

City of Lawrence  
Traffic Safety Commission Agenda  
January 4, 2010-7:00 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.

---

**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, November 2, 2009.

ITEM NO. 2: Consider request to construct SPEED HUMPS on Edgewood Lane.

Facts:

1. Edgewood Lane is classified as a 'local' street in a residential area.
2. The speed limit on Edgewood Lane is 30mph in accordance with state law.
3. The city's *TRAFFIC CALMING POLICY* (attached) provides criteria for considering traffic calming devices on 'local' streets.
4. Traffic data collected on November 11-12, 2009 found the traffic volumes to be less than 600 vehicles per day and 85<sup>th</sup> percentile speeds to range from 27.0mph to 29.2mph.
5. Therefore, Edgewood Lane does not appear to meet the minimum criteria for consideration of traffic calming.

ITEM NO. 3: Consider request to rescind the 35 MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive & Michigan Street.

Facts:

1. At the April 6, 2009 Traffic Safety Commission meeting the Commission heard a request to establish a 35 mph speed limit on 4<sup>th</sup> Street between McDonald Drive & Maine Street.
2. Traffic data collected March 23-24, 2009 found 85<sup>th</sup> percentile speeds ranging from 39.2 to 43.4 mph, with an average speed of 34.7 mph.
3. The Commission recommended the 35 mph speed limit between McDonald Drive & Michigan Street, but requested a subsequent study six months after implementation.
4. Traffic data collected December 4-5, 2009 found 85<sup>th</sup> percentile speeds ranging from 38.9 to 45.5 mph, with an average speed of 34.8 mph.

ITEM NO. 4: Consider request to review CRASH DATA on Louisiana Street between 19<sup>th</sup> Street & Broken Arrow School.

Facts:

1. In 1999, the Centennial, Park Hill and Indian Hills neighborhood associations requested that the City Commission conduct a traffic calming study of Louisiana between 17<sup>th</sup> Street & 31<sup>st</sup> Street.
2. In 2000, the study was completed and accepted by the City Commission; a portion of that study recommended pedestrian refuge islands on Louisiana Street at 20<sup>th</sup> Street, 21<sup>st</sup> Street, 22<sup>nd</sup> Street and between 25<sup>th</sup> Street & Utah Street, which were constructed.
3. In addition, in 2008, the Park Hill Neighborhood Association requested a pedestrian refuge island on Louisiana Street at Dakota Street; that island was also approved and constructed.
4. Police Department records show there have been eight (8) reported crashes involving the five (5) pedestrian refuge islands during the past three (3) years:

1. January 15, 2007, northbound at 20<sup>th</sup> Street, driver admitted to a foggy windshield;
2. January 16, 2007, northbound at 21<sup>st</sup> Street, driver cited for OUI;
3. April 7, 2007, southbound at 20<sup>th</sup> Street, driver cited for OUI;
4. February 12, 2008, southbound at 20<sup>th</sup> Street, driver cited for OUI;
5. March 1, 2009, southbound at 21<sup>st</sup> Street, driver arrested for drunk driving;
6. March 7, 2009, southbound in 2500 block, driver claimed windshield fogged-over;
7. April 3, 2009, northbound at Dakota Street, driver admitted talking on cell phone and driver cited for OUI; and,
8. October 24, 2009, southbound at 22<sup>nd</sup> Street, driver admitted windshield was obstructed by frost.

ITEM NO. 5: Re-consider request to establish a STOP sign on Crestline Drive at 24<sup>th</sup> Terrace and consider request to establish a STOP sign on Melrose Lane at 25<sup>th</sup> Street.

