

City of Lawrence
Traffic Safety Commission Agenda
October 3, 2011-7:00 PM
City Commission Room, City Hall

MEMBERS: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley; Ryan Devlin; Richard Heckler; Ken Miller; Edwin Rothrock; Jim Woods; and John Ziegelmeier 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, August 1, 2011.

ITEM NO. 2: Consider request to construct TRAFFIC CALMING devices on Crescent Road.

1. Crescent Road is classified as a "local" street with a speed limit of 20 mph.
2. Traffic data collected on September 12-13, 2011, found an average of approximately 1105 vehicles per day at an 85th percentile speed of approximately 31 mph.
3. Therefore, Crescent Road meets the minimum requirements for consideration of traffic calming.

ITEM NO. 3: Consider request to establish STOP signs at the intersection of Crestline Drive & Moundview Drive.

Facts:

1. Crestline Drive and Moundview Drive are both classified as "local" streets in this area; however, Crestline Drive is classified as a "collector" street south of 9th Street.

2. There have been no reported crashes at the intersection during the past three (3) years.
3. This intersection is the only 4-way intersection in the area.
4. None of the requirements for consideration of STOP signs, as provided in the *Manual on Uniform Traffic Control Devices* are currently met; however, it does state that "YIELD signs may be installed on the approaches to a through street or highway where conditions are such that a full stop is not always required."

ITEM NO. 4: Consider request to install YIELD signs or STOP signs at the intersection of Overland Drive & Sierra Drive.

Facts:

1. Overland Drive and Sierra Drive are both classified as "local" streets in this area.
2. There has been one (1) reported crash at the intersection during the past three (3) years that may have been prevented by traffic control; April 28, 2008, involving a southbound and an eastbound vehicle.
3. None of the requirements for consideration of STOP signs, as provided in the *Manual on Uniform Traffic Control Devices* are currently met; however, it does state that "YIELD signs may be installed on the approaches to a through street or highway where conditions are such that a full stop is not always required."

ITEM NO. 5: Consider request to establish NO PARKING along the north side of 12th Street between Indiana Street & Mississippi Street.

1. 12th Street west of Indiana Street is classified as a "local" street and is paved 44 feet wide with a 12 foot median leaving approximately 15 feet on each side of the median.
2. Parking is currently prohibited along the south side of 12th Street and along a portion of the north side of the street.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items:

Receive E-mail from Steven C. Watts, dated September 11, 2011.

ITEM NO. 8: Miscellaneous.

From: M Kelly [mailto:skelly20@sbcglobal.net]
Sent: Monday, June 27, 2011 11:00 AM
To: Charles Soules
Subject: Re: Closing of 15th Street

Thank you for your prompt reply and commitment to the timely completion of the 15th Street project - we do appreciate it.

I do want to be clear that we totally understand that Crescent is a public road and we have absolutely no problem with people using it who obey the law.

Our concern is that probably 90% of drivers do NOT obey the law and it creates safety issues for all who use the street – drivers, pedestrians (who often walk in the street because of lack of sidewalks) as well as residential property. Before we moved here, a speeding car missed a curve and actually ended up at our front door!

Our two concerns are:

Slowing traffic down to the speed limit

No trucks on Crescent unless they have business on the street

We not asking for special treatment, we are just asking that current laws be enforced.

We know the police cannot be on the street 24/7 so there have to be other ways to help enforce these laws.

Can we have some sort of speed barricades – especially at the curves?

Maybe one of those electronic signs that tell you how fast you are going would help?

Is there a way of having a more effective “No Trucks” sign? The current ones are small and easily missed.

