

City of Lawrence  
Traffic Safety Commission Agenda  
February 7, 2011-7:00 PM  
City Commission Room, City Hall

MEMBERS: Ken Miller, Chair; Jason Novotny, Vice-Chair; Stuart Boley; Ryan Devlin; Dan Harden; Richard Heckler; Edwin Rothrock; Jim Woods; and John 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, December 6, 2010.

ITEM NO. 2: Consider request to allow MICRO UTILITY TRUCKS on public streets within the city limits.

Facts:

1. Micro utility trucks are sold as off-road vehicles for farms and construction sites and are far smaller than conventional trucks sold for on-the-road use.
2. Although federal safety standards don't apply to micro utility trucks because they are sold as off-road vehicles, Kansas law requires that they comply with federal safety standards for low-speed vehicles.
3. Kansas law permits the use of micro utility trucks on public roads except interstate, federal and state highways; however a local ordinance must be in place for them to be used within the corporate city limits.

ITEM NO. 3: Consider request to establish NO PARKING along the east side of Ousdahl Road between 19<sup>th</sup> Street & 19<sup>th</sup> Terrace.

Facts:

1. Ousdahl Road is classified as a "collector" street and is paved 25 feet wide.
2. Parking is currently prohibited along the west side of Ousdahl Road.
3. Parking is currently prohibited along the east side of Ousdahl Road from 19<sup>th</sup> Street south 100 feet.

ITEM NO. 4: Consider request to establish RESERVED PARKING FOR PERSONS WITH DISABILITIES in front of 1130 Emery Road.

Facts:

1. Emery Road is classified as a "local" street and is paved 25 feet wide.
2. Parking is currently prohibited along the west side of Emery Road.
3. Parking is currently prohibited along the east side of Emery Road from Stratford Road, north 207 feet; and parking is currently prohibited along the east side of Emery Road 7am-5pm Mon-Fri from 207 feet north of Stratford Road to West Hills Parkway.

ITEM NO. 5: Public Comment.

ITEM NO. 6: Commission Items.

ITEM NO. 7: Miscellaneous.

City Commission action on previous recommendations:

Concurred with the recommendation to place TIME LIMITS on the Loading Zone on 22<sup>nd</sup> Street adjacent to Schwegler School;

Concurred with the recommendation to establish an ALL-WAY STOP at the intersection of 11<sup>th</sup> Street & Indiana Street; and

Concurred with the recommendation to establish Rhode Island Street as TWO-WAY between 7<sup>th</sup> Street & 8<sup>th</sup> Street while retaining the partial diverter at 7<sup>th</sup> Street.

**From:** William Steele  
**Sent:** Tuesday, October 19, 2010 5:01 PM  
**To:** David Woosley  
**Subject:** Japanese mini trucks

Dear Mr. Woosley,

Hello. Mike Amyx suggested that I contact you. My name is Bill Steele, I'm a Lawrence resident who is interested in exploring the possibility of introducing an ordinance allowing the use of Japanese mini trucks within the city limits. I suspect you are familiar with these vehicles, but in case you are unfamiliar with them I'll briefly describe them. (I've also included a photo of one, as well as some other info. about them for you to look at.) Japanese mini trucks are compact trucks 10 feet in length with 660 c.c. 3-cylinder engines. They all have the same specification and all are imported from Japan through a network of importers. In the United States, these trucks are mostly used off-road on farms, ranches, university campuses (I believe KU uses one in fact) and the like, but as their popularity has grown--the first imports began less than a decade ago--they are starting to find their way onto roadways. All are excluded from use on major highways, but some states allow their use on certain roads with posted speed limits, say 45 mph, or more generally on any road except interstates. Each state has different laws, or in many cases, no law, as you probably already know. (I've included a link that shows each State's laws.) Kansas has a law on the books that says these trucks can be used on public roads except interstate, federal or state highways, and *within corporate city limits if allowed under local ordinance*.

As far as I know, Lawrence does not have a local ordinance allowing the use of these trucks. I would like to change that if possible. Is this something I should approach you about or perhaps someone else? I would very much like to meet with you or anyone else at the city to discuss the merits of these vehicles and propose an argument for their use. I hope this is something the city will consider.

In any case, I do appreciate your consideration.