Facts:

1. 24<sup>th</sup> Terrace, 25<sup>th</sup> Street, Crestline Drive and Melrose Lane are all classified as 'local' streets in a residential area.
2. Both intersections are 'T' intersections which seldom require traffic control unless there is a history of crashes; the *Manual on Uniform Traffic Control Devices* states "Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period.
3. In fact, during the planning process, developers are encouraged to develop residential areas with 'T' intersections to reduce the potential for crashes, reduce the need for traffic control and to reduce energy consumption and air pollution.
4. Police Department records show there have been 0 reported crashes at the intersection of 24<sup>th</sup> Terrace & Crestline Drive during the past three (3) years, and 1 reported crash at the intersection of 25<sup>th</sup> Street & Melrose Lane during the past three (3) years.

5. State law establishes that, "When two vehicles enter an intersection from different roadways at approximately the same time the driver on the left shall yield the right-of-way to the vehicle on the right" (see attached page 21 from the *Kansas Driving Handbook*.)

ITEM NO. 6:           Public Comment.

ITEM NO. 7:           Commission Items.

ITEM NO. 8:           Miscellaneous.

City Commission action on previous recommendations:

None.

**From:** Barbara Huppee [mailto:bhuppee@ldcha.org]  
**Sent:** Wednesday, September 30, 2009 2:05 PM  
**Subject:** Speed Humps

We are interested in having speed humps installed on Edgewood Lane which is a city street and the main thoroughfare through the Edgewood Homes complex at 1600 Haskell Avenue. The complex contains 128 units and houses over 130 children. For years the residents have expressed interest in slowing traffic through the complex. We inquired of your predecessor, before speed humps and during the days of speed bumps, and were told that the city had a policy against speed bumps because they damage snow removal equipment. We would like to make the request again.

Barbara Huppee  
Executive Director  
Lawrence-Douglas County Housing Authority  
1600 Haskell Avenue  
Lawrence, Kansas 66044  
Tel: 785-830-2250  
Fax: 785-842-9596

++++  
++++

*Note: The material being transmitted is solely intended for the person and or agency named above. If you are not the intended recipient you are hereby notified that any dissemination or copying of this email is strictly prohibited. If you receive this email in error please immediately notify the LDCHA by telephone and delete the email. Thank you.*



# 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 85<sup>th</sup> 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 85<sup>th</sup> 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.





1245 PARK  
Edgewood Park

E 16th St

Edgewood Ln

Haskell Ave

Haskell Ave

Ward St

La Salle St

938 942 944

1625

629

1637

1641

1705

1715

1600

1703 1707 1711 1715 1719 1723 1727 1731 1735





## David Woosley

---

**From:** Steve Braswell [steve@acornwebworks.com]  
**Sent:** Monday, November 16, 2009 8:17 PM  
**To:** David Woosley  
**Cc:** David L. Corliss  
**Subject:** Speed Limit on 5th Street

David,

The Pinckney Neighborhood Association requests that the raising of the speed limit on 5th Street between Michigan Street and McDonald Drive be put on the Traffic Safety Commission Agenda to be reversed.

