH SIDE OF 9TH STREET BETWEEN TENNESSEE STREET & OHIO STREET AND ALONG THE SOUTH SIDE OF 9TH STREET BETWEEN OHIO STREET & INDIANA STREET; THE MOTION CARRIED 7-1 (Woods: three blocks of bike lanes will be hazardous and there is no idea when the remainder of 9th Street will be

completed and I'm not in favor of taking parking away for something that may never come to be).

ITEM NO. 7:

Public Comment:

Carol Bowen, 403 Dakota Street: Somehow we need to continue to address the needs of pedestrians; their numbers are increasing; we need to educate the drivers and pedestrians on how to interact; bicycles on sidewalks are an issue for vehicles, but they are also an issue for pedestrians; construction projects need to take into consideration the needs of pedestrians when sidewalks have to be closed; the ramps at intersections need to make sense instead of sending pedestrians into the center of the intersection; sidewalk slopes through driveways tend to favor vehicles instead of pedestrians.

ITEM NO. 8:

Commission Items:

None.

ITEM NO. 9:

Miscellaneous:

None.

The meeting adjourned at 9:05 P.M. The next scheduled meeting is Monday, August 3, 2009.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

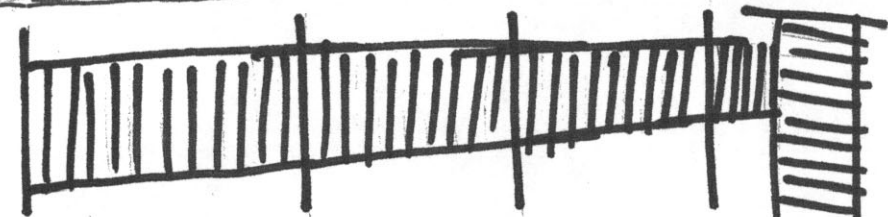
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Agenda Item #2

A. H. Chison Ave



Agenda Item #3

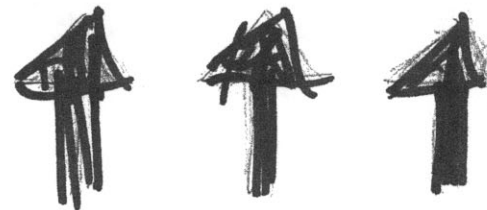
C. P. Frontage →

← Breckenridge Dr.

POSTA
Railway



N



David Woosley

From: rhonda houser [rshouser@hotmail.com]
Sent: Sunday, June 28, 2009 9:34 PM
To: David Woosley
Cc: rshouser@hotmail.com
Subject: speeding in Pk. Hill neighborhood

Dear Mr. Woosley,

I am a resident and homeowner in the Park Hill Neighborhood. I live on the corner of Kansas and Montana and frequently see drivers speeding around the Vermont corner. Last night a high speed chase went through our front yard (under our badminton net no joke) and ended in our neighbors yard, knocking his truck into the front yard and totaling the vehicle. No one was hurt luckily but on this note, chasing suspects seems to result in more violence. Why can't officers take the license tag and catch up w/the violators later, instead of endangering an entire neighborhood and damaging yards and vehicles? This is an ongoing problem. High speed chases just don't seem to work.

In our neighborhood, children play, people walk and ride bikes and as most streets have no sidewalks, walking and biking occurs in the street. Regardless, speeding is illegal and I suggest the neighborhood speed limit be dropped to 25 mph and that speed bumps be installed along Vermont St. Also an officer stationed at this corner could stop many for speeding and literally save lives.

I also suggest again that officers be stationed at the crosswalks on Louisiana St. that service our neighborhood. These are attractive but not functional because most drivers do not stop. They only tend to stop if you are already in the street which I do not recommend and do not practice myself nor with my son. I think drivers do not realize they are supposed to stop if someone is waiting there, so they do not do much good in the current situation. The City could raise awareness of the law and generate revenue from issuing tickets for speeding and failing to stop at a crosswalk, and again save lives.

Thank you for reading and considering my comments.

Sincerely,
Rhonda S. Houser
2501 Montana St.

Hotmail® has ever-growing storage! Don't worry about storage limits. [Check it out.](#)

David Woosley

From: John Bowen [jbowen@sunflower.com]
Sent: Monday, June 29, 2009 10:45 AM
To: David Woosley
Subject: FW: Needed Traffic Safety Commission Input
Attachments: scan0001.jpg

David

This is a note I sent to out to our Park Hill Neighborhood with the items we want to discuss July 6th. Can you look up the other traffic counts that were done for our Neighborhood. I remember a count that showed vehicles going 40 MPH through our neighborhood a few years ago. If you can sent the data to me or Carol (carolb@sunflower.com), she could up date it with her statistical back ground to make it near up to date.

