

City of Lawrence  
Traffic Safety Commission Agenda  
November 2, 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; Edwin Rockrock and Robin Smith.

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**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, October 5, 2009.

ITEM NO. 2: Consider request to establish a 25 MPH SPEED LIMIT on Lincoln Street between 2<sup>nd</sup> Street & 7<sup>th</sup> Street.

Facts:

1. Lincoln Street is classified as a local residential street with a 30mph speed limit in accordance with state law.
2. The street is paved 25 feet wide with curb & gutter between 2<sup>nd</sup> Street & 3<sup>rd</sup> Street; and is approximately 20 feet wide with ditches along both sides between 3<sup>rd</sup> Street & 7<sup>th</sup> Street.
3. There are no sidewalks along either side of the street.
4. State law permits a city to reduce a residential speed limit, but it must be based on a traffic engineering study.
5. Traffic speed data was obtained on September 22 & 23, 2009; 85<sup>th</sup> percentile speeds ranged from 29.34 mph to 38.59 mph.
6. History indicates that when the speed limit has been reduced below 85<sup>th</sup> percentile speeds, there has been a negligible change in the actual speed of traffic.

ITEM NO. 3: Consider request to establish NO PARKING along one side of Wimbledon Drive between Inverness Drive & Turnberry Drive.

Facts:

1. Wimbledon Drive is classified as a local street in a residential area and is paved 26 feet wide.
2. Parking is currently permitted along both sides of the street.
3. There have been no reported crashes along this portion of Wimbledon Drive during the past three (3) years.

ITEM NO. 4: Consider request to establish STOP signs on 24<sup>th</sup> Street at Ponderosa Drive.

Facts:

1. 24<sup>th</sup> Street and Ponderosa Drive are both local streets in a commercial area.
2. There are currently STOP signs on Ponderosa Drive at 24<sup>th</sup> Street; however, prior to July 19, 2007, there had been YIELD signs; therefore, approval of this request would result in a MULTI-WAY STOP.
3. During the past three (3) years (October 1, 2006-September 30, 2009) there has been one (1) reported crash at the intersection; on January 29, 2009, a northbound vehicle disobeyed the STOP sign and struck an eastbound vehicle.
4. None of the warrants for a MULTI-WAY STOP as provided in the *Manual on Uniform Traffic Control Devices* is currently met.
5. Traffic data collected shows that the 85<sup>th</sup> percentile speed for eastbound traffic to be approximately 29.3 mph and for westbound traffic to be approximately 36.5 mph.

ITEM NO. 5: Consider request to establish NO PARKING along both sides of Stone Meadows Drive approximately 120 feet north of Stone Meadows Court.

Facts:

1. Stone Meadows Drive is classified as a local street in a residential area and is paved 26 feet wide.
2. Parking is currently permitted along both sides of the street.
3. There have been no reported crashes along this portion of Stone Meadows Drive during the past three (3) years.

ITEM NO. 6: Consider request to establish TEMPORARY TRAFFIC CALMING DEVICES within the Park Hill neighborhood.

Facts:

1. At the July 6, 2009 Traffic Safety Commission meeting, the Commission heard a request to establish traffic calming along Vermont Street and Montana Street within the Park Hill Neighborhood; the Commission tabled the request and suggested that the neighborhood association meet with city staff to develop a plan for the neighborhood.
2. That meeting resulted in the current request; to install a temporary median on the Vermont Street/Montana Street curve; to install a temporary median on the Montana Street/Park Hill Terrace curve; and to install temporary traffic calming circles at the Kansas Street/Utah Street and Ohio Street/Dakota Street intersections.
3. Materials are currently on hand to install these temporary devices.

ITEM NO. 7: Consider request for a YIELD or STOP sign at the intersection of 24<sup>th</sup> Terrace & Crestline Drive.

Facts:

1. 24<sup>th</sup> Terrace and Crestline Drive are both classified as local streets in a residential area.
2. There have been no reported crashes at this intersection during the past three (3) years.
3. State law establishes that when two (2) vehicles approach or enter an intersection from different roadways at approximately the same time the driver of the vehicle on the left shall yield the right-of-way to the vehicle on the right.

ITEM NO. 8: Consider request to establish NO PARKING along the west side of Sunset Drive between Cambridge Road & Harvard Road.

Facts:

1. Sunset Drive is classified as a local residential street and is paved 25 feet wide.
2. Parking is currently prohibited along the east side of the street and along the west side of the street from the centerline of Cambridge Road north 120 feet.
4. There have been no reported crashes along this portion of Sunset Drive during the past three (3) years.

ITEM NO. 9: Consider request to permit parking on 13<sup>th</sup> Street in front of 833 E. 13<sup>th</sup> Street.

Facts:

1. At the July 6, 2009 Traffic Safety Commission heard a request to establish NO PARKING along the south side of 13<sup>th</sup> Street from 300 feet east of Oregon Street to 300 feet west of Oregon Street where the Burroughs Creek shared-use path is will cross 13<sup>th</sup> Street; the Commission voted 7-1 to recommend approval of the request.
2. The City Commission approved the request and NO PARKING signs have been installed.
3. The speed limit on 13<sup>th</sup> Street is 30 mph and the required stopping sight distance for 30 mph is 200 feet.
4. If parking were permitted in front of 833 and 835 E. 13<sup>th</sup> Street, there would be approximately 235 feet of sight distance from the driver's eye to crossing point of the path.
5. In addition, a SPEED HUMP will be constructed approximately 25 feet west of the path crossing which will reduce the traffic speed below the 30 mph speed limit.

ITEM NO. 10: Public Comment.

ITEM NO. 11: Commission Items.

ITEM NO. 12:       Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to establish NO PARKING  
along the south side of 13<sup>th</sup> Street from 300 feet east of Oregon  
Street to 300 feet west of Oregon Street.

ALAIN DEROULETTE  
KIM WILSON  
434 LINCOLN ST  
LAWRENCE, KS 66044  
H 785 749 9686 cell 785 550 2602

8-20-09

RECEIVED

AUG 24 2009

PUBLIC WORKS

Dear DAVID E WOOSLEY,

We live between 7th st and 2nd st at 434 LINCOLN ST. Our street is narrow with a lot of kids in our neighborhood. We feel that 30 miles Per hr + in this family neighborhood is too fast. We propose to you a speed limit of **25** miles per hr ~~+~~ would be more appropriate for the safety of our children.

Please consider our proposal!

Sincerely, Alain Déroutte  
Kim Wilson

# NORTH LAWRENCE IMPROVEMENT ASSOCIATION

LAWRENCE, KANSAS

RECEIVED

SEP 14 2009

PUBLIC WORKS

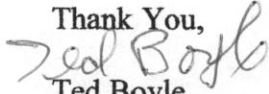
September 8, 2009

David Woosley and the Traffic Safety Commission,

The North Lawrence Improvement Association and residents living between North 2<sup>nd</sup> and North 7<sup>th</sup> respectfully request that the speed limit be lowered on Lincoln Street. The speed limit is currently posted at 30 mph and we would like to have it reduced to 25 mph.