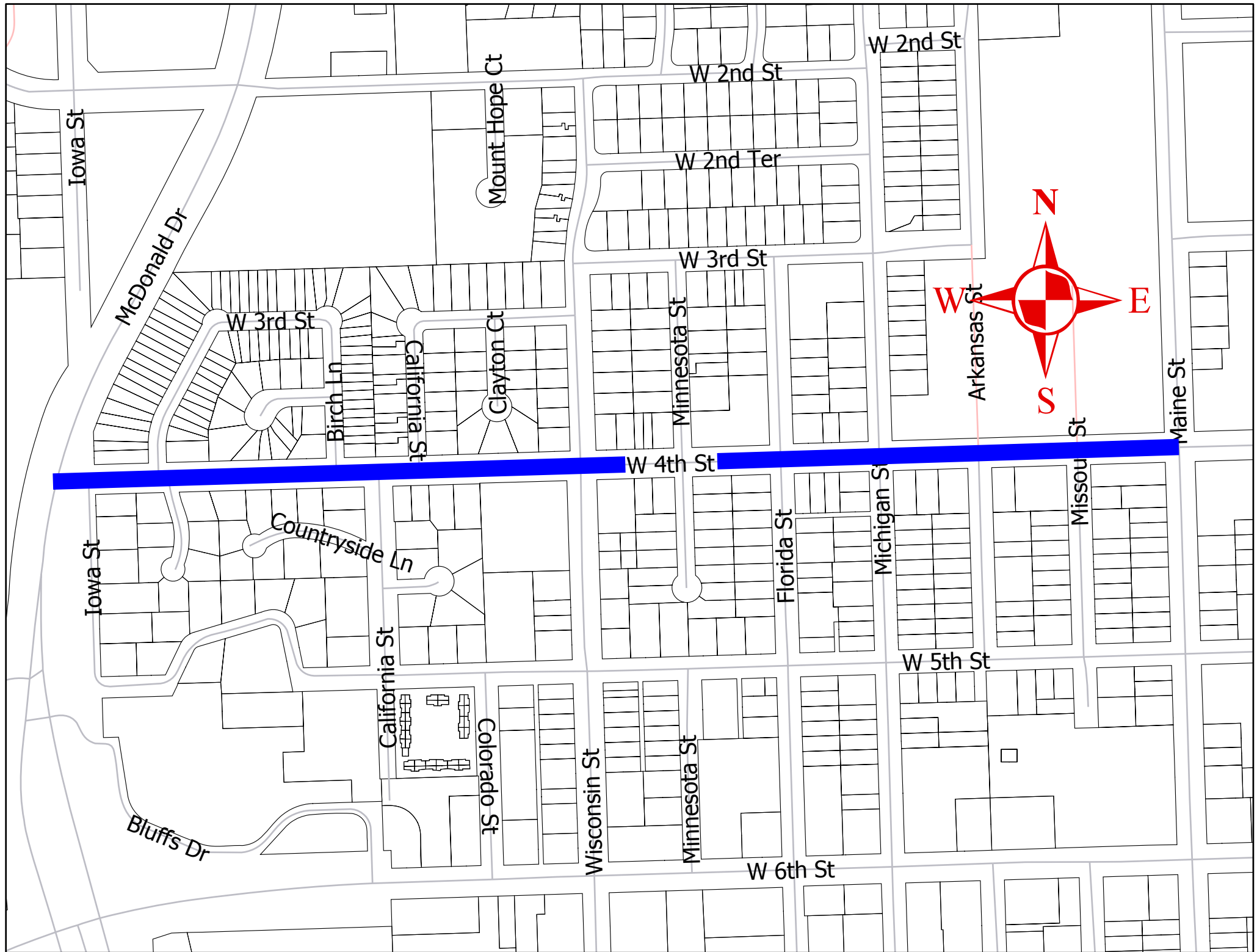
I have had several comments and emails concerning this action. I know no one who thinks raising the speed limit to 35 mph is a good idea and people also are concerned about the lack of awareness that this action was going to be taken.

Please let me know when this gets on the agenda.

Thank You,

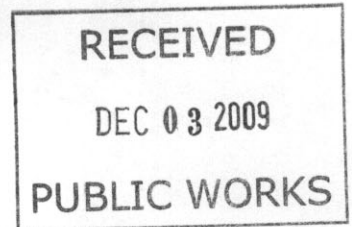
Steve Braswell  
President, Pinckney Neighborhood Association  
785-841-6902  
steve@acornwebworks.com





November 30, 2009

Traffic Safety Commission  
Six East Sixth Street  
Lawrence, Kansas 66044



Ladies and Gentlemen:

I am writing to ask the Traffic Safety Commission to review actual accident data on Louisiana Street from 19<sup>th</sup> Street south to Broken Arrow school. Within the last couple of years the City has installed several traffic-calming devices along Louisiana Street pursuant to the City Resolution No. 6602, adopted on August 23, 2005.