V/r,

Bill



## Minitruck state laws

October 2010



**Minitruck:** sold as off-road vehicles for farms and construction sites and are far smaller than conventional on-road small trucks; can reach top speeds of 55 mph or more, but many have governors to limit their speed to 25 mph



**Passenger car:** must comply with Federal Motor Vehicle Safety Standards, including crashworthiness standards



**Medium-speed vehicle:** has a speed of at least 30 but not more than 35 mph and has some safety equipment such as lights, reflectors, mirrors, parking brake, windshield, and safety belts



**Low-speed vehicle:** has a speed of at least 20 but not more than 25 mph, is used primarily for short trips and recreational purposes, and has some safety equipment such as lights, reflectors, mirrors, parking brake, windshield, and safety belts



**Golf cart:** designed and manufactured for operation on a golf course

Minitrucks are sold as off-road vehicles for farms and construction sites and are far smaller than conventional small trucks sold for on-the-road use. These vehicles go by many names, including Japanese minitruck, Kei truck, microtruck, and utility transportation vehicle. Minitrucks have the capacity to reach top speeds of 55 mph or more, but many are sold with governors to limit their speed to 25 mph.

Federal safety standards don't apply to minitrucks because they are sold as off-road vehicles, even though they are permitted on public roads in some states. Seventeen states now allow minitrucks on specific portions of public roads. In Illinois and Missouri, minitrucks are allowed only by local ordinance. 5 states (Illinois, Kansas, Maine, New Hampshire, and Tennessee) require minitrucks to comply with federal safety standards for low-speed vehicles.

The table below describes state laws that specifically address the use of minitrucks on public roads. In states without those laws, there may be provisions in other state laws, such as those permitting incidental use of off-road vehicles on public roads, that allow the limited use of minitrucks on public roads.

Table

[Map: states allowing minitrucks on roads](#)

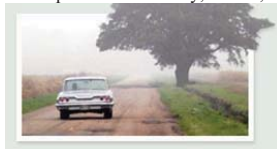
State	Initial effective date	Where permitted	Speed restrictions	Vehicle classification under state law
Alabama	no state law			
Alaska	no state law			
Arizona	no state law			
Arkansas	07/30/09	roads with a posted speed limit of 55 mph or less excluding interstate highways and controlled access highways	55 mph	mini-truck
California	01/01/07	natural islands larger than 20,000 acres with a population greater than 4,000,000	no	autoette

Colorado	no state law			
Connecticut	no state law			
Delaware	no state law			
District of Columbia	no law			
Florida	06/16/09	roads with a posted speed limit of 35 mph or less	35 mph	mini truck
Georgia	no state law			
Hawaii	no state law			
Idaho	01/01/09	local option	no	utility type vehicle (UTV)
Illinois	08/31/07	roads with a posted speed limit of less than 35 mph if allowed by local ordinance	25 mph	neighborhood vehicle
Indiana	no state law			
Iowa	no state law			
Kansas	07/01/08	public roads except interstate, federal or state highways; within corporate city limits if allowed under local ordinance	no	micro utility truck
Kentucky	no state law			
Louisiana	08/15/08	roads with a posted speed limit of 55 mph or less except interstate highways, controlled access highways, or multi-lane divided highways with partial or no control of access	no	mini-truck
Maine	est. 9/09	roads with a posted speed limit of 35 mph or less	25 mph	low-speed vehicle
Maryland	no state law			
Massachusetts	no state law			
Michigan	no state law			
Minnesota	08/01/09	local option	local option	mini truck
Mississippi	no state law			
Missouri	08/14/08	local option	45 mph	utility vehicle
Montana	no state law			
Nebraska	01/01/11	any road except interstate highways, freeways or expressways (effective 01/01/11)	no (effective 01/01/11)	minitruck (effective 01/01/11)
Nevada	no state law			
New Hampshire	9/11/10	roads with a posted speed limit of 35 mph or less located within 25 miles of the registrant's home or place of business	no	low-speed utility vehicle
New Jersey	no state law			
New Mexico	no state law			

New York	no state law			
North Carolina	no state law			
North Dakota	08/01/07	any paved road except highways with a posted speed of more than 65 mph	55 mph	off-highway vehicle
Ohio	no state law			
Oklahoma	11/01/08	any road except interstate highways	no	mini-truck
Oregon	no state law			
Pennsylvania	no state law			
Rhode Island	no state law			
South Carolina	no state law			
South Dakota	no state law			
Tennessee	07/01/08	streets where the posted speed limit is less than 40 mph; a county or municipality may prohibit the operation of medium-speed vehicles on any road under its jurisdiction if the governing body of the county or municipality determines that such a prohibition is necessary in the interest of safety	35 mph	medium-speed vehicle
Texas	no state law			
Utah	10/01/08	any road except an interstate freeway; limited access highway; street within a county of the first class; municipality that is within a county of the first class; or municipality with a population of 7,500 or more people	45 mph	off-highway vehicle or street-legal all-terrain vehicle
Vermont	no state law			
Virginia	no state law			
Washington	no state law			
West Virginia	no state law			
Wisconsin	no state law			
Wyoming	01/01/08	any road except interstate highways	if a multipurpose vehicle is incapable of achieving the maximum speed allowed on the specific highway, it shall be operated on the extreme right hand edge of the roadway	multipurpose vehicle