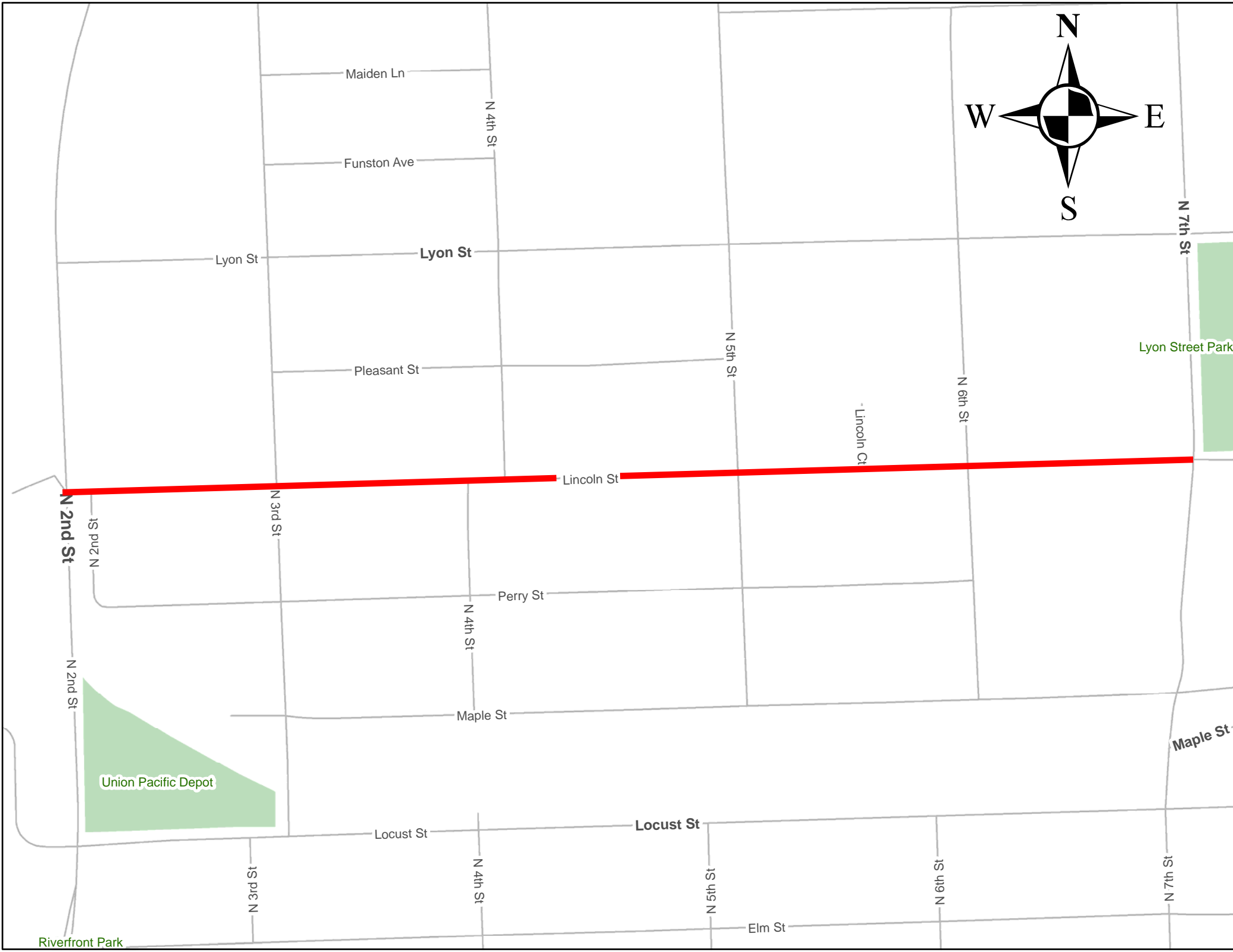
Lincoln Street is very narrow with a deep ditch and is lined with mailboxes. There are also a lot of children who live and play along this street. By making this change we can help keep the children in the area safe.

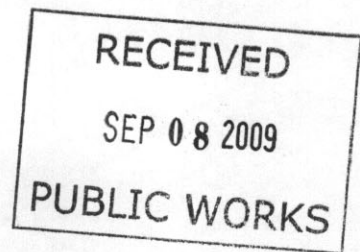
Thank You,

  
Ted Boyle

NLIA President







September 3, 2009

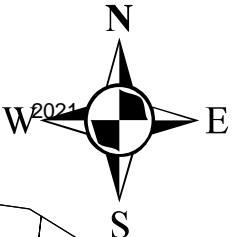
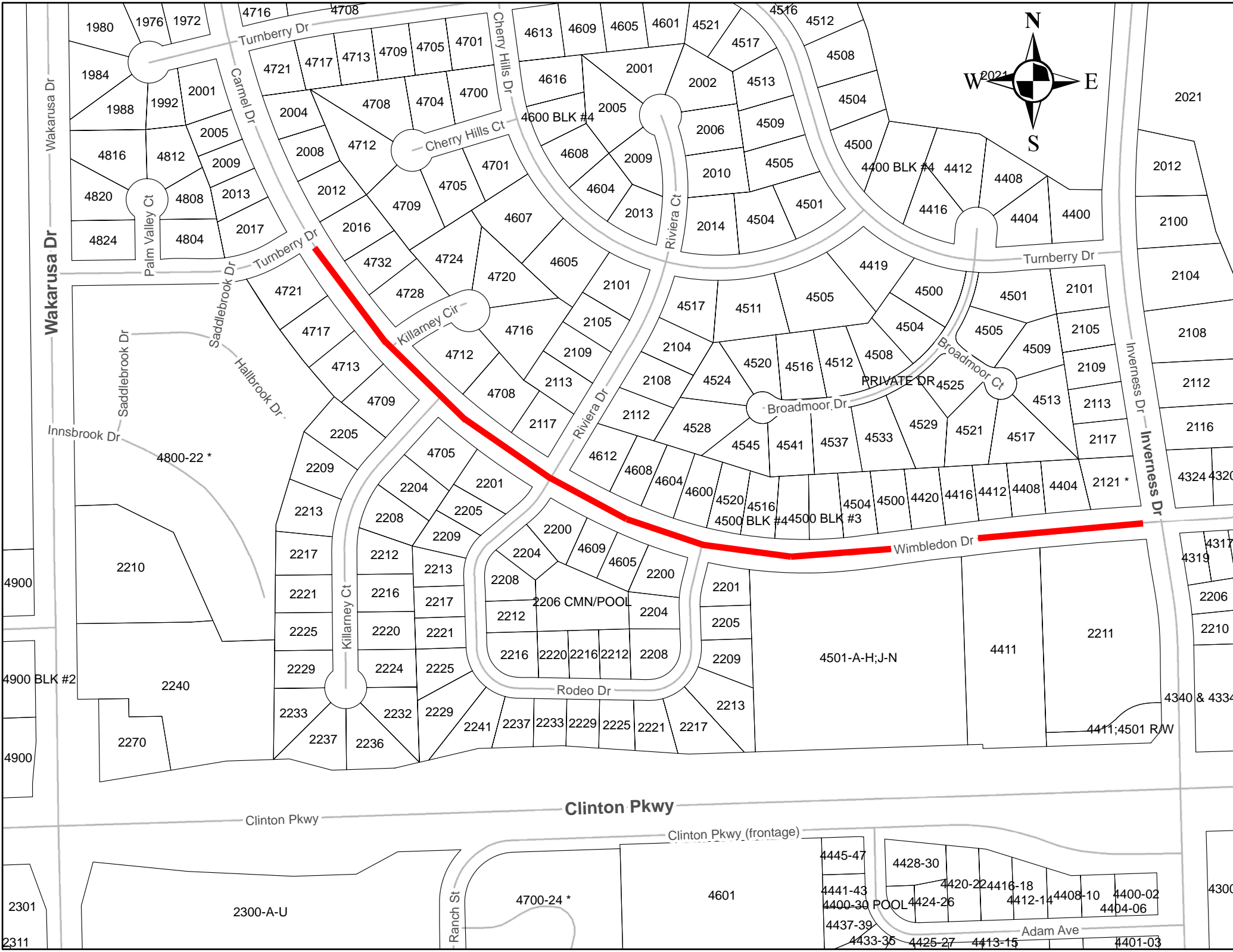
Traffic Safety Commission  
Attn: David Woosley  
P.O. Box 708  
Lawrence, KS 66044

I have an apartment at 4800 Hallbrook Dr. and drive on either Wimbledon or Carmel most of the time. That is a pretty narrow street and when cars are parked on one side of the street, it is safer to slow down and wait for an approaching car to clear those cars.

When cars are parked on both sides of the street and there is an approaching car in the opposite direction that I am going, it is necessary to stop until that car comes through. It would be much safer if parking was limited to one side of the street only. It would be appreciated if the city would allow parking on only one side.