I have personally experienced several close calls at most of these devices on my bicycle, as cars have been forced closer to the curb to avoid hitting the devices. It is very appropriate that Louisiana is designated as bike route for Lawrence, but the traffic calming devices on Louisiana create a hazard for cyclists because there is no way for a car to get by the devices, and at the same time to give a cyclists sufficient clearance. Ideally, the cars should wait until the bicycle is past, but what often happens is that the car accelerates to get past the cyclists, negating the intended traffic calming effect. Occasionally, cars will underestimate the speed of the cyclist, resulting in many close calls. North and southbound cyclists have feasible alternative routes north of 21<sup>st</sup> Street, but there is no alternative route for cyclists south of 21<sup>st</sup> Street. In addition, it is obvious that these devices have frequently been hit by cars, and I suspect that they have been the cause of more than a few accidents. That is why I am asking the Traffic Safety Committee to review the accident data.

Paragraph 8 of resolution No. 6602 states: "Once installed, Traffic-Calming Devices may only be removed at a location if more than 70% of the property owners within 300 feet measured along the centerline of the street in each direction approve of the removal, *or if directed by the City Commission.*" Pursuant to this paragraph, I am asking the traffic safety commission to review the accident data at these locations to determine whether any of the devices on Louisiana have in fact created a traffic hazard that did not exist before the devices were installed. If that is the case, I would further ask the Traffic Safety Commission to make a recommendation for the removal of any devices on Louisiana that have been found to create a traffic hazard that did not exist before the installation of the devices.

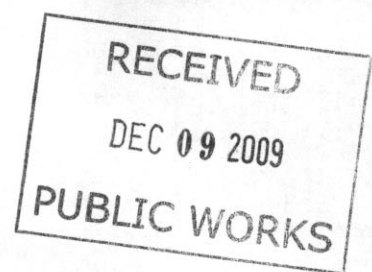
If possible, I would like to be informed as to when this will be placed on your agenda, so that I may have the option to attend the meeting. I appreciate your consideration of this request.

Sincerely,

A handwritten signature in dark ink, appearing to read "G. Craig Weinaug". The signature is fluid and cursive, with a long, sweeping underline.

G. Craig Weinaug





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

Dear David and Commission,

I have 2 items to submit for the agenda next month. I did not realize that I needed to be there at the meeting to advocate for this decision. Dickie Heckler let me know that that was necessary.

We need a stop sign at the corner of 25<sup>th</sup> Terrace and Crestline coming south. 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 stop sign should do the trick.

The second item is a stop sign on Melrose as it intersects 25<sup>th</sup> Street coming south. There is no indication which car has the right of way at that point.

Thanks for your consideration in these matters. Please let me know ~~your decision~~ *about the meeting time* 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

2030

Clinton Pkwy

Clinton Pkwy

W 23rd St

Iowa St

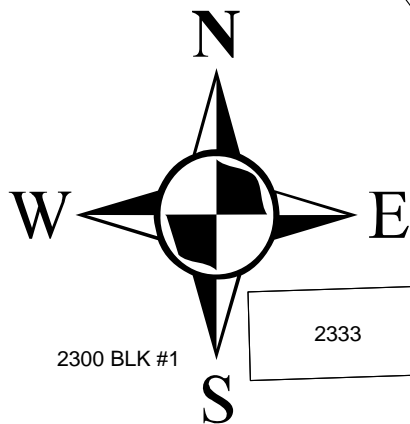
Clinton Pkwy (frontage)

Crestline Dr

Melrose Ln

W 25th St

W 24th St



2300 BLK #1

COMMON AREA

W 24th Ter

Holcom Park

2415

2125

2309

2301

2300

2330

2327 & 2337

2340

2348 2347 #1-8

2346 1904 #1-13

2400

1915

1821-1903

2412

2428-2437 \*

2434

2420

1912

2500-A,B

2540 (& 2520)