Last Updated on Monday, Jun 23, 2008 - 02:12:44 pm CDT



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## Truck bill passes

**SB 771, authored by state Sen. Troy Hebert, D-Jeanerette, 'authorizes the use of certain minitrucks on streets and highways except interstates.'**

BY STEVE WILSON  
THE DAILY IBERIAN

Published/Last Modified on Monday, June 23, 2008 2:12 PM CDT

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A bill that passed the Louisiana House of Representatives Thursday may result in the availability of a fuel-efficient truck for many state roads and an economic boom for the state.

SB 771, authored by state Sen. Troy Hebert, D-Jeanerette, "authorizes the use of certain mini-trucks on streets and highways, except interstates." Hebert said the bill now goes to Gov. Bobby Jindal's desk for his signature.

The vehicles referred to are "Kie-series" mini-trucks manufactured by primarily by Japanese corporations, such as Suzuki and Daihatsu. Hebert cited the fuel-efficient nature of these vehicles, which get about 45 to 50 miles per gallon. Common in Europe and Asia, they are street legal in Mississippi, North Dakota and South Dakota.

Advertisement

Hebert said passage of this bill may result in additional jobs for Louisianans.

"There has been much interest in this bill from across the state," Hebert said. "I received a phone call on Wednesday from a parish official in Tangipahoa Parish who has been in touch with company in Houston that is looking to set up a plant to manufacture these types of vehicles in that parish."

Hebert said gas prices in Europe, which have been as high as \$6 to \$7 per gallon for decades, are a reason the fuel-efficient truck would be useful to Louisiana motorists.

"The Kie-Series trucks are about the size of a small compact car," Hebert said. "With gas prices nearing \$4 per gallon, this would be a good option for people to beat these prices."

Rep. Taylor Barras, D-New Iberia, voted in favor of the bill.

"For these vehicles you have increased gas mileage and safety standards that are upheld to both state and federal levels," Barras said. "Plus, some of the models have flex-fuel systems, which is an added benefit."

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## Comments

tahrey wrote on Mar 25, 2009 9:55 AM:

" I write that as a Brit whose father used to own one of these fantastic beasts. Didn't exceed 30mpg when I borrowed his, but it did have a larger 1300cc engine (same power as the 660's but more torque) and I abused it heavily. You can get a LOT more in the back than even a much larger (and still thirstier, less agile) car, accelerates HARD, crazy manouvability... at low speeds! Definitely have to drive carefully, take curves slow, but it's part of the fun. Perfectly fine doing ~65mph on an expressway (but 80 is terrifying and possibly lethal). "

tahrey wrote on Mar 25, 2009 9:48 AM:

" There's no reason they shouldn't pass emission tests... they use regular car engines, made by big-name parent companies. Might not reach US standards as shipped, but they'd only need the same mods as every other import using the same engine line.

And crash safety, well, there's a lot to be said for pointing out to the prospective buyer that "You see the bulkhead your foot rests against in the footwell? That's the front panel that the radiator and lights bolt to. Drive safely..." and allowing them to make that choice. They won't harm OTHERS any more than a 2-ton SUV! "

jj wrote on Oct 12, 2008 11:23 PM:

" i own one of these little trucks and have sold a few containers of them mainly for hunting and farming purposes.what i can't understand is people wanting to drive these on highways when they can buy a small car like a honda civic or toyota corrola that gets 35-40 miles per gallon or a geo metro that gets 45-50.the prices are comparable to a mini truck and they are a lot safer.just my two cents. "

Donna wrote on Jun 28, 2008 2:39 PM:

" Waiting to drive my Mini Truck!!!!

If you have never drove one you need to. You will fall in love with them. They may not have air bags, but neither does motorcycles and look how many are on the road. I have never drove a motorcycle,but I am sure the owners will tell you how much they enjoy driving them. If gas prices keeps going up mini trucks, motorcycles and compact cars (smart cars) will be the majority of the vehicles on the road. I had insurance for 3 weeks and plan to ensure it again when legal. "

Not Going To Happen wrote on Jun 24, 2008 1:32 PM:

" They do not pass emission or crash test. They do not have air bags. The insurance companies will NOT insure them. So you will not be able to drive them. Unless you stick a orange triangle on them and call it a farm vehicle. "

BABLAF. wrote on Jun 24, 2008 10:43 AM:

" This country can follow Brazil's answer to high fuel prices. Create fuel from sugarcane. Farmers can form a company and have pumps to market the fuel at cheaper prices that we have today. Brazil imports no oil for fuel, it is self sufficient. Oil companies will not install pumps for this fuel, even if it was cheaper and in abundance.

h oil prices. Make fuel from sugarcane. "

spanishlake wrote on Jun 23, 2008 6:33 PM:

" 45 miles to the gallon in a mini pickup. Sign me up. "

Master Sparks wrote on Jun 23, 2008 5:25 PM:

" The 1982 Datsun Diesel small pick-up truck made 42 miles to the gallon. I owned one. Production was stopped cause it didn't fare well with the profits of oil companies.Now 24 years later and still the milage is kept to a low rate. Wake up. This world is not run by a vote in congress or Baton Rouge. Greed.Plain and simple. Troy Hebert is amazed a truck can make 45-50 MPH. I'm ashamed of you Troy, and you called Blanco names.I have one for you. RIP VAN WINKLE "

## WRITE A COMMENT

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JUNE 18, 2008

## First of Mini

New law paves the way for Japanese mini-trucks to roam Tulsa streets

BY BRIAN ERVIN

They're somewhat of an exotic species here in Tulsa, but Japanese mini-trucks might soon be as prevalent in urban and suburban Oklahoma as they are in Asia, thanks to a new state law that passed this year.

"They're like European smart cars, but Okie-style," state Rep. Don Armes told UTW.

The Republican from Faxon is one of the lawmakers responsible for making them street legal, starting in November when his new law takes effect.

They're currently in use as off-road vehicles by an unknown number of ranchers and farmers throughout rural Oklahoma, but some are predicting that mini-trucks' miniscule appetite for gasoline will make them a common sight in Tulsa and other urban areas within the next year or so, once they're legal.

They get between 30-40 miles per gallon, depending on the model.

"I think you're going to see a lot of people using them because of the (gas) mileage. I think the mileage is going to sell them," said Armes.

They max at about 55 mph, though, so they won't be allowed on interstates or turnpikes, but they should be perfect for getting around Tulsa's city streets.

Most Americans are already familiar with the manufacturers that make them, like Mitsubishi, Mazda, Honda, Suzuki, etc.

As anyone who's been there knows, they're all over the place in Japan and other parts of Asia, where vehicles are typically small and designed to maneuver in densely populated urban areas with limited space and parking.

A typical mini-truck is about 10 feet long, five feet high, four feet wide, and the bed is about six feet long.

They've also got all the bells and whistles a typical American car has: headlights, blinkers, windshield wipers, seatbelts, an enclosed cab, heaters, AC (sometimes), cushioned seats and the rest.

Many are four-wheel drive, with 35-45 horsepower engines and they typically have a carrying capacity of about 1,200-1,500 lbs.

But, because of their size, they don't meet safety standards for on-road registration in the United States, with the obvious exception of Oklahoma once the new law takes effect.

Tiny Town

A few years ago a number of Oklahomans caught on that they're ideal for use as all-terrain vehicles on farms or ranches.

"These little deals are very efficient," said Armes, who is a rancher when he's not at the state Capitol.

"For me, out in the country, I can feed cattle out of these a whole lot cheaper than I can feed cattle out of my one-ton feed truck that I use with a 454 Chevrolet engine, and I've got about a ten-mile round trip when I go feed all my cows. So, if I get one, I can run around the country a whole lot cheaper than I can in that big pickup," he said.

Along with their efficiency, the lawmaker also said slightly used mini-trucks are readily available from Japanese dealers eager to export them.

"Over in Japan, with their emissions standards, when you get over about 50,000 miles on a vehicle, they tax you very heavily, to give people the incentive to buy newer vehicles that meet the most efficient emissions standards, so they unload them over here with 40,000 or 50,000 miles on them," Armes explained.

"I don't know how long they'll go, but they're very well-built, so I'm going to say, if a guy takes care of one, he'll get a lot of miles out of it," he added.

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*Hip My Ride. "They're like European smart cars, but Okie-style," state Rep. Don Armes told UTW.*

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Armes said he doesn't know how many people have them in Oklahoma right now because they're not registered, so there's currently no way to track them.

There are four or five businesses in Oklahoma that import and sell them, including All-American Mini-Trucks (530-1383) in Pryor.

Tiger Trucks (647-4000) in Poteau also sells them.

They import the parts from China and put them together in Oklahoma.

A used mini-truck imported from Japan with about 50,000 miles on it costs approximately \$4,000-\$5,000, depending on what equipment comes with it.

"They can put lift-kits on them and they can really jazz them up. A lot of guys are putting camo-wraps on them for hunting vehicles and stuff like that," said Armes.