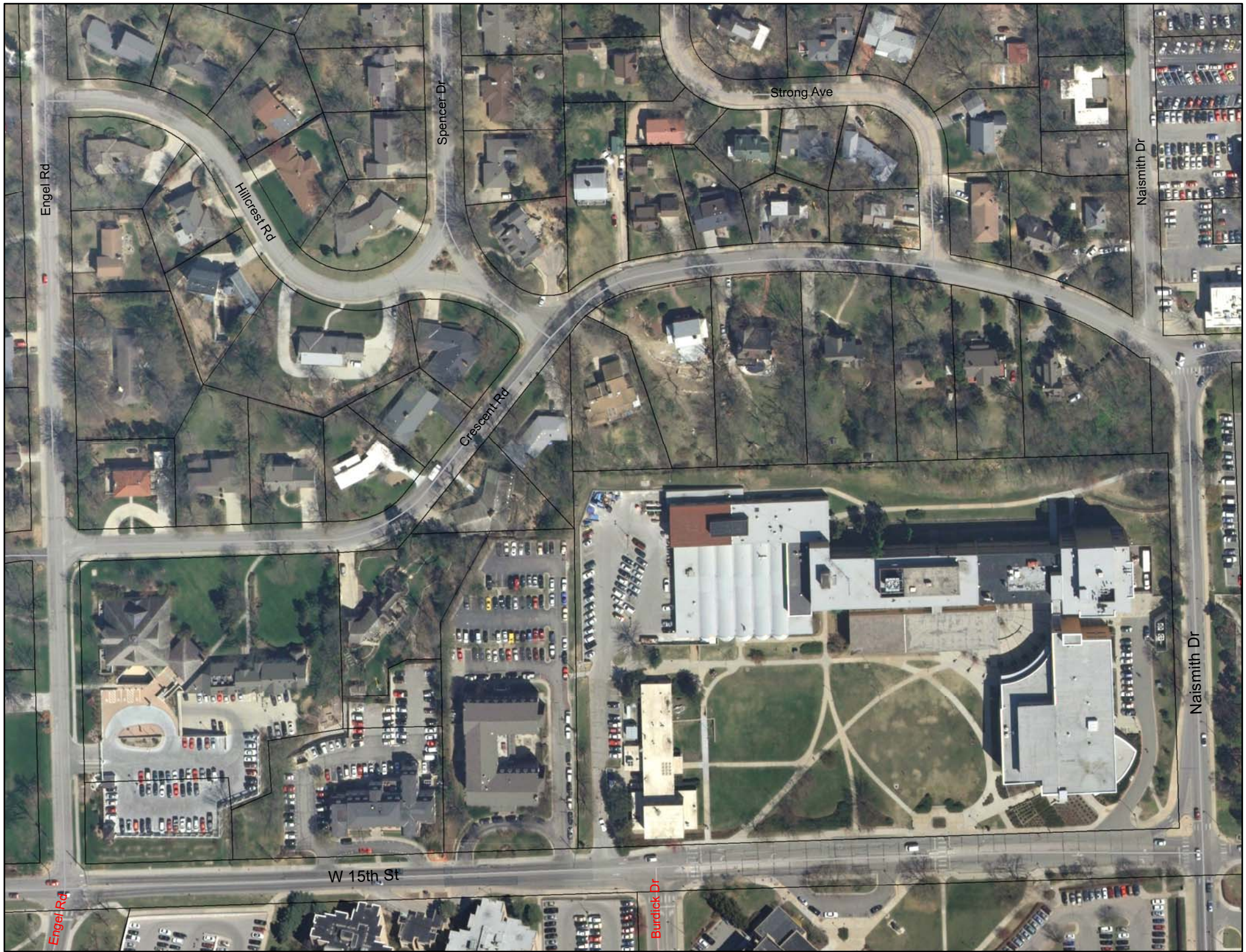
Actually, if there were some sort of barricades at the curves, I think trucks would be less inclined to even think about coming on the street so the barricades could serve two purposes. Maybe saw horse types while 15th is under construction? Permanent speed bumps would, of course, be best.

These are concerns the neighborhood has discussed for years – they certainly aren't new, but the closing of 15th has magnified the issues. Even after 15th is re-opened, we need to find ways of slowing traffic to the speed limit - there have been too many accidents/mishaps that were caused by speeding on this short, curvy street.

I'm sure you have had to address these issues on other streets – what are our options and what has proven successful?

Thank you!

Suzanne





TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

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

David Woosley

From: Jerry Pees [peepod@sunflower.com]
Sent: Wednesday, July 27, 2011 8:10 PM
To: David Woosley
Subject: Stop signs at Moundview and Crestline

To the Traffic and Safety Committee:

We have been apprised of a problem at the corner of Crestline and Moundview which is of a safety concern. Crestline is designated as a collector street and Moundview is as a local street. The juncture of these two streets occurs in a context which makes it unclear to drivers that one street should have precedence over the other. Since drivers regularly proceed at speeds which could cause substantial damage, the immediate neighbors feel that stop signs on Moundview would be in order. The following neighbors have requested such action and Sunset Hills Neighborhood Association concurs:

Eugene and Lois Hand-----2532 Moundview
Charles and Peggy Tidd---2521 Moundview
Ed Alexander-----2524 Moundview
Robert and Beverly Ammel-2520 Moundview

The Sunset Hills Neighborhood Association respectfully requests action to avert a safety problem. Thank you for your consideration.