N

S

W

E

2333

2319

2329 & 2339

2415

2425

2429

2435

2424

2449 \*

2410-30 \*

2434-A-F

2433-49 \*

2201

2201-A

2201-B

2201 (COMMON)

2201-C

2201-D

2201-E

2201-F

2201-G

2201-H

2201-I

2201-J

2201-K

2201-L

2201-M

2201-N

2201-O

2201-P

2201-Q

2201-R

2201-S

2201-T

2201-U

2201-V

2201-W

2201-X

2201-Y

2201-Z

2201-AA

2201-AB

2201-AC

2201-AD

2201-AE

2201-AF

2201-AG

2201-AH

2201-AI

2201-AJ

2201-AK

2201-AL

2201-AM

2201-AN

2201-AO

2201-AP

2201-AQ

2201-AR

2201-AS

2201-AT

2201-AU

2201-AV

2201-AW

2201-AX

2201-AY

2201-AZ

2201-BA

2201-BB

2201-BC

2201-BD

2201-BE

2201-BF

2201-BG

2201-BH

2201-BI

2201-BJ

2201-BK

2201-BL

2201-BM

2201-BN

2201-BO

2201-BP

2201-BQ

2201-BR

2201-BS

2201-BT

2201-BU

2201-BV

2201-BW

2201-BX

2201-BY

2201-BZ

2201-CA

2201-CB

2201-CC

2201-CD

2201-CE

2201-CF

2201-CG

2201-CH

2201-CI

2201-CJ

2201-CK

2201-CL

2201-CM

2201-CN

2201-CO

2201-CP

2201-CQ

2201-CR

2201-CS

2201-CT

2201-CU

2201-CV

2201-CW

2201-CX

2201-CY

2201-CZ

2201-DA

2201-DB

2201-DC

2201-DD

2201-DE

2201-DF

2201-DG

2201-DH

2201-DI

2201-DJ

2201-DK

2201-DL

2201-DM

2201-DN

2201-DO

2201-DP

2201-DQ

2201-DR

2201-DS

2201-DT

2201-DU

2201-DV

2201-DW

2201-DX

2201-DY

2201-DZ

2201-EA

2201-EB

2201-EC

2201-ED

2201-EE

2201-EF

2201-EG

2201-EH

2201-EI

2201-EJ

2201-EK

2201-EL

2201-EM

2201-EN

2201-EO

2201-EP

2201-EQ

2201-ER

2201-ES

2201-ET

2201-EU

2201-EV

2201-EW

2201-EX

2201-EY

2201-EZ

2201-FA

2201-FB

2201-FC

2201-FD

2201-FE

2201-FG

2201-FH

2201-FI

2201-FJ

2201-FK

2201-FL

2201-FM

2201-FN

2201-FO

2201-FP

2201-FQ

2201-FR

2201-FS

2201-FT

2201-FU

2201-FV

2201-FW

2201-FX

2201-FY

2201-FZ

2201-GA

2201-GB

2201-GC

2201-GD

2201-GE

2201-GF

2201-GG

2201-GH

2201-GI

2201-GJ

2201-GK

2201-GL

2201-GM

2201-GN

2201-GO

2201-GP

2201-GQ

2201-GR

2201-GS

2201-GT

2201-GU

2201-GV

2201-GW

2201-GX

2201-GY

2201-GZ

2201-HA

2201-HB

2201-HC

2201-HD

2201-HE

2201-HF

2201-HG

2201-HH

2201-HI

2201-HJ

2201-HK

2201-HL

2201-HM

2201-HN

2201-HO

2201-HP

2201-HQ

2201-HR

2201-HS

2201-HT

2201-HU

2201-HV

2201-HW

2201-HX

2201-HY

2201-HZ

2201-IA

2201-IB

2201-IC

2201-ID

2201-IE

2201-IF

2201-IG

2201-IH

2201-II

2201-IJ

2201-IK

2201-IL

2201-IM

2201-IN

2201-IO

2201-IP

2201-IQ

2201-IR

2201-IS

2201-IT

2201-IU

2201-IV

2201-IW

2201-IX

2201-IY

2201-IZ

2201-JA

2201-JB

2201-JC

2201-JD

2201-JE



## BACKING UP

Before backing your vehicle it is a good practice to walk completely around the vehicle to be sure no person or obstacle is behind you.