Thanks again

John Bowen

From: John Bowen [mailto:jbowen@sunflower.com]
Sent: Saturday, June 27, 2009 9:08 PM
To: 'Anne Marvin'; 'Carol Bowen'; 'Donald Watkins'; 'John Bowen'; 'Mark King'; 'Mary Head'; 'Michael Pomes'; 'Stacy Hund'; 'Cary Phillips'; 'Harold Marcum'; 'Janet Roth'; 'Judy Robinson'; 'Kathy Schweitzberger'; 'Kenneth Evers'; 'Rhonda Houser'; 'Sebastian Alfie'; 'Sonnie Kemberling'; 'Stanley Roth'; 'Ying Huang'; 'Dana White'; 'David Arehart'; 'Eddie Davalos'; 'Eileen Ullrich'; 'Geeta Tiwari'; 'Jim Lewis'; 'John Wulf'; 'Lesia Erisman'; 'Lynette Hosek'; 'Michael Bush'; 'Michael Caron'; 'Nancy Dale'; 'Paul Fairchild'; 'Renee Hensley'; 'Teri Davis'
Subject: Needed Traffic Safety Commission Input

We are on the agenda for July 6, 2009 and input is needed from our neighborhood. Please write, email or go to the meeting with input. At our May 2, 2009 Association meeting and at the neighborhood picnic, June 6, 2009 the following items were brought up.

1. Install speed bumps along Vermont Street.
2. Reduce speed limit in the neighborhood to 25MPH.
3. Put "Watch for Pedestrian" signs up in the neighborhood.
4. Sidewalks should be level.
5. Motorcycles and Truck are cutting through and speeding on Kansas Street.
6. Dakota street has trouble with motorcycles, delivery and service vehicles and cars that are avoiding the traffic light at Louisiana and 23rd St. They are speeding.
7. Ask for Children/Pedestrian signs.
8. Ask for lower speed limit then 30 MPH
9. We have to watch our own speed.

Send comments to David Woosley, or better yet attend the Traffic Safety Commission meeting at 7 PM in the city commission chambers, city hall.

David Woosley, city engineer

Public Works Department

P.O. Box 708

Lawrence, KS 66044-0708

Email dwoosley@ci.lawrence.ks.us

I have also attached a copy of the information on the commission functions with a list of the members.

Thanks for your time.

John Bowen, Park Hill Neighborhood Association

6/30/2009

David Woosley

From: Bruce Uecker [bauecker@hotmail.com]
Sent: Tuesday, June 30, 2009 7:22 PM
To: David Woosley
Subject: Traffic Safety Commission Agenda for July 6th 2009

I will not be able to attend the traffic safety meeting scheduled for July 6th 2009, however, I wish to express my view on Item No. 5, the request to establish a NO PARKING area along the south side of 13th street near Oregon. I am apposed to this request as the driveways in this area are to narrow to park two vehicles abreast thus parking along the street is a necessity. Also my wife operates a licensed daycare out of our house, so parking along the street is very important to her business, since most parents dropoff and pickup their children at similar times. My address is 909 E. 13th St. My phone number is 785-218-5771.

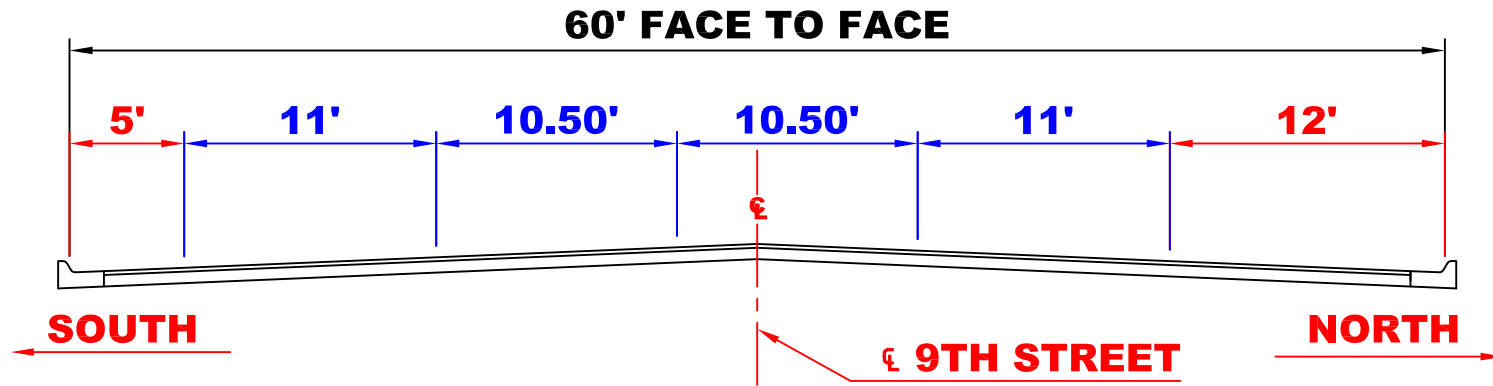
Thank you for your consideration in this matter.