Jeanne Pees, President
Sunset Hills Neighborhood Association



W 6th St

Graystone Dr

Bremer Dr

Moundview Dr

Rockledge Rd

W 7th St

SchwarZ Rd

Century Dr

Century Dr

National Ln

Crestline Dr

W 9th St

SchwarZ Rd

Murrow Ct

Madeline Ln

Crestline Dr

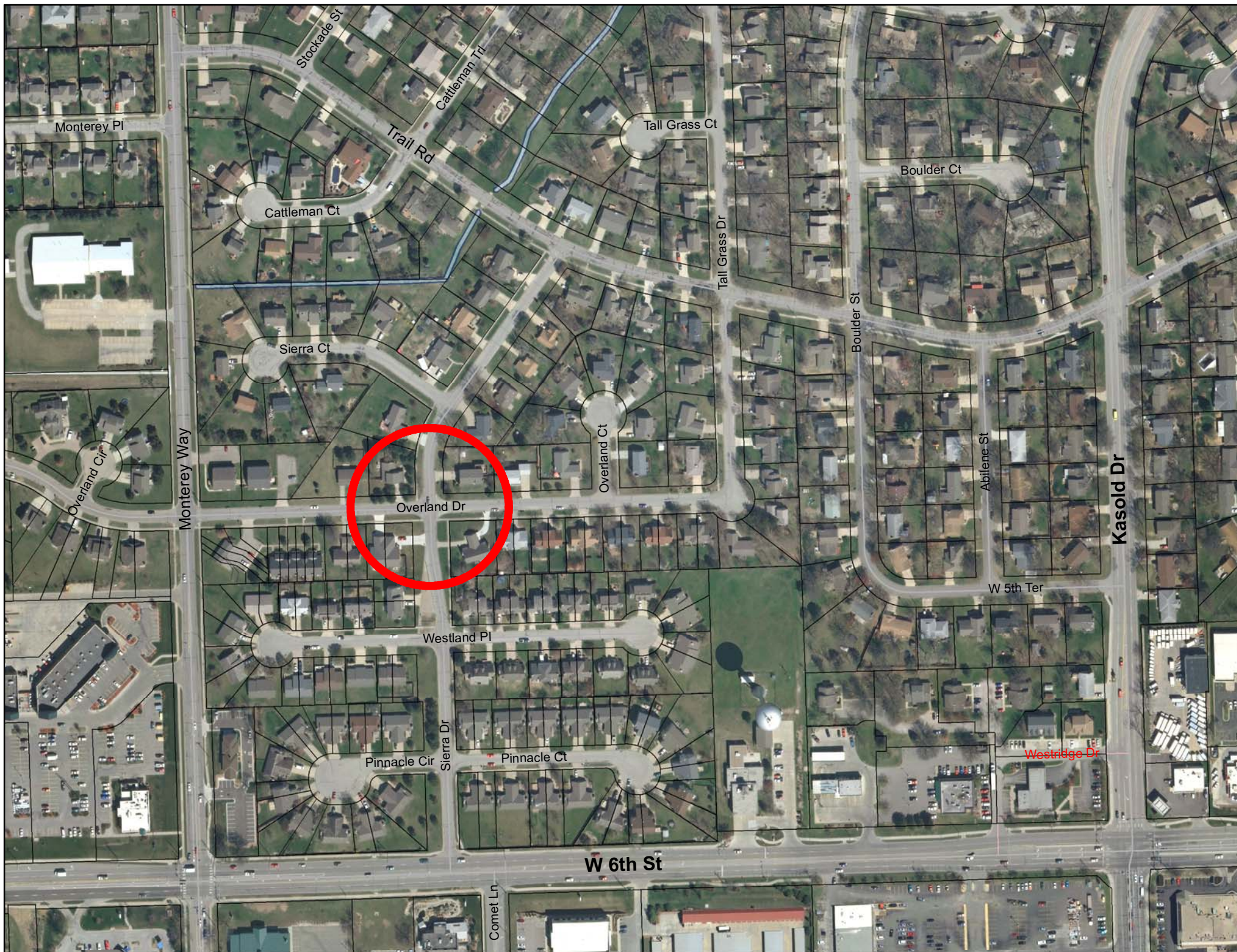
Rockledge Rd

Centennial Dr

David Woosley

From: Steven Hall
Sent: Friday, August 12, 2011 11:26 AM
To: David Woosley
Subject: Request for street sign

I would like to request a yield or stop sign at the intersection of overland drive and sierra drive. I live in sierra ct and have witnessed numerous near misses at this intersection. Both streets are thru streets which causes the confusion. I would appreciate it if you would investigate and approve a remedy before someone gets hurt. Thank you. Steve Hall 3817 Sierra Ct.



To: Traffic Safety Commission

From: Residents of 711 West 12th Street

We are writing to the Traffic Safety Commission regarding parking on the north side of 12th Street. This is a very narrow street with a median in the middle of the street making it unsafe and difficult to pass through.