A brand-new mini-truck like the vehicles assembled by Tiger Trucks, costs \$8,000-\$10,000.

#### Attack of the Minis

Armes and others foresee that the state's population of mini-truck dealers and drivers is about to multiply.

"I'm sure a lot more customers are going to spring up," predicted Bill McCown, who owns and operates Texoma Mini Trucks in Sherman, Texas, which is about 10 minutes outside Oklahoma (20 minutes, maybe, if you're driving a mini-truck).

"I think the demand is going to outrun the supply," said Armes.

He filed the bill at the request of many of his constituents, who had rural, agricultural uses in mind, like driving into town to buy parts and cattle feed and other supplies.

Because of rising gas prices, he said there's a lot of excitement about them from urban and suburban Oklahomans.

"There's a lot of interest in this. I did not anticipate the number of people that were interested until we started the bill, and then all of a sudden I'm getting call after call after call about people wanting to know about them, how do they do it, what's the criteria and just the whole deal," said Armes.

"Which has been kind of neat because, you know, when you run a bill out there, you never know who's going to shoot at it if you run it up the flagpole, and this thing ended up growing quite a bit of legs," he added.

"I have a guy in Lawton who's a pool guy, and he's really anxious to get his pool maintenance guys in them because, if they can drive them around town, they can service pools and they can carry all their stuff. A lot of them are four-wheel drive, so he's looking to use them in his pool business, which makes perfect sense. It's that or a Ford Ranger, and you can run these cheaper than a Ford Ranger," Armes related.

He said he and co-author Sen. Mike Schultz, R-Altus, aren't the first to try to make mini-trucks street-legal in Oklahoma, though.

He said Rep. Jeff Hickman, R-Dacoma, who tried and failed to get the same legislation passed a few years ago, told him, "I can't believe you're getting this passed."

"Well, it was a perfect storm, as far as fuel prices being where they are and the utility of these little trucks, and we thought it's a good time to do it, and obviously it was," Armes responded.

"Timing has everything to do with the success of a rain dance," he added, quoting humorist and commentator, Baxter Black.

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## COMMENTS

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George Hill

9/15/2009 - 1:59pm



I tried one out...it was very comfortable, and a pure joy to drive. It was a five speed. I looked at the speedometer ...I was doing 120kmh, and it was doing it easily I thought, "this is nice", so I slowed down some...that's well over 70 mph. I looked at the shift stick....Hey!!!! I was still in fourth gear. What is the speed limit on the interstate...70? and what is the minimum speed limit on the interstate 40? It appears our legislators are like Wall Street. They don't really care about us little people. Slip an Opel rear-end under one of these and I guarantee...they will easily top 120 mph. Come on legislators...get your heads out of the sand, and help us little people.

[Report this comment](#)

jonfromoklahoma

5/21/2009 - 12:59pm



I love these trucks. I had a problem finding parts until I found a community of people that had them. Check out <http://www.minitrucktalk.com> tons of parts and people there to help everyone.

Keep 'Mini Truckn :D

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ronstersupersonic

11/10/2008 - 9:27pm



I was very excited initially, but the 25 mph restriction of the EPA makes them unuseable on highways. Federal mandates to limit the top speed to 25 mph negates the opportunity to make them street legal, you will still have to have a slow moving vehicle placard to operate them on streets. But you can remove the plate welded to act as a shifter gate and they will travel up to 55 mph, but expect a visit from law enforcement when you do so. The legislation means absolutely nothing, they are giving us rights to do what we already could, only now it can be excise taxed. I will just buy a cab for my tractor

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**thomson**

10/19/2008 - 11:20pm



hi

This is james,I'm sure a lot more customers are going to spring up," predicted Bill McCown, who owns and operates Texoma Mini Trucks in Sherman, Texas, which is about 10 minutes outside Oklahoma.

=====

james

[Link Building](#)

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**daragraham**

8/ 6/2008 - 12:44pm



A good supply of parts for the Japanese Mini Trucks are available- you can contact us through our Web Site at [www.trailbusteroffroad.com](http://www.trailbusteroffroad.com) or at 888.811.2269.

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**Mini Truck Supply**

8/ 1/2008 - 12:56am



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## **Chapter 8: Automobiles And Other Vehicles**

### **Article 15: Uniform Act Regulating Traffic; Rules Of The Road**

**Statute 8-15,106: Operation of micro utility trucks; where; when.** (a) It shall be unlawful for any person to operate a micro utility truck: (1) On any interstate highway, federal highway or state highway; or (2) on any public highway or street within the corporate limits of any city unless authorized by such city.

(b) No micro utility truck shall be operated on any public highway or street, unless such truck complies with the equipment requirements under article 17 of chapter 8 of the Kansas Statutes Annotated, and amendments thereto.