Before backing you should look to the front, sides and rear, and continue to look to the rear while backing. Do not depend on your mirror. Backing slowly into the proper traffic lane with a minimum of movement. Follow the same rules when backing into traffic lanes after being parked at an angle. Except for backing into a parking space, it is never advisable to back up on a public street or road. If you back out of a driveway, always back into the nearest lane and proceed from there. NEVER back across other traffic lanes.

## RIGHT-OF-WAY

Right-of-way rules are an aid to safe and smooth traffic flow. They emphasize courtesy and common sense.

1. The driver of a vehicle approaching an intersection shall yield the right-of-way to a vehicle which has already entered the intersection from a different highway.
2. When two vehicles enter an intersection from different roadways at approximately the same time the driver on the left shall yield the right-of-way to the vehicle on the right.
3. If you are entering a through street or highway at which there are stop signs, you must stop completely and proceed when you can do so without interfering with other traffic.
4. Emergency vehicles, such as police cars, fire engines and ambulances, have the right-of-way when they are displaying a red light in front or when they signal with a siren or bell. At such times, other vehicles should immediately drive to the right and stop until the emergency vehicles have passed. NEVER follow such vehicles. When approaching a stationary emergency vehicle from the rear that is using flashing warning lights on a street or highway with two or more lanes in each direction, a driver shall proceed with due caution and move to a lane that is not adjacent to the stopped emergency vehicle. If driving on a street or highway where it is not possible to change lanes, the driver shall reduce speed and proceed with due caution.
5. The driver of a vehicle turning left shall yield the right-of-way to vehicles approaching from the opposite direction which are within or so near as to constitute a hazard. If both cars enter the intersection at the same time, the car going straight through has the right-of-way.
6. Vehicles on a public street or highway have the right-of-way over vehicles entering from a private drive or side road.
7. The driver of a vehicle within a business or residential district emerging from an alley, driveway or building, shall stop their vehicle immediately prior to driving onto a sidewalk or onto the sidewalk area extending across any alleyway or driveway, and shall yield the right-of-way.
8. Cars controlled by a yield sign need stop only when necessary to avoid interference with other traffic that has the right-of-way, including pedestrians.

## PARKING

Parking is NOT allowed at the following places:

1. Within an intersection.
2. Within a pedestrian crosswalk at an intersection.
3. Within 15 feet of a fire hydrant.
4. In front of a driveway.
5. On a bridge or other elevated structure upon a highway or within a tunnel.
6. In "No Parking" zones designated by official signs.
7. Double or, "two-deep" along the curb or side of street.
8. On narrow streets or roads where parking would interfere with regular traffic.

City of Lawrence  
Traffic Safety Commission  
January 4, 2009 Minutes

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

MEMBER ABSENT: Jason Novotny

STAFF PRESENT: David Woosley, Public Works Department

---

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, November 2, 2009.

**MOTION BY COMMISSIONER HECKLER, SECONDED BY COMMISSIONER SMITH, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, NOVEMBER 2, 2009; THE MOTION CARRIED 8-0.**

**ITEM NO. 2:**

Consider request to construct SPEED HUMPS on Edgewood Lane.

David Woosley presented the information provided in the staff report.

Commission Heckler asked what the currently speed limit was; Woosley advised that it was 30 mph by state law.

Public comment:

None.

Commissioner Woods noted that it did not meet city criteria and there was no one present to speak to the item.