The following are our concerns:

- **Emergency vehicles (ambulances, fire trucks) do not have adequate access to our street. They would have to access the street coming in the wrong way (south side of the cul-de-sac) in case of an emergency.**
- **Public works cannot adequately plow our street in the winter due to the parked cars.**
- **The street is too narrow to pass safely by parked cars and the median when cars are not abutting to the curb, which is most of the time. Section 86 of the Kansas Traffic Ordinance state that all cars parked along a curb must be within 12" or less from the curb. This is not happening. Most cars are parking more than 12" making it even more difficult to pass by the park cars.**
- **We are not able to turn onto 12th Street when driving south on Indiana. Cars are allowed to park all the way up to the intersection of 12th and Indiana, making it impossible to turn onto our street with the median on one side and the parked cars on the other. We would like to be able to access our street from whatever direction we are coming from.**
- **The three rental homes that are affected by the parking in front of their homes all have adequate off-street parking. We have confronted some of these people parking on our street and the majority of them work at The Oread.**

- **Parking is not allowed on the south side of the street showing the City paid attention to the residents when they voiced their concerns. We can only access our house the majority of the time from the south exit when the cars are parked on the north side and not abutting to the curbs. This is illegal to enter the street going the wrong way but it's not wide enough to safely pass through the median and parked cars most of the time. We've already had one family member hit his car mirror on a parked car. It wouldn't take much to side swipe the median or parked cars.**

We would like to invite all the Commission members to personally drive down our street and see what a difficult situation this is. The City of Lawrence has "No Parking" signs throughout the entire city and KU Campus where the City has deemed appropriate. We feel this cul-de-sac warrants "No Parking" signs on both sides of the street. Please take a minute and review these concerns and ask yourself if you wouldn't want the same thing if your house was located on this street.

Thank you.