*Mary Remus*

Mary Remus  
1621 Edgehill Road (mailing address)  
Lawrence, KS 66044  
785-331-2789



Wakarusa Dr

Turnberry Dr

Cammel Dr

Palm Valley Ct

Saddlebrook Dr

Hallbrook Dr

Innsbrook Dr

Killarney Cir

Killarney Ct

Riviera Dr

Riviera Ct

Broadmoor Dr

Broadmoor Ct

Inverness Dr

Rodeo Dr

Wimbledon Dr

Clinton Pkwy

Clinton Pkwy

Clinton Pkwy (frontage)

Adam Ave

Ranch St

2311

2301

4900

4900 BLK #2

4900

4800-22 \*

2210

2240

2270

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2233

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2221

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2213

2209

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**David Woosley**

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**From:** Stephanie Ziegler [autoglass3@sunflower.com]  
**Sent:** Tuesday, September 15, 2009 9:21 PM  
**To:** David Woosley  
**Subject:** 24th & Ponderosa

David – I was emailing you in concern with our stop sign/yield signs at the corner of 24<sup>th</sup> & Ponderosa.

Would it be possible to study that intersection? We notice a lot of near miss accidents at that intersection.

The traffic headed east/west travels at an excessive speed. Drivers are using 24<sup>th</sup> street as a way to avoid stop lights at 23<sup>rd</sup> and Haskell and 23<sup>rd</sup> & Harper.

As you may be aware 24<sup>th</sup> street near Haskell is residential and travels through our industrial park and ends residential again up at 24<sup>th</sup> & Harper.

We have felt for some time that a stop sign at 24<sup>th</sup> & Ponderosa would at least slow traffic down. Recently signs were added at that corner but they are directed at the North/South traffic on Ponderosa and have done nothing to slow traffic or help improve the safety of that intersection.

One last note cars are traveling fast enough on 24<sup>th</sup> to ramp or bounce through that intersection. Let me know if there is anything I can do to help. Please take my request into consideration.

Best Regards,

Gary Ziegler

Ziegler Glass  
2400 Ponderosa Dr.  
Lawrence, KS 66046

P: 785.832.8480  
F: 785.832.0600

**Section 2B.07 Multiway Stop Applications**

Support:

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

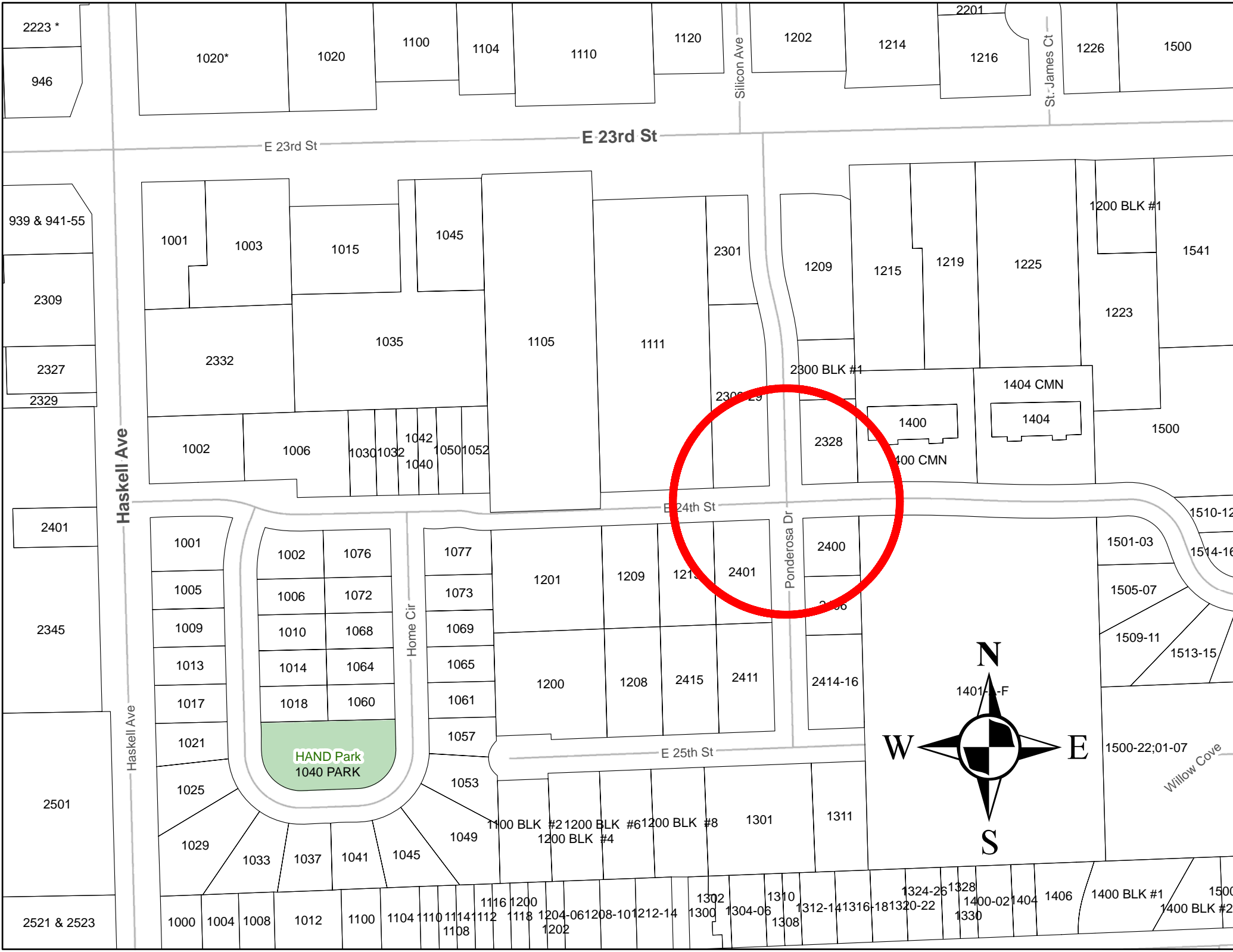
The restrictions on the use of STOP signs described in Section 2B.05 also apply to multiway stop applications.

**Guidance:**

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

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

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



**David Woosley**

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**From:** Flitcraft, Scott J [sflitcra@transunion.com]  
**Sent:** Friday, September 18, 2009 9:34 AM  
**To:** David Woosley  
**Subject:** Request for no parking signs to be installed  
**Attachments:** IMG00254.jpg

Traffic Safety Commission:

My name is Scott Flitcraft, and I live at 4401 Stone Meadows Court. I would like to request your commission to review a traffic safety concern. Let me preface this by saying I tried to resolve this issue by speaking directly with the neighbor in question, but that did not produce a positive outcome. As a result, I'm appealing to your committee for review, assistance, and resolution.

**Overview:**

The issue we are faced with is a neighbor who has his truck continually parked at the intersection of Stone Meadows and Stone Meadows Court. The positioning of this truck causes two traffic safety issues. First, Southbound Stone Meadows traffic must merge into the on-coming traffic lane to avoid this truck. To further complicate this matter, the truck is positioned just after a curve in the street, and on the east side of the Street is a privacy fence which causes Southbound drivers to blindly proceed into the on-coming traffic lane. Secondly, as you are pulling out of Stone Meadows Court and proceeding North on Stone Meadows, a second traffic safety issue occurs at this same location from on-coming southbound vehicles merging into the Northbound lane. My family and I have had several close calls with accidents at the referenced location, and I also know of other neighbors who have had this same experience.

**Resolution:**

The installation of no parking signs on both sides of Stone Meadows. In my opinion, the signs should be placed beginning at the intersection of Stone Meadows and Stone Meadows Court, and be in effect to the North for a distance of approximately 30-40 yards.