Bruce and Melissa Uecker.

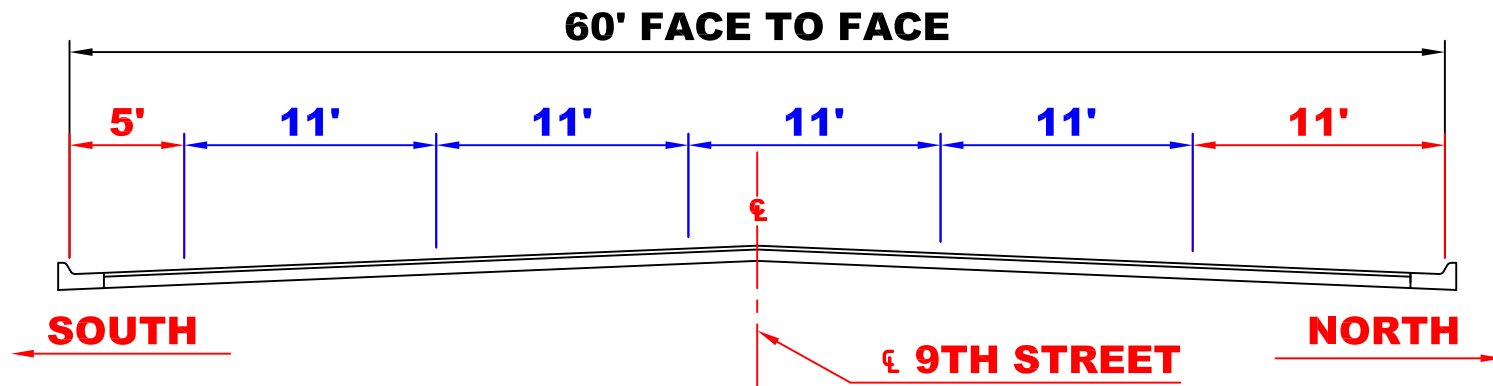
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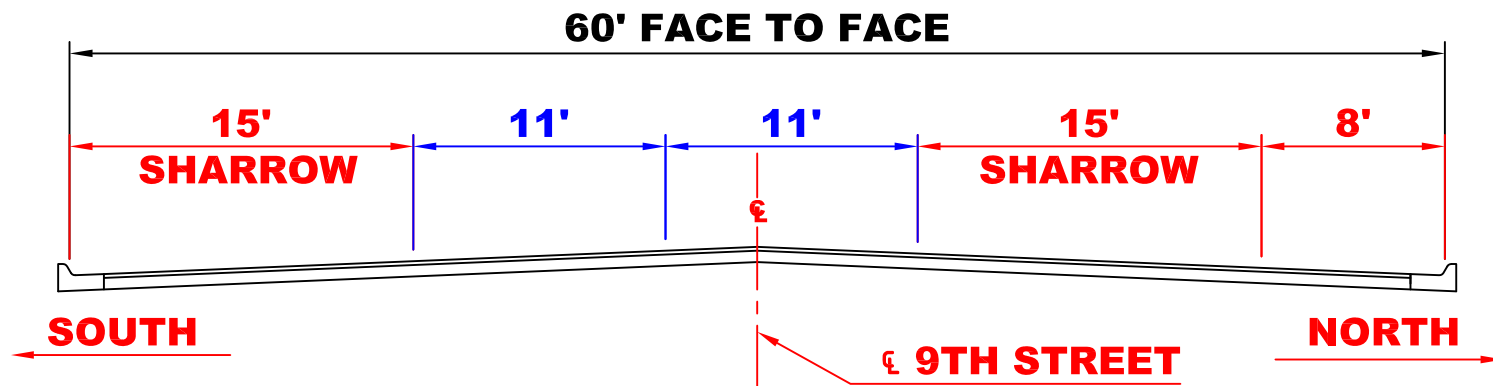