Sean Robinson, resident

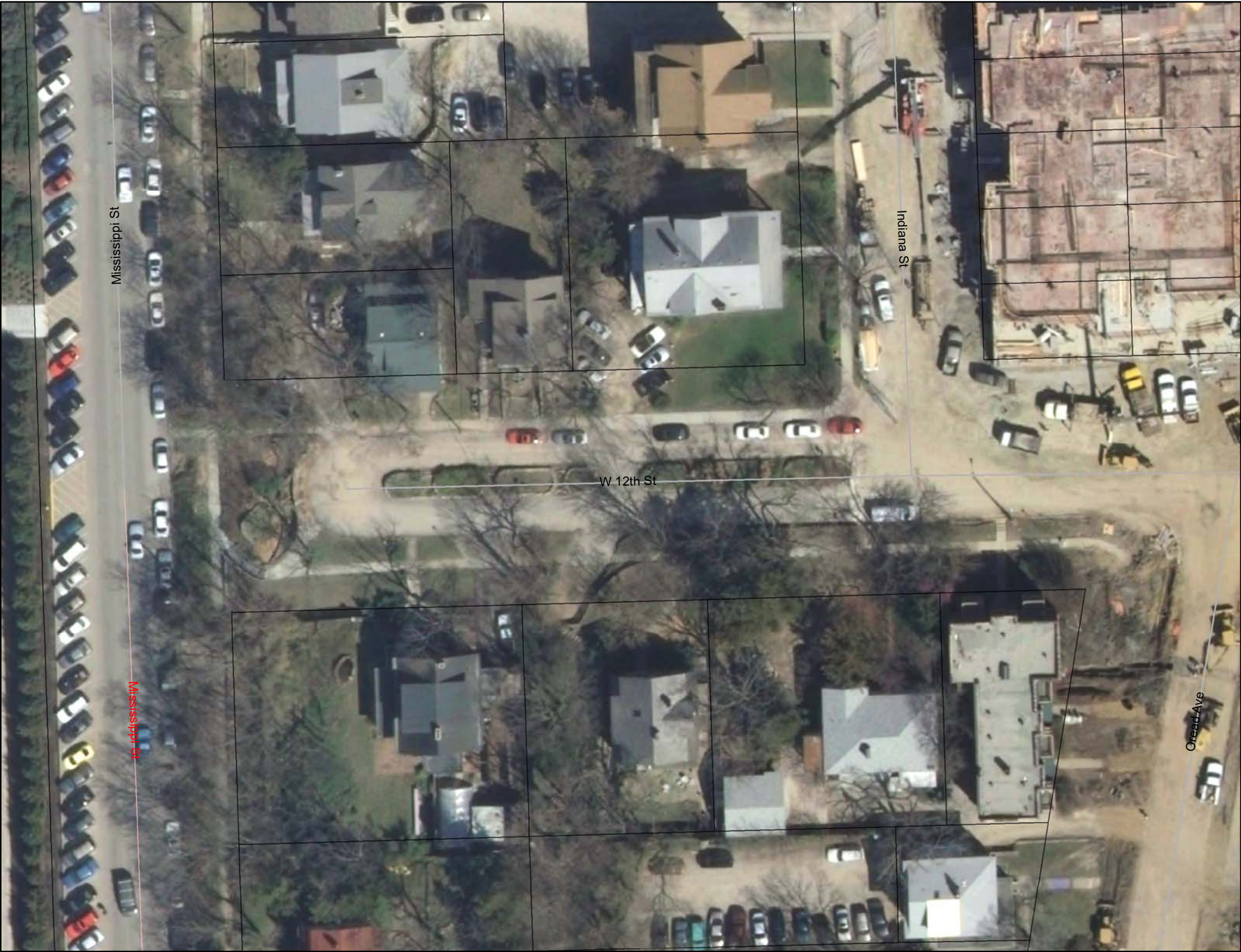
Ryan Schmidt, resident

Shane Reynolds, resident

Brian Harmon, resident

Jake Koester, resident

Diana Robinson, parent of Sean Robinson



Mississippi St

Mississippi St

Indiana St

W 12th St

Grand Ave

From: steven c. watts [mailto:scajj@sbcglobal.net]

Sent: Sunday, September 11, 2011 9:55 AM

To: jwwoods@sunflower.com; oscarfactor@sunflower.com; revarf@sunflower.com;
jasoncnovotny@hotmail.com; devlinrh@yahoo.com; dan.harden@bgcons.com;
jjzieg@sunflower.com

Cc: Vice-Mayor Bob Schumm; Mayor Aron E. Cromwell; Rob Farha; David L. Corliss; Tarik Khatib;
David Woosley

Subject: Fw: Sgt. McKinnley

For Traffic Safety Commission Members:

City of Lawrence Police officers and their superiors are choosing to not enforce the NO PARKING that exists on both the NORTH and SOUTH sides of 17th Street between Tennessee and Louisiana Streets.

Please advise me as to when the City Ordinance changed allowing this parking.

Please advise me as to number of NO PARKING signs there must be for a long standing City Ordinance to be enforced.

Thank you

Steven C. Watts
1649 Edgehill Rd.

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City of Lawrence
Traffic Safety Commission
October 3, 2011 Minutes

MEMBERS PRESENT: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley, Ryan Devlin; Cody Howard; Ken Miller; Edwin Rothrock and John Ziegelmeyer, Jr.

MEMBER ABSENT: Jim Woods

STAFF PRESENT: David Woosley, Public Works Department

Chair Jason Novotny called the meeting to order at 7:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

ITEM NO. 1:

Review and approve the minutes of the Traffic Safety Commission meeting, August 1, 2011.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER ZIRGELMEYER, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, AUGUST 1, 2011; THE MOTION CARRIED, 7-0-1.

ITEM NO. 2:

Consider request to construct TRAFFIC CALMING DEVICES on Crescent Road.

David Woosley reviewed the information provided in the staff report.

Public comment:

Muff Kelly, 1531 Crescent Road, provided a hand-out (attached): The speed limit was reduced to 20mph, and that seems to be a good speed for that road; there is a large volume of car traffic and there are two large curves that make seeing ahead difficult; there are students walking from the dorms and the sidewalks are not continuous, so they are often in the street; it is a designated bicycle route; our street is used as a short-cut from campus to Iowa Street sometimes; vehicles often roll through the stop sign and there is a lot of

speeding on the street; we've had our curb hit twice from people speeding and missing the curve; I think the street needs some attention.

Jim Womack, 1602 Crescent Road: For the ten years I've lived here, I can perceive this as a problem; I haven't seen a whole lot of speeding; usually the two (2) stop signs will slow them down on that street; I am not in favor of traffic calming on the street.

Bernard Hausherr, 1505 Crescent Road: The problem isn't any different than it ever has been; the problem now is when KU shuts-down a street and traffic is diverted onto Crescent; it has never been a particularly quiet neighborhood; I don't see any excessive speeding; I'm really opposed to traffic calming; I'd rather see some of the streets shut-off.

Rick Ingram, 1510 Crescent Road: I've seen plenty of speeding; I've seen cars easily doing 50mph down the street; the stop sign slows them down, but then they're in a big hurry to get to KU; on football Saturdays, it's a nightmare; there are a whole lot of problems on the street that a traffic calming device could solve.

Bob Marsh, 1640 Crescent Road: There's a lot of traffic every day coming from the campus, especially maintenance vehicles; there are students that walk and bicycle down Crescent; I'm not for speed bumps, but I think we could do something similar to Schwarz Road.