**Conclusion:**

In addition to the risks posed to vehicles and their drivers, many small children frequent this intersection on foot and bike. I believe a simple remedy of installing a few no parking signs could greatly reduce the risk of an injury or worse occurring at this location. I'm willing to proceed with any steps required of me to keep this issue moving forward. Please advise if you need any additional information from me. I have also attached a picture of the vehicle (tan Ford F-150) in question, and intersection location for your reference.

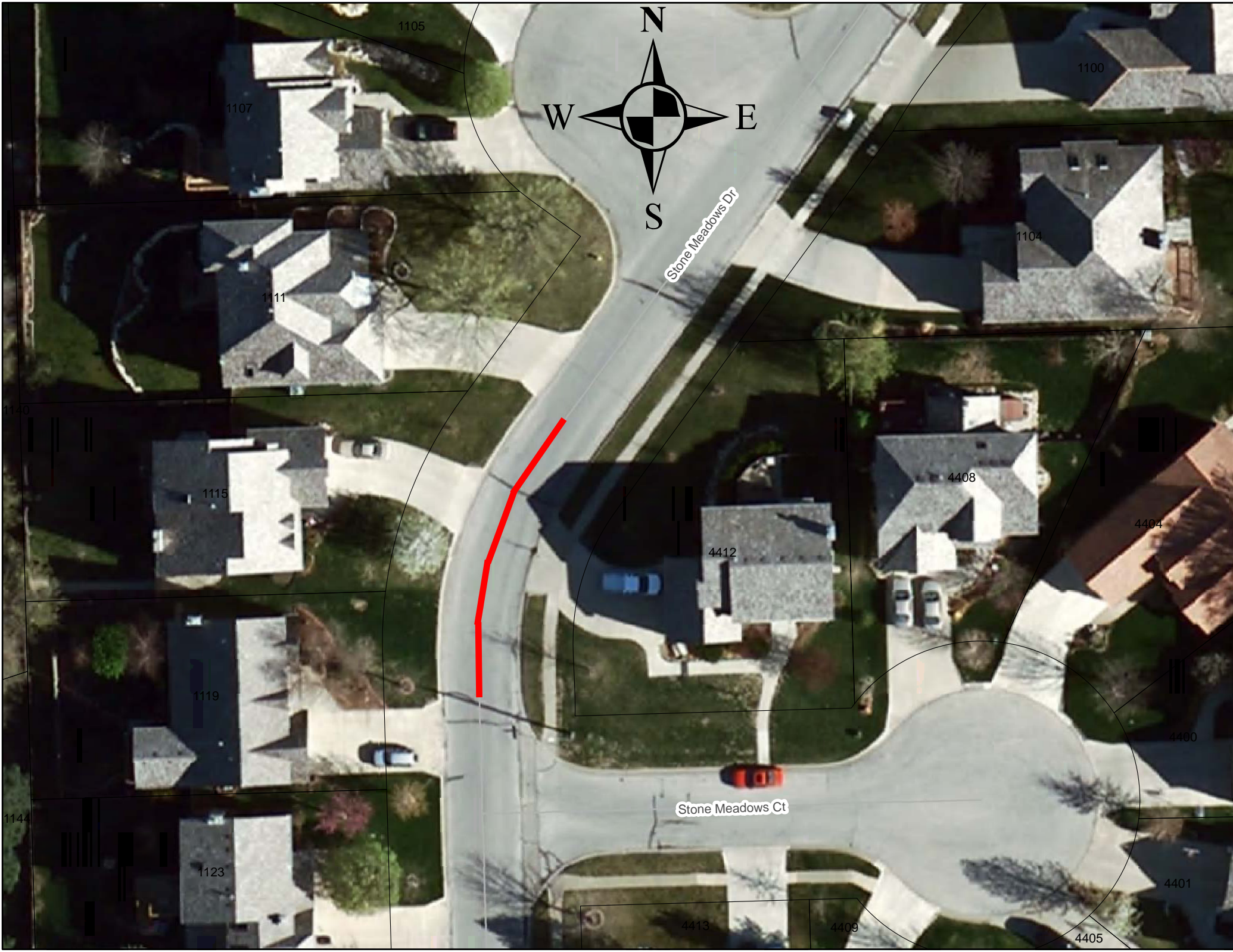
Sincerely,

Scott Flitcraft  
4401 Stone Meadows Court  
Lawrence, KS 66049  
785.865.2527

10/20/2009







Stone Meadows Dr

Stone Meadows Ct

1105

1100

1107

1104

1111

1140

1115

4408

4412

4404

1119

4400

1144

1123

4401

4413

4409

4405



## David Woosley

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**From:** Watkins, Donald K [dwatkins@ku.edu]  
**Sent:** Wednesday, September 23, 2009 1:25 PM  
**To:** David Woosley  
**Cc:** mlpomes@hotmail.com; jbowen@sunflower.com  
**Subject:** request to Safety Traffic Comm.

September 23, 2009

Traffic Safety Commission  
City of Lawrence  
c/o David Woosley, Traffic Engineer  
6 E. 6th Street  
Lawrence, KS 66044

Subject: Request for temporary traffic calming devices, Park Addition

Today John Bowen and I, representing the Park Hill Neighborhood Association, met with Traffic Engineer David Woosley regarding the Association's wish to improve traffic conditions in the neighborhood. In this letter we wish to request specific temporary measures as we continue to monitor traffic patterns while looking for more permanent solutions.

To reduce speeding on the Vermont St. - Montana St. - Park Hill Terrace sequence of streets between 23rd St. and Louisiana St., we request:

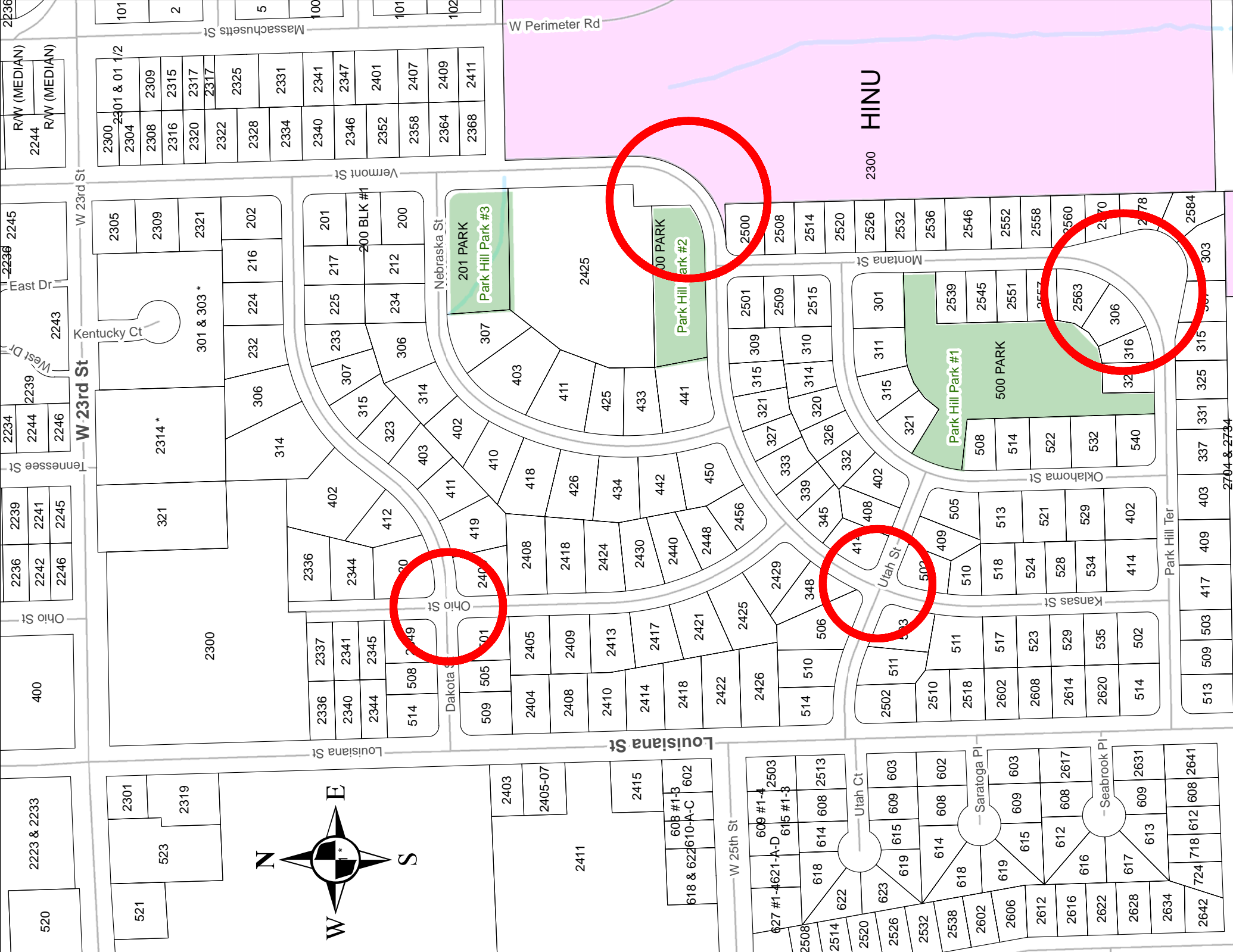
- 1) a temporary median on the Vermont St.- Montana St. curve approximately between 2425 Vermont and 2500 Montana;
- 2) a temporary median on the Montana St.- Park Hill Terr. curve approximately between 2563 Montana and 306 Park Hill Terr.