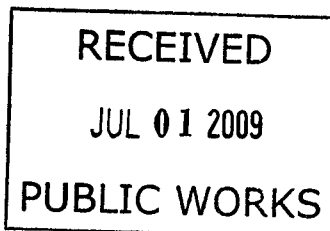
OPTION 1



OPTION 2



OPTION 3



June 25, 2009

Dear Mr. Uddin;

As I will not be able to attend the meeting on July 6, 2009.
I am writing in reference to your letter dealing with removing on street parking on west 9th street between Indiana and Tennessee.

We own the residence at 615 W.9th which is rented. There is **no off street parking** available on this property for this tenant, or their guests, except on the street.

Also it would be a problem for service and repair personnel to have to carry tools and / or equipment a half block from a side street parking.

Business Parking on the north side of 9th street is limited, and trying to cross this street on foot is dangerous.

There may be other property owners effected in a similar way.

I sympathize with bicyclists, and under any other circumstances

I would not object.

Thank you for your consideration
Rex Nicolay
542-2245

Oread Neighborhood Association • Lawrence, Ks. 66044



Date: June 26, 2009

To: David Woosley and the Traffic Safety Commission
Robert Chestnut, Mayor
Lawrence City Commission

Subject: Bicycle Lanes on 9th Street

As a representative of the Oread Neighborhood Association, I am strongly encouraging the Traffic Safety Commission and the City Commission to support Michael Almon's proposal to remove the parking spaces along Ninth Street from Mississippi to Tennessee Streets so that a bicycle lane can be created there on both sides of Ninth Street. We, of the Oread Neighborhood Association, strongly encourage and support the use of bicycles as transportation versus cars. Obviously, this is better for the overall environment, but it is particularly preferred for the Oread Neighborhood because of the density of cars and parking problems that result from all these cars. A safe bicycle lane is essential for bicyclists to get from areas in the Oread to downtown in an easy, safe, and efficient way. Ninth Street is a crucial bicycle route.

In general, the Oread Neighborhood Association is going to support all bicycle routes in this area as there are more cars than there is parking space for these cars. Anything that can be done to reduce the number of cars and increase the number of walkers and bicyclists will be supported, as long as the designated routes are safe and correctly marked so that motorists can recognize that there is a bicycle route which will allow them to anticipate bicyclists as they drive.

We would strongly encourage the City Commission to encourage bicyclists everywhere throughout the city. Bicyclists reduce pollution, traffic, and parking problems, especially in the Oread Neighborhood, which is plagued with parking and traffic problems, as we all know.

I very much appreciate your time and attention to our support of safe bicycle routes throughout Lawrence, and particularly in the Oread Neighborhood. Thank you.

Sincerely,

Ellie LeCompte
Representing the Oread Neighborhood Association

David Woosley

From: Matthew Lehrman [malehrman@gmail.com]
Sent: Tuesday, June 30, 2009 3:03 PM
To: David Woosley; Bobbie Walthall
Cc: Daniel Poull
Subject: Sustainability Advisory Board Letter

Mr. Woosley and Ms. Walthall,

Below is a letter written by the city Sustainability Advisory Board in support of the removal of parking to allow for the addition of bicycle lanes on 9th St., to be considered at Monday's Traffic Safety Commission meeting. Please let me know if there is anyone else that should receive a copy.

Thank you,

Matt Lehrman
City of Lawrence Sustainability Advisory Board

To: City of Lawrence Traffic Safety Commission, City of Lawrence Commissioners
From: City of Lawrence Sustainability Advisory Board
Re: Parking removal to support the addition of bicycle lanes on 9th St.

The City of Lawrence Sustainability Advisory Board writes to support parking removal on the south side of 9th St. between Mississippi St. and Tennessee St. to allow bike lanes on both the north and south sides of the street to be added. As a major transportation artery between the University of Kansas and downtown Lawrence, it is critical to ensure the smooth flow of vehicle traffic as well as the safety of pedestrian and bicycle traffic. The addition of bike lines on the south side of 9th Street would help achieve this goal.