Judy Kish, 1336 Spencer Drive: Most people do not stop at the stop sign; the problem is the fast traffic; I'm in favor of speed bumps.

David Nutt, 1620 Crescent Road: I'm for some sort of calming device that will slow the traffic down; it's an issue about safety and speed; cars are all over that street, they do crazy stuff at high speeds.

Jim Sherman, 1511 Crescent Road: I think most of us agree that there is a lot of speeding; there is a lot of traffic, much of it cut-through; I personally am in favor of something, whatever it is; I don't know what the best solution is.

Nancy Hamilton, 1510 Crescent Road: The sidewalks in many places are un-navigable for a bicycle and in some places non-existent; the traffic on Crescent Road is not continuously bad, but there are times when there's a high volume of traffic; there is also a lot of foot traffic; reducing the speed limit helped a little, but not a lot; I am for a traffic calming device, whatever would work.

Faye Watson, 1516 Crescent Road: There are lots of cars, many trucks and even buses on the street; I wonder if we couldn't have a flashing light at the 3-way stop; if we have speed bumps we will have an abundance of signs which isn't a

pretty arrangement in a neighborhood and we would prefer to not have a bunch of signs; I'd like to see the police giving tickets; I think we have not reached a consensus with our neighborhood association.

John Kelly, 1531 Crescent Road: Something needs to be done; I'm willing to assist in determining what the options are in order to maintain the livability and the safety of the street.

Commissioner Rothrock asked if closing a street or making it a one-way is considered traffic calming; Woosley advised that they were.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER BOLEY, TO RECOMMEND THE CONSTRUCTION OF TRAFFIC CALMING DEVICES ON CRESCENT ROAD; THE MOTION CARRIED, 8-0.

ITEM NO. 3:

Consider request to establish STOP signs at the intersection of Crestline Drive & Moundview Drive.

David Woosley reviewed the information provided in the staff report. In addition, it was noted that the neighborhood representative is not able to attend, but would support YIELD signs in lieu of STOP signs.

Public comment:

None.

Commissioner Miller: I think we have to act on the request as presented.

MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER HARDIN, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH STOP SIGNS AT THE INTERSECTION OF CRESTLINE DRIVE & MOUNDVIEW DRIVE; THE MOTION CARRIED, 8-0.

ITEM NO. 4:

Consider request to install YIELD signs or STOP signs at the intersection of Overland Drive & Sierra Drive.

David Woosley reviewed the information provided in the staff report.

Public comment:

None.

Commissioner Novotny asked if Sierra was a through street from 6th to Trail; Woosley advised that it was.

Commissioner Rothrock: I used to live a block from there and I'd have to say that's a scary intersection.

MOTION BY COMMISSIONER HARDIN, SECONDED BY COMMISSIONER DEVLIN, TO RECOMMEND ESTABLISHING YIELD SIGNS ON OVERLAND DRIVE AT SIERRA DRIVE; THE MOTION CARRIED, 8-0.

ITEM NO. 5:

Consider request to establish NO PARKING along the north side of 12th Street between Indiana Street & Mississippi Street.

David Woosley reviewed the information provided in the staff report.

Public comment:

Diana Robinson, 5515 W. 79th Street, Prairie Village, KS: My son Sean moved into 711 W. 12th Street on August 1st; it has been a nightmare from day one; this is the most unsafe street I have seen in my life; we can't even get our vehicle down the street between the rock median and the parked cars; larger vehicles and emergency vehicles have to enter the wrong way; the police department is not enforcing cars parking within 12 inches of the curb; this is something I am passionate about, that there is safe accessibility to anyone living on that street; the existing no parking areas aren't being enforced either; there is nothing safe about the street; I think something needs to be done before something happens.

Sean Robinson, 711 W. 12th Street: It's mostly Oread employees that are parking in this area, usually Jimmy John's; sometimes they block the driveways.

Carol von Tersch, 706 W. 12th Street: The parking was removed from the south side of the street a number of years ago to allow access for ambulances; not one on the street has been handicapped during the past 30 years by not getting emergency services; our street seems to be one of the first residential streets in town to get plowed; they clear the south side and as long as one side is cleared, everybody can get out; in the 30 years I have lived there, not once have I not been able to drive down the north side of the street; I feel the hotel is obligated

to provide parking for the employees; the police are very responsive when we call because of illegally parked vehicles; I hope I have persuaded you that it is not necessary to remove the parking on the north side; it would be a substantial disadvantage to those of us that live on that block.

Mark Bradford, City Fire Chief: The parking on the north side of the street does limit accessibility for our vehicles; the south side of the street does give us access; we do pre-plan for this block in case there is a fire in any of the adjacent buildings, particularly two on the north side; we do have a significant disadvantage to parking apparatus on the south side of the street with limited reach to the north side; it does impact our efficiency; it can be done, but possibly with a different result than if we could get to the north side of the street; I would highly recommend that you remove all parking on the north side of the street.