Commissioner Hagen: It makes sense to deny the request.

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND DENYING THE REQUEST TO CONSTRUCT SPEED HUMPS ON EDGEWOOD LANE; THE MOTION CARRIED 8-0.**

### **ITEM NO. 3:**

**Consider request to rescind the 35 MPH SPEED LIMIT on 4<sup>th</sup> Street between McDonald Drive & Michigan Street.**

David Woosley presented the information provided in the staff report.

Public comment:

Lance Fahy, 417 Missouri Street: My concern is that this raised speed limit poses an increased risk to the residents that live on that street and on the side streets bordering it; also to the pedestrians and cyclists in that area; people tend to abuse the speed limit on that street; with the higher speed limit in place, they abuse it that much more; being a residential area, it would like to see it switched-back to 30 and enforced.

Steve Braswell, 427 Michigan Street, Pinckney Neighborhood Association: I'm here to speak on behalf of seven or eight neighbors along the street that object to the 35mph speed limit; the main concern is that it is a fairly dense residential area; there are lots of families and lots of kids; 4<sup>th</sup> Street is a good street, it has sidewalks on both sides and lighting; if it was in a different area, I think 35 would be a reasonable speed limit, but given where it is, I don't think 35 is a good idea; it means traffic would have to be going that much faster before police action would be taken if people were speeding; it is the same speed limit as a major US highway two block away, 6<sup>th</sup> Street is US 40 and 59; I've been involved with neighborhood associations for many years and I have never hear anyone ask for speed limits to be raised in residential areas; I don't think this was a very good decision.

Commissioner Miller: I'm looking at the traffic data and it is almost identical before and after the speed limit was changed; it doesn't matter what speed is posted, people are going to drive at a speed they are comfortable with.

Commissioner Harden: Signage is always a false hope; speed limit signing is ceremonial, if you put up a sign everyone feels good about it, but nothing changes, and the data shows that; the city does not have the resources to provide the law enforcement community-wide to enforcement speed limits; people drive what they perceive to be a safe speed; if you want to slow them down, you have to put a physical barrier in front of them; if you want to have slower traffic, that is how you are going to get it; the speed limit that is posted there is almost irrelevant.

Commission Hagen: I would suggest that you go back to the neighborhood association and given the data that there has been absolutely no change in the speeds on that road, is there a concern about what traffic is doing now along that road, apart from the symbolic element of the signs, is there a perception that the road is unsafe; if there is, perhaps we need to be looking at something along the lines of traffic calming.

Commissioner Harden: I think traffic calming would be the solution; changing the speed limit is not a solution; if you want to slow-down traffic, traffic calming is how you do it; law enforcement is so limited, it almost has a negligible effect.

Commissioner Hagen: I can see the alarm with the change in signing, but we have the data that shows there has been no change in the traffic behavior.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HECKLER, TO TABLE THE REQUEST TO RESCIND THE 35 MPH SPEED LIMIT ON 4<sup>TH</sup> STREET BETWEEN MCDONALD DRIVE & MICHIGAN STREET, AND TO CONTACT THE PERSON THAT MADE THE ORIGINAL REQUEST AND PLACE THIS ITEM ON A FUTURE AGENDA; THE MOTION CARRIED 8-0.**

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

**Consider request to review CRASH DATA on Louisiana Street between 19<sup>th</sup> Street & Broken Arrow School.**

David Woosley presented the information provided in the staff report.

Commissioner Smith noted that the island at Dakota Street was sent to the Bicycle Advisory Committee and approved by them before it was approved by Traffic Safety.

Public comment:

Michael Pomes, 528 Kansas Street, Park Hill Neighborhood Association: The crash data proves that as currently constructed the traffic calming devices are good catchers for impaired drivers and they actually are performing a public

service by catching people before they would potentially kill some other motorist or pedestrian or bicyclist for that matter; they are a hazard to bicyclists when you have uneducated drivers who insist on sharing the road with the bicyclist right between the traffic island; I don't know if you could change the signing to encourage drivers to yield to the bicyclists or embark on some public education.