In addition, we request temporary traffic-calming circles at the four-way intersections of (1) Kansas St. and Utah St. and (2) Ohio St. and Dakota St.

Thank you for putting our request on the next available agenda. I'm sure that David Woosley can clarify any question you may have about this request.

Donald K. Watkins  
Vice Pres., Park Hill Neighborhood Assoc.  
508 Oklahoma St.  
Lawrence, KS 66046

cc: Michael Pomes, Pres.  
PHNA



RECEIVED

SEP 30 2009

PUBLIC WORKS

Traffic Safety Commission  
Attn: David Woosley  
P.O. Box 708  
Lawrence, KS 66044

Dear David and Commission,

I have an item to submit for the agenda next month. I don't propose a specific solution. The intersection is that of Crestline and 24<sup>th</sup> Terrace (and Melrose?). The subdivision of 40+ households west on 24<sup>th</sup> Terrace empties out at this intersection and Crestline turns/merges with Melrose here. It is unclear who has the right of way. A yield or stop sign should do the trick. Thanks for your consideration in this matter. Please let me know your decision by contacting me at the number or address below.



Bob Garrett  
President Hills West Home Owner's Association  
2511 W. 24<sup>th</sup> Terrace  
Lawrence, KS 66047  
(785.838.4697)

1930 & 2021 \*

KU

1900-2000-04-

2030

IOWA ST (ACCESS)

W 23rd St

Clinton Pkwy

Clinton Pkwy

Clinton Pkwy (frontage)

W 23RD ST (ACCESS)

2300

Murphy Dr

1822

1821-1903

W 24th St

IOWA ST

Melrose Ln

W 25th St

2201 (COMMON)

2525

1907 #1-6

2500-A,B

2507-A-H \*

2401

2300 BLK #1

Free State Ln

Crestline Dr

2333

2415

2125

2309

2301

2319

2329 & 2339

2415

2410-30 \*

2434-A-F

2424

2429

2425

2435

2449 \*

2433-49 \*

W 24th Ter

COMMON AREA

Holcom Park

2600

2601 \*

2700 2622 2618 2606 2522 2512 2435  
2702 2620 2616 2608 2520 2514 2437  
2614 2610 2518 2510 2506 2504  
2612 2602 2600 2516 2508 2502

2712 2708 2704  
2707 2703 2700

2708 2704 2700  
2703 2300 2304  
2307 2308 2312  
2324 2320 2316

2400 1915  
2412  
2428-2437  
2434 2420 1912

2330 2327 & 2337  
2340 2347 #1-8  
2346 1904 #1-13

## David Woosley

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**From:** jmechler@sunflower.com  
**Sent:** Sunday, October 11, 2009 5:54 PM  
**To:** David Woosley  
**Subject:** Re: Sunset and Cambridge

David:

My name is Jim Mechler and I live at 1027 Avalon Road. As we discussed recently, I am concerned about the safety of the intersection of Cambridge and Sunset. My wife Julia and I have a daughter who attends Hillcrest Elementary and in speaking with other parents in the area we have noted the difficulty in crossing Sunset from the east. Because of your willingness to visit the site, I know you are now familiar with the road. You will recall that Sunset is oddly curved at that point and visibility for drivers is limited. The visibility issue is compounded by the need of south-bound drivers on Sunset to move into the center of the road due to allowable parking on Sunset.

One suggestion to prevent the game of "chicken" that often results between south and north drivers on Sunset would be to remove street parking along the west side of Sunset back to Harvard Road so that drivers can maintain their position on their side of the street and not veer into the center of the road. Also a center line and possible trimming of bushes/tress at the intersection might help as well.

I am available to discuss my concerns with the Commission, so please let me know if that would be helpful. Thanks again for your help.

Jim Mechler  
1027 Avalon Rd.  
830-0014





Oct 22, 09

To: Lawrence City Commission,  
David Woosley,

Please allow my neighbors  
and I to park in front of our  
homes on, at or near 13<sup>th</sup> St. and  
Oregon St. Please remove the parking  
restrictions. We understand the need  
to address sight restrictions at this  
location however we believe alternatives  
can be used to achieve the same  
results. Let us lower the speed  
limit to 20 mph and or speed bumps  
and stop signs for the recreational  
trail at this location

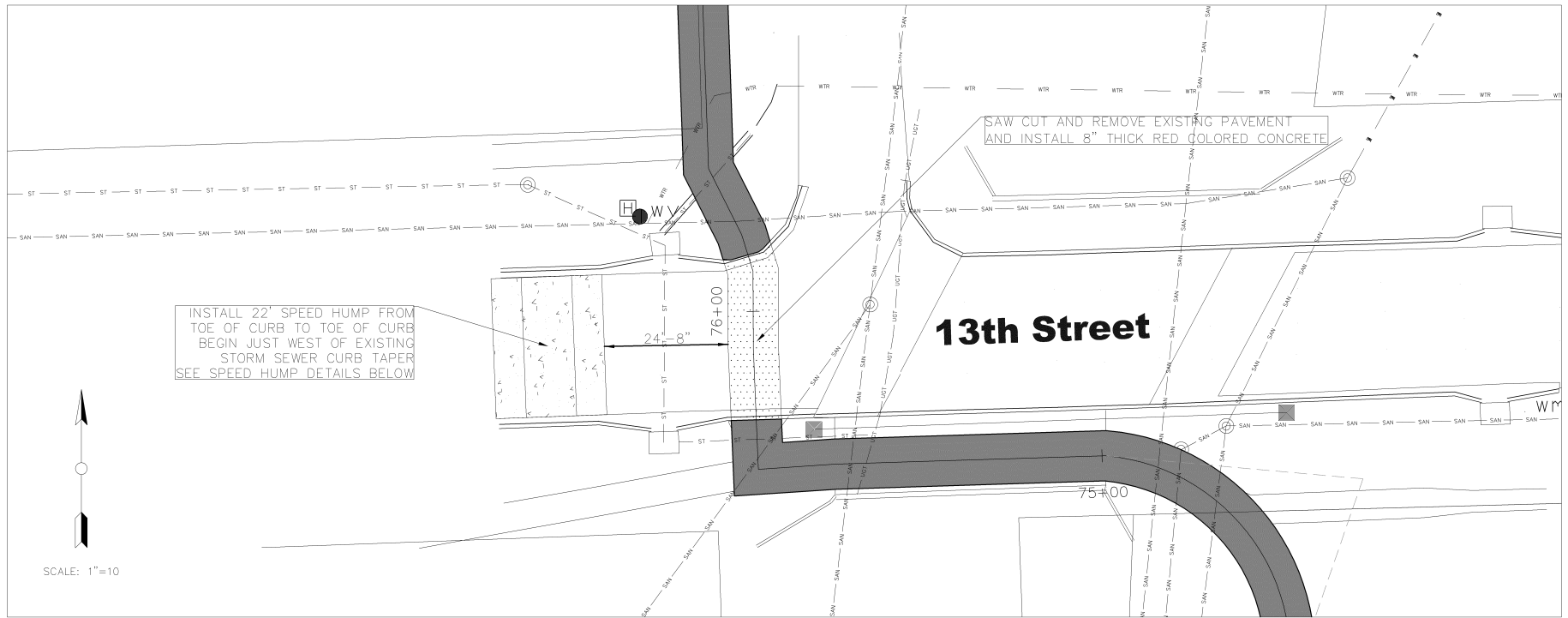
Thank you,

Phone #:

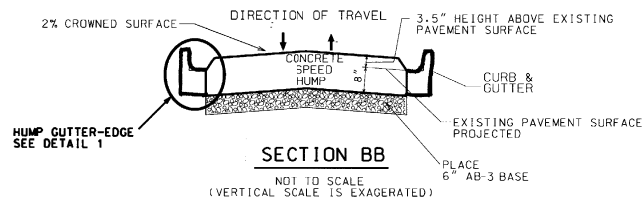
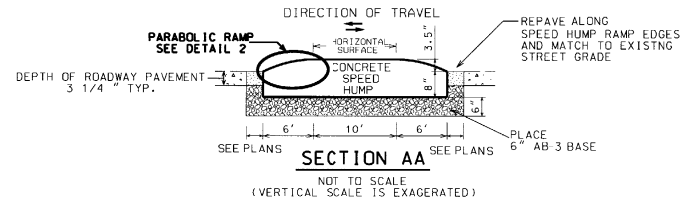
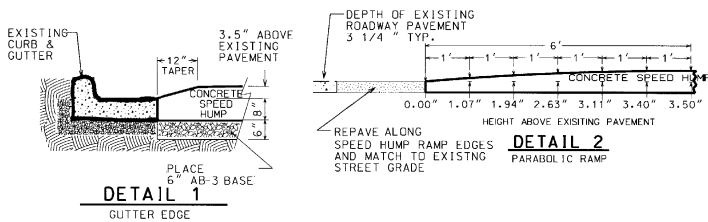
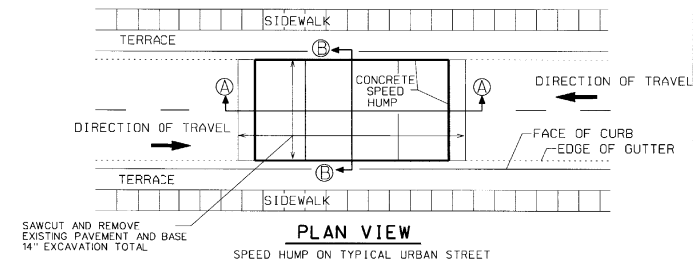
785 841 1033

785 727 0126

Chris Oltman  
833 E 13<sup>th</sup> St.  
Lawrence KS  
66044



### CONCRETE SPEED HUMP DETAIL with STD GUTTER



#### SPEED HUMP NOTES

1. ALL SAW CUTS WILL BE FULL DEPTH AND SHALL BE CONSIDERED SUBSIDIARY TO THE 'SPEED HUMP' BID ITEM.
2. ANY EXCAVATION AND BACKFILL ASSOCIATED WITH THIS PROJECT SHALL BE SUBSIDIARY TO THE 'SPEED HUMP' BID ITEM.
3. CONSTRUCTION JOINTS SHALL BE SAWED AT THE DIRECTION OF THE CITY ENGINEER OR AN APPROVED REPRESENTATIVE.
4. ALL SPEED HUMP ITEMS ARE SUBSIDIARY TO LUMP SUM 'SPEED HUMP' BID ITEM.

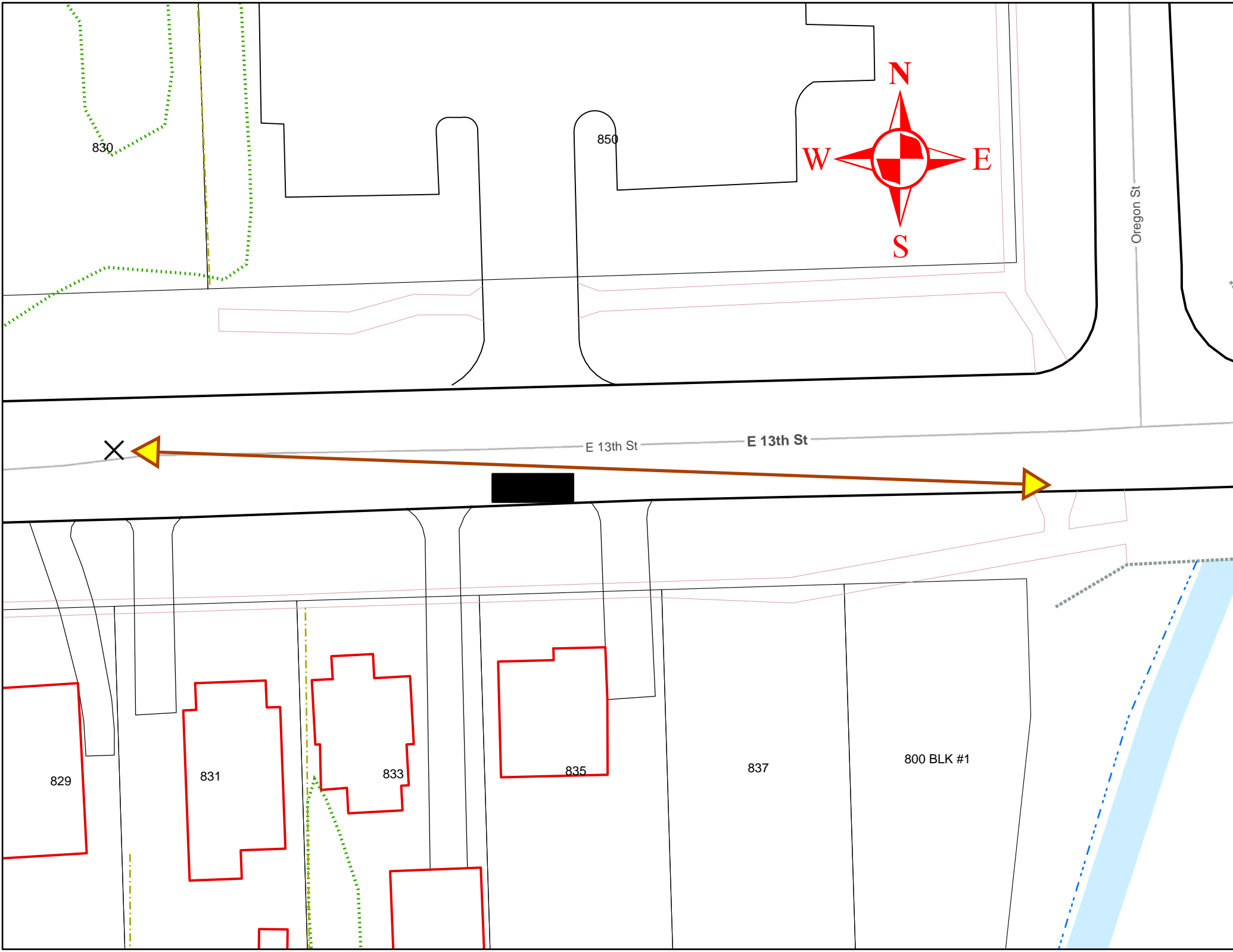
SHEET 15 OF 34

DATE	BY	REVISION

**CITY OF LAWRENCE, KANSAS**  
ENGINEERING DIVISION OF PUBLIC WORKS

**BURROUGHS CREEK RAIL TRAIL  
INTERSECTION DETAILS AND  
SPEED HUMP AT 13TH STREET**  
PROJECT NO. PW0829

**SHOEB M. UDDIN**  
CITY ENGINEER



830

850

Oregon St

E 13th St

E 13th St

829

831

833

835

837

800 BLK #1

City of Lawrence  
Traffic Safety Commission  
November 2, 2009 Minutes

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

MEMBER ABSENT: Jason Novotny

STAFF PRESENT: David Woosley, Public Works Department

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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, October 5, 2009.**

**ITEM NO. 2:**

**Consider request to establish a 25 MPH SPEED LIMIT on Lincoln Street between 2<sup>nd</sup> Street & 7<sup>th</sup> Street.**

David Woosley presented the information provided in the staff report.