Ernie Eck, 726 Ohio Street: I am the owner of 709 W. 12th Street and I represent the owners of 1145 Indiana on the corner; I'm here to oppose elimination of parking; my property has no off-street parking; I've been involved with these properties for 25 years and have never not been able to drive down the street; however, Jimmy John's is a problem, they are not a good neighbor; this would be a prime place to experiment with resident only permit parking; I would urge you to not remove the parking.

Commissioner Novotny: If I lived there, I would want the fire department to have their best shot at extinguishing a fire; also, if I lived there, I would be concerned about where my guests would park.

Commissioner Rothrock: It is my understanding that the one property has no off-street parking; I would consider a devaluation of my property if the parking were removed.

Commissioner Hardin: It is probably a "takings" issue.

Commissioner Devlin: My issue is a matter of access for the ambulance fire trucks.

Commissioner Howard questioned if anyone knew the history of the median and if removal was possible.

Commissioner Rothrock: Even with no parking, delivery drivers may still be a problem; if you aren't there for more than ten minutes, it is unlikely that you will get a ticket.

MOTION BY COMMISSIONER BOLEY, SECONDED BY COMMISSIONER ROTHROCK, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG THE NORTH SIDE OF 12TH STREET BETWEEN INDIANA STREET & MISSISSIPPI STREET; THE MOTION FAILED, 3-5.

Commissioner Ziegelmeyer asked if additional information could be gathered; possibility of removing the median, potential off-street parking for the property that doesn't have any and legal consideration of a "taking."

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER HOWARD, TO TABLE THE REQUEST TO ESTABLISH NO PARKING ALONG THE NORTH SIDE OF 12TH STREET BETWEEN INDIANA STREET & MISSISSIPPI STREET, FOR ADDITIONAL INFORMATION; THE MOTION CARRIED, 8-0.

ITEM NO. 6:

Public Comment:

Betty Alderson, 1920 Maine Street: While I share your concern over safety, I would like to remind you that you didn't remove the parking along one side of all the streets in the Schwegler neighborhood except during basketball season; and there are other fire issues in town that are just as serious as this is; but I'm glad you're tabling this for additional information.

ITEM NO. 7:

Commission Items:

The Commission acknowledged receipt of the e-mail correspondence from Steven Watts.

ITEM NO. 8:

Miscellaneous:

Consider establishing NO PARKING along both sides of Sunnyside Avenue between Indiana Street & Louisiana Street.

David Woosley provided the following information:

1. Sunnyside Avenue is classified as a "local" street and is paved 20 feet wide; therefore, with vehicles parked on either side of the street, there is not room for two-way traffic.

2. There is evidence that NO PARKING signs have existed in the past on both sides of the street, but were recently removed by vandals.
3. It does not appear that an ordinance was ever approved establishing the previous NO PARKING restriction.

MOTION BY COMMISSIONER ROTHROCK, SECONDED BY COMMISSIONER DEVLIN, TO RECOMMEND ESTABLISHING NO PARKING ALONG BOTH SIDES OF SUNNYSIDE AVENUE BETWEEN INDIANA STREET & LOUISIANA STREET; THE MOTION CARRIED, 8-0.

The meeting adjourned at 8:40 P.M. The next scheduled meeting is Monday, November 7, 2011.