(c) The provisions of subsection (a), shall not prohibit a micro utility truck from crossing a federal or state highway.

(d) This section shall be part of and supplemental to the uniform act regulating traffic on highways.

**History:** L. 2008, ch. 167, § 2; July 1.

**From:** Mary Ann Brenner  
**Sent:** Saturday, December 04, 2010 3:15 PM  
**To:** David Woosley  
**Subject:** parking on Ousdahl S. of 19th St.

I ask that parking not be permitted on Ousdahl in the block between 19<sup>th</sup> Terrace and 19<sup>th</sup> Streets. Cars turning south from 19<sup>th</sup> Street regularly stop at the intersection to wait for oncoming north-bound cars and KU buses. So far, I'm not aware of a rear-end collision because of this situation, but it seems to be only a matter of time!

Mary Ann Brenner (Mrs. George)  
1711 W. 19<sup>th</sup> Terrace  
66046  
785-393-3878



W 19th St

Ousdahl Rd

W 19th Ter





**From:** casad@sunflower.com  
**To:** trafficsafety@lawrenceks.org  
**Subject:** Fwd: Fwd: parking permit  
**Date:** Mon, 10 Jan 2011 09:29:22 -0600  
Forwarded message from casad@sunflower.com

Forwarded message from casad@sunflower.com

I live at 1130 Emery Rd. We have lived here since 1967. At the time we moved here there were no parking restrictions of the east side of Emery Rd. Sometime in the late 1960s, an influential lady who lives near our neighborhood arranged to have parking removed from the east side as well as the west side of Emery Rd. My neighbor, Frank MacDonald, and I protested the total removal of parking from the east side, and we were able to modify the prohibition. The ordinance now prohibits parking from Stratford Road to the north end of our lot, and bans parking from that point north Monday thru Friday from 7 to 5.

To get to our house from our driveway requires us to climb 9 or 10 steps. That was not much of a problem for us at that time, but today I am 81 years old and climbing stairs is very difficult and painful for me. If we could arrange for parking that did not require such a climb, we would be able to stay in our house indefinitely. And so I wrote to the City's website explaining our predicament.

I asked them to refer me to the appropriate persons, and Mr McCulloch of the Planning Commission suggested you.

What I suggested was either a personal hangtag permit allowing us to park one car in front of our house on Emery Road. Our house faces a point on Emery Rd. where the road is very wide from curb to curb: it is the intersection of Emery and High Drive. If we were to park one car there it would not impede the flow of traffic on either street.

As an alternative, I suggested that we could cut the curb in front of our house and create a parking place that would not encroach on the road at all. The parking place would be in the city's right of way, but not in the roadway itself.

Neither of those alternatives would change the status quo for our neighbors.

The city planner suggested that the ordinance could be changed to remove the parking restriction up to the north end of our lot, but that alternative would affect our neighbors. We are very close to the university, and those spaces would be filled with students' cars, and would not solve our problem.

I believe temporary parking permits can be allowed under present ordinances, so I think the individual permit would be the best alternative. I have a Handicapped Parking hang tag, but I don't think that applies in a No Parking area. Given our ages, the duration of the permit would probably be short enough to qualify as "temporary." We are somewhat in the position of the owner of land on which there is a non-conforming use, which can be exempted from later zoning changes.

I ask you to consider this request. If you would like me to appear in person before the commission, I would do so.

Very truly yours,

Robert C. Casad  
785-842-8120  
casad@sunflower.com





W Hills Pkwy

1116 WEST HILLS PKWY

1602 HIGH DR

Oxford Rd

High Dr

1124 EMERY RD

1133 EMERY RD

1130 EMERY RD

1145 EMERY RD

1520 STRATFORD RD

1514 STRATFORD RD 1510 STRATFORD RD

Stratford Rd

City of Lawrence  
Traffic Safety Commission  
February 7, 2011 Minutes

MEMBERS PRESENT: Ken Miller, Chair; Jason Novotny, Vice-Chair; Ryan Devlin; Dan Harden; Richard Heckler; Edwin Rothrock; and Jim Woods

MEMBER ABSENT: Stuart Boley and John Ziegelmeyer, Jr.

STAFF PRESENT: David Woosley, Public Works Department; and Scott Miller, Legal Department

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Chair Ken Miller 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, December 6, 2010.**

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER HECKLER, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, December 6, 2010; THE MOTION CARRIED 6-0-1 (Novotny).**

**ITEM NO. 2:**

**Consider request to allow MICRO UTILITY TRUCKS on public streets within the city limits.**

David Woosley presented the information provided in the staff report and noted correspondence received from Betty Alderson on this item (attached).