Commissioner Smith noted that there is a sidewalk along the south side of the street between 4<sup>th</sup> Street & 7<sup>th</sup> Street.

Public comment:

Alain Deroulette, 434 Lincoln Street: There are 14 children living between 4<sup>th</sup> Street & 5<sup>th</sup> Street actively playing; when I found out the speed limit was 30 mph I was shocked and wrote this letter to the Traffic Safety Commission; there have been incidents where my mailbox was broken twice; I would like to propose reducing the speed limit to 25 mph.

James Dick, 189 Pinecone Drive: My daughter recently bought a house on Lincoln Court, and I have a 6-year-old grandson that rides his bike to school every day; with the work on 2<sup>nd</sup> Street, traffic has exploded along Lincoln Street; I certainly would support lowering the speed limit on Lincoln Street; but I also think there should be some STOP signs; our dog was recently hit along Lincoln Street and had to have surgery on her hip.

Commissioner Heckler noted that STOP signs could not be addressed since they were not a part of the original request and were not a part of the agenda.

Commissioner Smith noted that the North Lawrence Improvement Association also supported the request.

Commissioner Heckler stated that with the narrow street a slightly lower speed limit might help but it would only be as good as the enforcement.

Commissioner Harden: My advice is that lowering the speed limit is only ceremonial; the signs go up and you feel good about it for a few days but you will continue to have the same situation you have today. If you want to slow people down, you have to put physical barriers in.

Commissioner Miller asked if there had been any recent traffic counts and if the street would qualify for traffic calming; Woosley advised that the traffic volume ranged from 800-1000 vehicles per day which on a local street would not qualify for traffic calming, but the speed of the traffic would qualify in most of the blocks.

Commissioner Heckler: Since the North Lawrence Improvement Association supports a lower speed limit, they would probably support traffic calming measures to reduce the speed of traffic. I would suggest we table this item and let the neighborhood determine whether they would like to present other measures.

Commissioner Smith: I would support lowering the speed limit to 25; it may not solve the problem but I think it would help it.

Commissioner Harden: I think we need a solution; they have a problem; lowering the speed limit is not a solution, it's a ceremonial thing; they need a solution.

**MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER HARDEN, TO TABLE THE REQUEST TO ESTABLISH A 25 MPH SPEED LIMIT ON LINCOLN STREET BETWEEN 2<sup>ND</sup> STREET & 7<sup>TH</sup> STREET; THE MOTION CARRIED 5-3.**

**ITEM NO. 3:**

**Consider request to establish NO PARKING along one side of Wimbledon Drive between Inverness Drive & Turnberry Drive.**

David Woosley presented the information provided in the staff report.

Public comment:

Pete Peterson, 4712 Wimbledon Drive: The need for NO PARKING would only exist between Inverness & Rodeo where the apartments are, if there is going to be NO PARKING on one side of the street; from Rodeo to Turnberry there is not a problem, there is seldom any parking there.

Commissioner Hagen: I think if you start removing parking, you will turn in into a race track.

**MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG ONE SIDE OF WIMBLEDON DRIVE BETWEEN INVERNESS DRIVE & TURNBERRY DRIVE; THE MOTION CARRIED 8-0.**

**ITEM NO. 4:**

**Consider request to establish STOP signs on 24<sup>th</sup> Street at Ponderosa Drive.**

David Woosley presented the information provided in the staff report and noted an e-mail that was received not in support of the request.

Public comment:

None.

Commissioner Heckler: I say we deny the request; I don't think it will solve any problem and I don't think a MULTI-WAY STOP is a good idea where there is a major flow of traffic.

**MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH STOP SIGNS ON 24<sup>TH</sup> STREET AT PONDEROSA DRIVE; THE MOTION CARRIED 8-0.**

## **ITEM NO. 5:**

**Consider request to establish NO PARKING along both sides of Stone Meadows Drive approximately 120 feet north of Stone Meadows Court.**

David Woosley presented the information provided in the staff report.

Public comment:

Scott Flitcraft, 4401 Stone Meadows Court: I'm strongly in favor of installing the NO PARKING; as you approach the intersection southbound, typically there is a truck parked there that causes you to cross the centerline to go around and there is a fence on the other side of the street that blocks your view on oncoming traffic; in addition, when you are exiting Stone Meadows Court and turning right, the fence blocks your view of southbound traffic that may be in your lane; I've had several close calls as well as my wife, my children and other neighbors; many times there are cars parked on both sides of the street which makes it very difficult to get through; the remedy is to install the NO PARKING and alleviate the problems.

Randy Barnes, 4400 Stone Meadows Court: I almost got hit head-on pulling out of Stone Meadows Court going north; I had to drive into the neighbors driveway to avoid an accident; we have a lot of sixteen-year-old kids in our cul-de-sac that are starting to drive and every morning we are very nervous as they leave for school; somebody is going to get plowed.

Jim Cooper, 1115 Stone Meadows Drive: Stone Meadows Drive is paved twenty-six feet wide, the same as all other residential streets in the city; with vehicles parked on one side of the street, the street is wide enough to accommodate two vehicles passing by in opposite directions; the presence of cars parked on a residential street does have a calming effect on traffic; it makes me a more conscious driver and we've noticed that traffic tends to move slower; it's rare that cars are parked on both sides of the street; this complaint seems to single-out one resident in particular; there are at least four other areas in our neighborhood with similar situations without NO PARKING areas; this would deprive us of street parking for family, guests, service workers, delivery vehicles and contractors or vendors; we would have to start parking up the street in front of other neighbors houses; I'm here tonight to oppose this request and I have a letter signed by three other neighbors in opposition (attached).

Jane Dahem, 1119 Stone Meadows Drive: I have been driving in-and-out of there every day for a year and there is no line of sight obstruction from trucks or cars parked on the west side of the street at all; we believe that parking on the street keeps the speed down; we don't want to encourage any more speeding on the street than there already is.

Bizhan Dahem, 1119 Stone Meadows Drive: When the teenagers exit Stone Meadows Court, they don't stop or even look around; the police department has observed the intersection and an officer told me he didn't see any problem.

Commissioner Woods: I don't think 120 feet of NO PARKING is warranted for two houses; it looks to me like a neighborhood dispute; I'm not in favor of any spot NO PARKING areas.

Commissioner Miller: I've tried to be consistent in situations where we've have parking on both sides of the street; I have a concern for emergency vehicles getting through; but I don't think that applies here.

Commissioner Harden: This is a potentially dangerous situation, but all streets and all intersections in the community are potentially sites of accidents; there being no accident record, it's basically an unfulfilled potential. I'm reluctant to do anything until there is a clear consensus from the neighborhood.

Commissioner Rothrock: In this situation, since there is parking on both sides, if you force the parking from the outside of the curve to the inside of the curve, you are going to limit your sight distances more.

**MOTION BY COMMISSIONER CRIQUI, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG BOTH SIDES OF STONE MEADOWS DRIVE APPROXIMATELY 120 FEET NORTH OF STONE MEADOWS COURT; THE MOTION CARRIED 8-0.**

#### **ITEM NO. 6:**

**Consider request to establish TEMPORARY TRAFFIC CALMING DEVICES within the Park Hill neighborhood.**

David Woosley presented the information provided in the staff report and noted that several e-mails had been received about this item (attached).