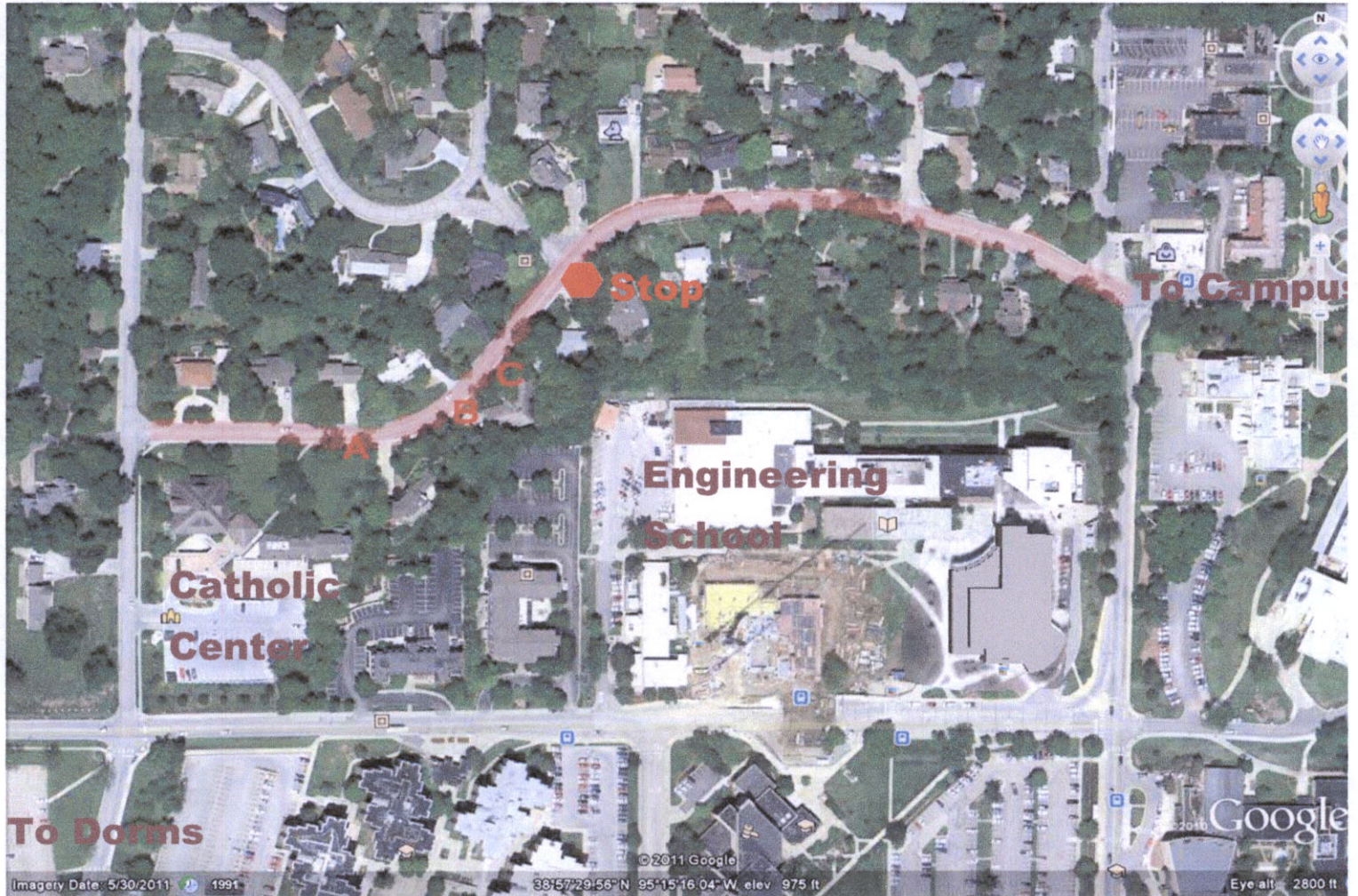
Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer

Aerial of Crescent Road (marked in red)

Accidents identified A, B, C



Conditons that make speeding especially dangerous on Crescent Road:

1. Large volume of car traffic for a street only 2 blocks long
2. Two large curves on street that make seeing ahead difficult
3. Large volume of pedestrian traffic – main route for students walking from Daisy Hill to/from campus
4. Sidewalks are not continuous - pedestrians walk in the street
5. Designated bicycle path and high volume of cyclists
6. Skateboarders/joggers in the street
7. Some drivers consider Crescent and Crescent/Hillcrest as shortcuts to Iowa and are intent on speeding to make sure they save time

Accidents

- A. Winter of 2010-11 speeding car missed curve and hit a tree – taking a fire hydrant out on the way. Car flipped over.



Approach from East



Hit hydrant, then tree at A

At 1531 Crescent -

B. Curb on driveway damaged twice in 4 years by cars missing the curve



Approach from W



Approach from E



Result

C. Bridge to house hit by speeding car prior to Kelly ownership



Repair to rail and deck



Sunnyside Ave

Sunnyside Ave

Indiana St

Louisiana St

Pearson Pl







DAVID CORLISS, CITY MANAGER

City of Lawrence, Kansas

Traffic Engineering Division

MEMORANDUM

To: City Clerk

From: David E. Woosley, Transportation/Traffic Engineer

Subject: Temporary Traffic Regulation
Sunnyside Avenue

Date: 29 September 2011

In accordance with Sec. 3 of the Standard Traffic Ordinance for Kansas Cities, incorporated by Ordinance by the City of Lawrence, Kansas, a NO PARKING is hereby established along both sides of Sunnyside Avenue between Indiana Street and Louisiana Street.

This temporary regulation is to be effective from 4 October 2011 to 4 January 2012.

David E. Woosley

David E. Woosley, PE
Transportation/Traffic Engineer

C: David Corliss
Chuck Soules
Shoeb Uddin
Tarik Khatib