Public comment:

Bill Steele, 943 Avalon Road: These trucks are very useful, very maneuverable, and very quick; Kansas state law allows them on rural roads, but cities must pass



an ordinance to allow them on city streets; I would like for them to become street legal in Lawrence; they're safe to drive; they're extremely fuel-efficient; they can get into really tight spaces; they are very versatile; they get 30-55 mpg; they are easier to get into backyards; if we made them street legal, they would rise in popularity; they are made in Japan and are extremely durable; they can travel up to 60 mph but the recent imports have speed limiters on them.

Scott Miller briefed the Commission on the legal aspects of the vehicles.

Commissioner Woods asked if they were insurable; Steele advised that there are several insurance companies that will insure them.

Commissioner Rothrock: My concern would be the difference in speed with other traffic.

Commissioner Woods asked if any cities in Kansas permit their use; Steele advised that there were several; Dodge City and others.

Commissioner Harden asked why these vehicles didn't fall under the current city code; Miller advised it is due to definitions and to allow different regulations.

Commissioner Novotny asked how to include restrictions such as insurance and licensing; Woosley advised that could be a part of any motion.

Commissioner Rothrock: I'd like to see them limited to streets with a speed limit of 25mph or less.

**MOTION BY COMMISSIONER NOVOTNY, SECONDED BY COMMISSIONER HECKLER, TO RECOMMEND APPROVAL OF THE REQUEST TO ALLOW MICRO UTILITY TRUCKS ON PUBLIC STREETS WITHIN THE CITY LIMITS, SUBJECT TO REVIEW BY THE LEGAL DEPARTMENT WITH RESPECT TO LICENSING, EQUIPMENT AND INSURANCE; THE MOTION CARRIED 6-1 (Woods: enforcement nightmare; too slow; unsafe vehicle; too restricted around town.**

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

**Consider request to establish NO PARKING along the east side of Ousdahl Road between 19<sup>th</sup> Street & 19<sup>th</sup> Terrace.**

David Woosley presented the information provided in the staff report and noted correspondence received from Betty Alderson and Eric Bloom (attached).

Public comment:

None.

Commissioner Woods: I live in the area; it is somewhat of a problem on basketball nights; it also handles overflow from a small church on 19<sup>th</sup> Street; I'm not sure it is that much of a problem and I'm not in favor of restricting the church.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER ROTHROCK, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG THE EAST SIDE OF OOUSDAHL ROAD BETWEEN 19<sup>TH</sup> STREET & 19<sup>TH</sup> TERRACE; THE MOTION CARRIED 7-0.**

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

**Consider request to establish RESERVED PARKING FOR PERSONS WITH DISABILITIES in front of 1130 Emery Road.**

David Woosley presented the information provided in the staff report and noted correspondence received from Betty Alderson and Robert Casad (attached).

Commissioner Woods asked if there was a policy on a single spot handicap space; Woosley advised that this has been done at several locations in town.

Public comment:

Robert Lewis, 1105 West Hills Parkway: The area is full of students; hundreds and hundreds of students walk in this area; there are school buses; there are bicycles; it is a dangerous area; with a car parked there, you're setting-up for an accident; there are nine (9) fraternities and sororities that feed students into this area; speeding is a big problem and students often disobey the stop signs; you're asking for problems.

Scott Jenkins, 1133 Emery Road: I understand the resident's reason for making the request, but I'm very concerned about the safety of the intersection; allowing parking would push traffic closer to the sidewalk and I'm worried about the effect it would have on the safety of bicyclists, runners and students.

**MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER WOODS, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH RESERVED PARKING FOR PERSONS WITH DISABILITIES IN FRONT OF 1130 EMERY ROAD; THE MOTION CARRIED 7-0.**

In addition, the Commission recommended that Mr. Casad contact the Public Works Department to pursue construction of a recessed parking space.

**ITEM NO. 5:**

**Public Comment:**

None.

**ITEM NO. 6:**

**Commission Items:**

None.

**ITEM NO. 7:**

**Miscellaneous:**

None.

The meeting adjourned at 7:45 P.M. The next scheduled meeting is Monday, March 7, 2011.

Respectfully submitted,

*David E. Woosley*

Transportation/Traffic Engineer

## David Woosley

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**From:** Alderson, Betty J [adkab@ku.edu]  
**Sent:** Sunday, February 06, 2011 6:04 PM  
**To:** dwoolsey@ci.lawrence.ks.us  
**Subject:** February 7 Traffice commission meeting

Dave,

I rather doubt that I will try to get out tomorrow night for the meeting. I find that I prefer to get out when the footing is a bit more predictable than it may be by evening tomorrow.