Bonnie Johnson, 2601 Belle Crest Drive, Indian Hills Neighborhood Association: The consensus of our neighborhood is that the pedestrian islands strike a balance by letting the traffic flow on Louisiana, but slowing it down and making the neighborhood more livable; yes, we do like the pedestrian islands and we realize it is a problem for bicyclists, but it is a balance when you can't have everything.

Carol Bowen, 403 Dakota Street: Four neighborhood associations were involved over a two year period that resulted in the recommendations including the pedestrian islands; the pedestrian traffic volume has doubled since the study; however, I think the signing needs to be clearer that motorists should yield to the bicyclists.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER MILLER, THAT THE COMMISSION HAS REVIEWED THE CRASH DATA AND WILL TAKE NO FURTHER ACTION; THE MOTION CARRIED 8-0.**

**ITEM NO. 5:**

**Re-consider request to establish a STOP sign on Crestline Drive at 24<sup>th</sup> Terrace and consider request to establish a STOP sign on Melrose Lane at 25<sup>th</sup> Street.**

David Woosley presented the information provided in the staff report.

Public comment:

None.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A STOP SIGN ON CRESTLINE DRIVE AT 24<sup>TH</sup> TERRACE AND REQUEST TO ESTABLISH A STOP SIGN ON MELROSE LANE AT 25<sup>TH</sup> STREET; THE MOTION CARRIED 8-0.**



**ITEM NO. 6:**

**Public Comment:**

None.

**ITEM NO. 7:**

**Commission Items:**

Commissioner Hagen announced his resignation from the Traffic Safety Commission due to a conflict with his employment during the spring semester at the University of Kansas. Commissioner Woods presented Commissioner Hagen with a certificate recognizing his tenure on the Traffic Safety Commission.

**ITEM NO. 8:**

**Miscellaneous:**

None.

The meeting adjourned at 7:50 P.M. The next scheduled meeting is Monday, February 1, 2010.

Respectfully submitted,

*David E. Woosley*

Transportation/Traffic Engineer

**Re: January Traffic Safety Commission Agenda**

You forwarded this message on 1/4/2010 8:48 AM.

Betty Alderson [adkab@ku.edu]

**Sent:** Sunday, January 03, 2010 10:42 PM

**To:** David Woosley

David,

I have gone over the agenda for the meeting tomorrow night and I probably will not get out in this weather to attend. However, I was interested in the Louisiana St. question and read Mr. Weinaug's letter. I can understand his concern about the bicyclists but I am far more interested in the safety of the pedestrians and the safe islands have certainly helped those of all ages to safely cross the street. I don't what the solution may be. As I recall this was very well studied at the time partly due to a lot of concern in the neighborhoods about the speed that cars were driving on Louisiana Street and this current solution certainly took care of that problem. There are still 5 city schools involved in that overall area and many of those children are elementary school aged. As I read the police reports it seems that the drivers involved in most of the accidents should have been cited for their conditions as they drove, that the traffic calming devices were not the problem. While I approve of the greater awareness of the safety of the bicyclists we need to continue to be concerned about the speed driven and the safety of the pedestrians.

Were the neighborhoods initially involved notified that this question has arisen? If not they should have an opportunity to be involved when they have studied the current conditions and have time to present their opinions.

Thanks.

Betty Alderson

----- Original Message -----

**From:** David Woosley

**To:** David Woosley

**Sent:** Thursday, December 24, 2009 9:49 AM

**Subject:** January Traffic Safety Commission Agenda

The January 2010 Traffic Safety Commission Agenda has been posted online and can be found @ [http://www.lawrenceks.org/advisory\\_boards/tsc/agendas](http://www.lawrenceks.org/advisory_boards/tsc/agendas).