Many businesses are located on 9th Street and many intersections contribute significant additional traffic. Traffic moves quickly due to the four-lane design of this section of 9th and has led to the highest rate of bicycle accidents in the city. Bicycle lanes can serve as a traffic calming device by giving cyclists a dedicated safe haven from vehicle traffic. This safety measure will undoubtedly encourage hesitant would-be bikers to choose to bike to work or for recreation rather than add another vehicle to Lawrence's already crowded roads. Bicycle lanes also do not reduce vehicle capacity by eliminating only infrequently used parking that can be compensated for on side streets.

The city Climate Protection Plan advocates for the addition of bicycle lanes throughout the Lawrence. The most appropriate time to add bicycle lanes is during a resurfacing project. The current resurfacing on 9th therefore presents an ideal opportunity to meet a recommendation of the Climate Protection Plan.

Although comparisons between New York City and Lawrence may be futile, in the city's Plan NYC 2030 strategic planning document, New York City has endeavored to add 1,800 miles of bicycle lanes (http://www.nyc.gov/html/planyc2030/html/plan/transportation_promote-cycling.shtml) and in May opened a redesigned Times Square, one of the more congested intersections in the world, that included bicycle lanes.

In light of the high traffic on 9th Street due to its proximity to the University of Kansas and downtown Lawrence, the city Sustainability Advisory Board believes it is essential to remove parking and add

bicycle lanes to facilitate the smooth flow of all traffic in this area.

Sincerely,

City of Lawrence Sustainability Board Members

David Woosley

From: Sandy Beverly [sbeverly@sunflower.com]
Sent: Saturday, July 04, 2009 2:38 PM
To: David Woosley
Subject: bike lane on 9th street

Hello David,

I'm writing to encourage you to create a bike lane on 9th street. I regularly travel by bike from west of Iowa to downtown. My two- year-old son rides with me, so safety is my biggest concern. I do not feel comfortable riding on 9th street so I choose an alternative route (Rockledge to 4th Street to Maine and then through Old West Lawrence). This alternative doubles my commute time so sometimes isn't feasible.

Please support healthy and environmentally-friendly alternatives to car traffic by making a safe bike lane on 9th street.

Sincerely,
Sandy Beverly

Finally? 9th St. Bicycle Lanes AND On-street Parking

From Mississippi to Downtown, 9th St is one of the most heavily traveled and dangerous streets for bicyclists. It has the highest bicycle-auto accident rate in Lawrence, including the death of John Hermes in 1998.

Prompted by John's death, Lawrence made plans for bicycle lanes on 9th Street, but the funding has languished for eleven years. This summer, the City has the opportunity to add bicycle lanes to the resurfacing of 9th Street.

9th St. is wide enough to include four auto lanes and bicycle lanes on both sides. On 6 July, the Traffic Safety Commission will consider removing parking on ONLY the south side to create a bicycle lane, and place the north side bicycle lane adjacent to the parking lane.

Removal of on-street parking on ONLY the south side of 9th Street from Mississippi to Tennessee Street will not adversely impact our business or service, and we support the project.

Signature	Business Name	Address	Date	Phone
1) <u>April Day</u>	Central National Bank	603 W. 9 th St.	6/08/09	785-838-1971
2) <u>Rhett E. Buse</u>	Bank of America	900 Ohio St.	6/10/09	785-842-1000
3) <u>Raju Ahmed</u>	Diamond Shamrock	501 W. 9 th St.	6/10/09	785-727-8188
4) <u>Kathy W.</u>	Kathy's Alterations	701 W 9 th St	6/10/09	785-865-2222
5) <u>James O'Donnell</u>	The Custom Edge	900 Mississippi	6/11/09	785-832-0888
6) <u>WATER'S EDGE</u>	WATER'S EDGE	847 INDIANA	6/10/09	785-841-6777
7) <u>CHRIS ORTH</u>	hometown collaborations	611 WEST 9 th ST.	6/15/09	785-218-7695
8) <u>Brenda Glad</u>	hometown collaborations	611 W. 9 th St.	6/15/09	785-979-9172
9) <u>hometown collaborations</u>	hometown collaborations	611 W. 9 th St.	6/15/09	785-550-4071
10) <u>ALI JIWANE</u>	Jayhawk Food Mart	701 W 9 th St	6/16/09	785-749-4121
11) <u>ALI JIWANE</u>	Pyramid pizza	701 W 9 th St	6/16/09	785-842-3233
12) <u>JEFF JENSEN</u>	JENSEN LIQUOR	620 W 9 th St	06/24/09	785-841-2256
13) <u>Sharon Reynolds</u>	Owens Flowershop	846 Indiana	6/25/09	785-843-6111
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