I have just reviewed the agenda items for the meeting and would make the following recommendations.

1. I do not like the idea of having these Japanese mini trucks parked all over town. I can see them as appealing to some university students and then they would be parked all over in so-called single family residential neighborhoods. There would need to be a lot of restrictions on speed, where they could be driven, and parking. Those of us living in single-family zoned areas have enough problems already with too many single individuals living in houses where there are no regulations for adequate parking places, driving over curbs and yards to park in a particular spot on a driveway. It creates a real mess.

I can support taking the additional parking off Ousdahl between 19th Street and 19th St. Terr. Those are very tight corners with the parking there now.

I can support the request from Bob Casad for a special permit for parking one car in front of their house, especially since he already has the handicap parking permit. There needs to be some consideration given to older persons who want to continue to live in their own homes and their mobility is decreased.

Thanks for sending the agenda.

Betty Alderson



## David Woosley

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**From:** Alderson, Betty J [adkab@ku.edu]  
**Sent:** Monday, February 07, 2011 3:47 PM  
**To:** David Woosley  
**Subject:** Addendum

David,

In talking with a friend today about the Traffic Commission agenda items for tonight I mentioned Bob Casad's request and that I supported it. She commented that if a parking space is granted it should be clearly marked as for the use of the resident at that particular address and should have a handicap designation. Something I hadn't considered. If it would be just a marked parking space it would be tempting for anyone to use it.

I still think that I will stay in this evening just in case it begins to re-freeze in some of the walking areas.

Thanks for sending the agenda, I do appreciate that.

Betty Alderson

**David Woosley**

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**From:** ericbloom@hotmail.com  
**Sent:** Monday, February 07, 2011 10:02 AM  
**To:** David Woosley  
**Subject:** Traffic safety commission meeting Feb 7

I will not be able to attend the meeting tonight of the Lawrence Traffic Safety Commission, Feb. 7

I wanted to weigh in as the resident at 1645 w 19th st. I am on the corner of 19th & Ousdahl which relates to item no. 3

I was the one who recently reported a wreck involving a parked car at the location of interest. In years past I had a roommate's car totalled after being struck, and two mirrors clipped from traffic. All were drive-off accidents.

When the bus system rerouted to not use Ousdahl at 19th, many problems went away. I also notice that the 19th terr to 19th st block has less use for parking than it has in years. The exception is for KU parking and for parking to attend Sunday service at the nearby Mormon church.

I do not feel strongly about whether parking is repealed or not, but history does show it to be a dangerous place to leave a car.

I wanted to respond because if this does pass I am considering the option of requesting a curb cut & driveway access similar to the house on 19th terr which backs onto mine, has onto Ousdahl. This other house doesn't use their drive regularly, and 19th terr is not a busy road. Alternatively, my drive can be taxing to enter/ exit on 19th st. We have been lucky but often fear being rear ended when descending the hill on 19th or when backing out on such a busy road. The backing out can be the worst with how many people do not heed the stop sign on Ousdahl. If you want to read any excerpt of this to get a personal view, please do so. I would ask to be updated as to the results of the meeting, and when a change is expected. I appreciate the often unnoticed effort you put into our community.

Eric Bloom  
1645 w 19th st  
Lawrence, KS 66046  
[331-3001](tel:331-3001)  
[Ericbloom@hotmail.com](mailto:Ericbloom@hotmail.com)

-- Sent from my Palm Pre

February 7, 2011

Lawrence Traffic Safety Commission

Agenda Item No. 4

Statement of Robert C. Casad

I will be unable to attend the meeting this evening, so I ask that this statement be read in lieu of my personal appearance.

First, I want to say that, contrary to the statement of Item 4 in the agenda, **I did not request the establishment of “reserved parking for persons with disabilities” in front of our property.** I requested a personal parking permit to permit me to park one car at the curb in front of our house. This may amount to the essentially same thing, but without the humiliation of having a sign erected to that effect. I just want a hangtag permit to enable me to avoid \$55 tickets.

As an alternative, I asked for permission to create one parking space off the roadway itself, but within the range of the city’s easement of way, as the fraternities have done for several cars a little farther north on the west side of Emery Rd. Under either alternative, our car would be put in the driveway in the evening. I am seeking only possible daytime use, as with other temporary parking permits.

Because the roadway at that point is very wide (see the aerial view attached to the agenda), neither of these alternatives would impede the flow of traffic on either Emery Rd. or High Drive. Neither alternative would affect our neighbors’ use of their own property.

My reasons for this request are stated in the letter I initially sent, which is attached to the agenda. There is no need to repeat them here.

If you cannot grant either of these requests, then I thank you for your time and consideration.

Very truly yours,

Robert C. Casad