Public comment:

Michael Pomes, 528 Kansas Street, President of the Park Hill Neighborhood Association: I have some graphs that were made from traffic counts done on June 9, 2009 (attached); the graphs show more vehicles entering the neighborhood from 23<sup>rd</sup> Street than there are residents; we continue to have problems with cut-through traffic; there are another 98 cars entering from Dakota Street; the greatest average speeds is at 2425 Vermont; this is a critical point since there is a park nearby and a number of residents with small children; a second location is on the Park Hill curve where speeds are increasing and there are young families in this area too.

Tim Evans, 2509 Montana Street: I'm not about not being safe, however, we're not for any of the traffic calming devices being proposed for the neighborhood, primarily because of what they look like; there are other alternatives such as the speed radar signs; I really don't feel threatened walking in my neighborhood.

Carol Armstrong, 2536 Montana Street: There are more children in the neighborhood and there is more speeding; the biggest problem is from Louisiana down Park Hill Terrace; there should be a speed bump there; something is necessary in our neighborhood.

Mary Head, 508 Oklahoma Street: I wanted to speak to cut-through traffic; what I have observed people illegally turning-in from 23<sup>rd</sup> Street in the afternoon and then encounter them coming out of the neighborhood onto Louisiana; they are just using our neighborhood to cut-through.

Michael Almon, 1311 Prairie Avenue: There is a wide range of devices available now; some people like them, some people hate them; they are inconvenient; if you want to deter traffic, you need to make it inconvenient; there are no sidewalks in the neighborhood; something needs to be done.

John Bowen, 403 Dakota Street: We were attempting to try something temporarily to see if it would work; I know they're not the prettiest-looking things; but this is why we went this route; it's just temporary until we see if it works; the cut-through traffic zips through the neighborhood to avoid the intersection of 23<sup>rd</sup> and Louisiana.

Commissioner Harden: I would encourage the neighborhood to spend some time discussing this and come back with a consensus; I'm reluctant to forge ahead until I hear what another discussion may bring about.

Commissioner Woods: Some folks think it's a problem, some folks don't and some folks want some help with traffic calming devices and others don't; I don't know if it's an issue we can solve.

Commissioner Miller: I didn't do a count, but I got a bunch of e-mail forwarded to me today and I think most of it was against this proposal.

Commissioner Hagen: The degree to which there is a range of opinions is greater than we've seen in other situations; I would be reluctant to proceed ahead without a broader representation of the neighborhood.

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER HECKLER, TO TABLE THE REQUEST TO ESTABLISH TEMPORARY TRAFFIC CALMING DEVICES WITHIN THE PARK HILL NEIGHBORHOOD AND HAVE THE NEIGHBORHOOD REPORT BACK WITH A CONSENSUS AT A FUTURE MEETING; THE MOTION CARRIED 8-0.**

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

**Consider request for a YIELD or STOP sign at the intersection of 24<sup>th</sup> Terrace & Crestline Drive.**

David Woosley presented the information provided in the staff report.

Public comment:

None.

Commissioner Criqui: I navigate that intersection a lot; it does seem confusing who gets to go.

Commissioner Hagen: This has come-up before; I don't think there is any answer to it.

Commissioner Criqui questioned whether the dynamics have changed due to the KU parking.

**MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST FOR A YIELD OR STOP SIGN AT THE INTERSECTION OF 24<sup>TH</sup> TERRACE & CRESTLINE DRIVE; THE MOTION CARRIED 7-1(Criqui: Just because no one is here to support the request doesn't mean it isn't a valid request).**

**ITEM NO. 8:**

**Consider request to establish NO PARKING along the west side of Sunset Drive between Cambridge Road & Harvard Road.**

David Woosley presented the information provided in the staff report and noted that the Forestry Division was working with the property owner on the northeast corner of Cambridge & Sunset to remove some of the landscaping causing a sight obstruction and that the Traffic Division had recently marked a centerline through the intersection.

Public comment:

Betty Baron, 1108 Sunset Drive: We are extremely concerned with safety and we believe that parked cars create a safety barrier between pedestrians and vehicles; without cars parked on the street motorists will drive even faster than they do now; we haven't seen a visibility problem that couldn't be addressed in another manner; in addition, the yellow lines on the street are very helpful; parking spaces in the neighborhood for private vehicles and service vehicles are at a premium.

Julia Mechler, 1027 Avalon Road: We are just trying to increase the safety of the intersection; I cross that intersection about four times a day with my daughter walking her to Hillcrest; it is very difficult to cross from the east due to the curvature of the road and the landscaping; the removal of some of the landscaping will greatly help; and the dotted line through the intersection has helped.

Jan McCullough, 1035 Sunset Drive: We took some parking off Sunset about three years ago; we left the rest of the parking mainly because the cars go very rapidly, mainly going north; if you take the rest of the parking off, the cars will drive faster than they do now and they will be closer to the sidewalk.

**MOTION BY COMMISSIONER HAGEN, SECONDED BY COMMISSIONER CRIQUI, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG THE WEST SIDE OF SUNSET DRIVE BETWEEN CAMBRIDGE ROAD & HARVARD ROAD; THE MOTION CARRIED 8-0.**

## **ITEM NO. 9:**

### **Consider request to permit parking on 13<sup>th</sup> Street in front of 833 E. 13<sup>th</sup> Street.**

David Woosley presented the information provided in the staff report and noted that several e-mails had been received concerning this request (attached).

Public comment:

Chris Oltman, 833 E. 13<sup>th</sup> Street: This has eliminated parking in front of eight single family dwellings; I have spoken to five of the eight and they would also like the ban to be lifted; we understand that sight distance for those using the trail is important, but perhaps there is another solution; we feel the trail won't be used much at night or in the winter; we can now no longer park in front of our houses; I would request that the ban be lifted at this time until another resolution is determined.

Michael Almon, 1311 Prairie Avenue: All of the other crossings of the trail currently have NO PARKING on both sides of the street; 13<sup>th</sup> Street is the only crossing that doesn't; this is the spot that is closest to the trail that would block the sight distance for trail users; this is the point where it is most critical; It comes down to the issue of what level of inconvenience for the fewest number of people will resolve a safety issue for the greater good of the community; it doesn't seem to be to the level of hardship, but it is a level of safety for lots of people that will be using this trail.

Commissioner Criqui asked if there wasn't enough parking in the driveway; Oltman advised that he was an independent paint contractor and he parks his truck with all his equipment in front of the house where he can keep an eye on it.

Commissioner Hagen asked what the reasoning was for the 300 feet of NO PARKING; Woosley advised that is what the neighborhood associations requested.

Commissioner Woods: I'm concerned that none of the residents affected by the parking removal are members of the neighborhood associations that requested it.

Commissioner Heckler: I think we should leave it as is until we get the trail in and see how it is working.

Commissioner Woods asked if the crossings would be marked; Woosley advised that the crossings would be marked by signs and colored concrete.

Commissioner Hagen: I could support reducing the 300 feet of NO PARKING to 200 feet, but that wouldn't solve the concern here.

**MOTION BY COMMISSIONER CRIQUI, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND DENYING THE REQUEST TO PERMIT PARKING ON 13<sup>TH</sup> STREET IN FRONT OF 833 E. 13<sup>TH</sup> STREET; THE MOTION CARRIED 8-0.**

**ITEM NO. 10:**

**Public Comment:**

None.

**ITEM NO. 11:**

**Commission Items:**

Commissioner Woods welcomed Commissioner Rothrock as a new member of the Traffic Safety Commission.

**ITEM NO. 12:**

**Miscellaneous:**

The Commission acknowledged City Commission action on previous recommendations.

The meeting adjourned at 9:45 P.M. The next scheduled meeting is Monday, December 7, 2009.

Respectfully submitted,

*David E. Woosley*

Transportation/Traffic Engineer