

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

MEMBERS: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley; Ryan Devlin; Cody Howard; Ken Miller; 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, October 3, 2011.

ITEM NO. 2: Consider request to establish YIELD 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. The *Manual on Uniform Traffic Control Devices* states 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. 3: 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.

New information requested:

1. According to the city's historic resources administrator, the median in question is part of the Hancock Historic District would have to go through the full HRC process if the city wanted to remove it.
2. It does not appear to be feasible to construct any off-street parking for 709 W. 12th Street; the building sits approximately two feet off the east property line and approximately seven feet off the west property line. In addition, from the high point to the low point, the property drops approximately 19 feet.

ITEM NO. 4: Consider request to establish a SCHOOL CROSSING across Harper Street at 17th Street.

Facts:

1. The City's *School Crossing Control Policy* states, "In order to consider an adult guard or other traffic control device, the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period," and "The crossing periods to be studied shall be the 45 minutes prior to the beginning of school and the 30 minutes after school dismissal."
2. Student counts were obtained on September 13, 15, 22, 26, 29 and 30.
3. The results show an average of three (3) students using the crossing during the morning crossing period and an average of 7.67 students using the crossing during the afternoon crossing period.

ITEM NO. 5: Consider request to establish ALL-WAY STOPS on Lincoln Street at 5th Street and 7th Street; and/or SPEED HUMPS evenly spaced between the 300 block and 800 block of Lincoln Street.

1. Lincoln Street is classified as a "local" street in a residential area, paved approximately 18 feet wide.
2. Traffic data was collected October 13 and 14.
3. Data collected shows that the intersection of 5th & Lincoln has less than 12% of the minimum required to consider an ALL-WAY STOP; and 7th & Lincoln has less than 23% of the minimum required.
4. Traffic data collected throughout the corridor found an average of 479 vehicles per day travelling at an 85th percentile speed of 34.44 mph; this is less than the minimum required for consideration of SPEED HUMPS.

ITEM NO. 6: Public Comment.

ITEM NO. 7: Commission Items:

ITEM NO. 8: Miscellaneous.

David Woosley

From: Jerry Pees [peepod@sunflower.com]
Sent: Wednesday, October 05, 2011 3:56 PM
To: David Woosley
Subject: Re: tonight meeting

Yes, please put it back on the agenda for a yield sign for next month. Thank you. Jeanne Pees

From: [David Woosley](#)
Sent: Wednesday, October 05, 2011 7:38 AM
To: '[Jerry Pees](#)'
Subject: RE: tonight meeting

Hi Jeanne,

The TSC felt that they had to deny the request since it was specifically for a stop sign. Therefore, if you agree, I will put it back on next month's agenda as a yield sign.

Let me know what you think.

Thanks,



David E. Woosley, P.E., *Transportation/Traffic Engineer* – dwoosley@lawrenceks.org
 Public Works Department | [City of Lawrence, KS](#)
 P.O. Box 708, Lawrence, KS 66044
 office (785) 832-3034 | fax (785) 832-3054

From: Jerry Pees [mailto:peepod@sunflower.com]
Sent: Monday, October 03, 2011 3:40 PM
To: David Woosley
Subject: tonight meeting

Hi David, I can't make it to the safety meeting tonight but wanted to relay to you that the neighbors on Crestline and Century that wanted the stop sign agreed with your recommendation for a yield sign. Let me know if the committee agrees with you and when it possibly will go up.

Thank you for your help in this matter.

Jeanne Pees, Pres., SHNA



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

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

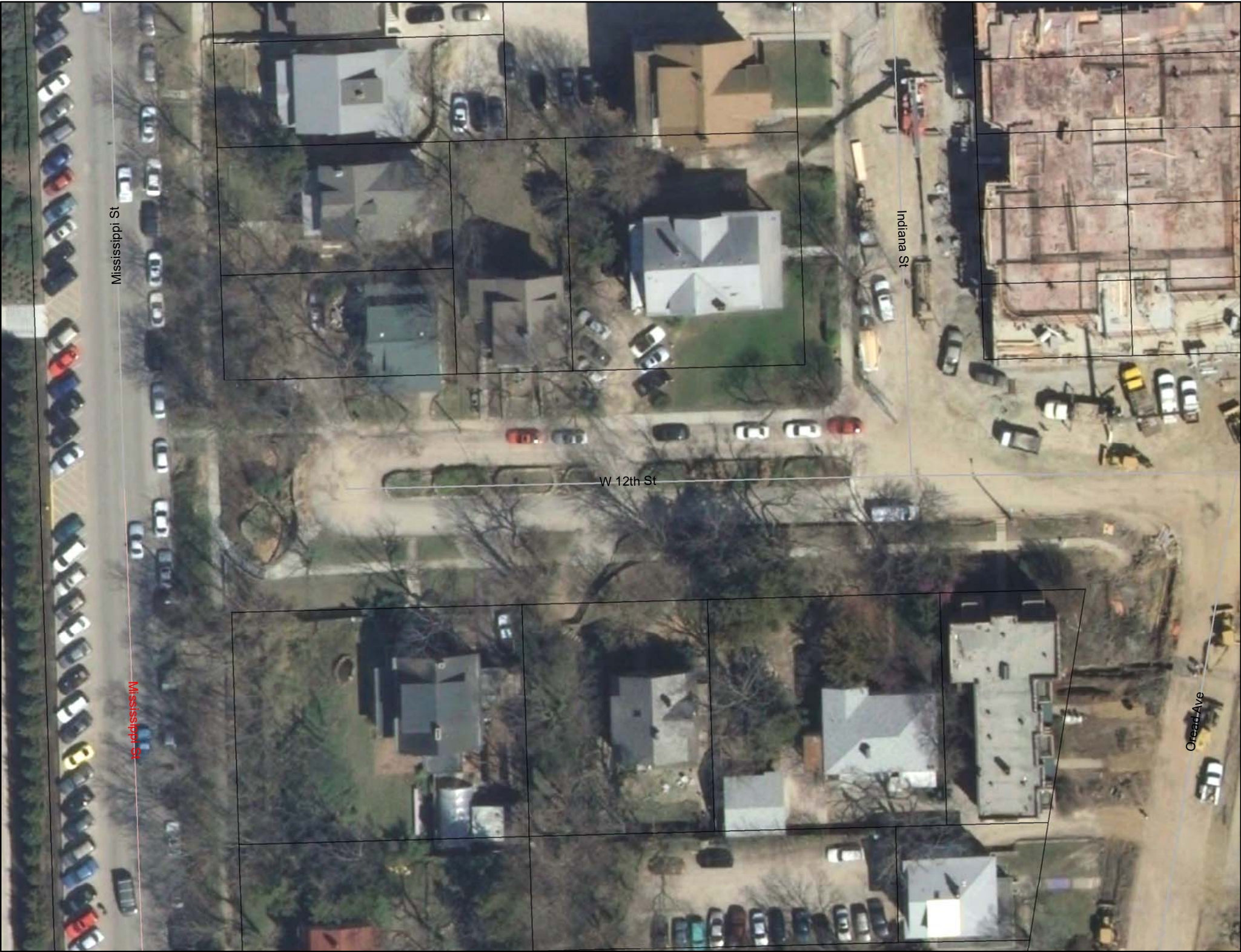
Ryan Schmidt, resident

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

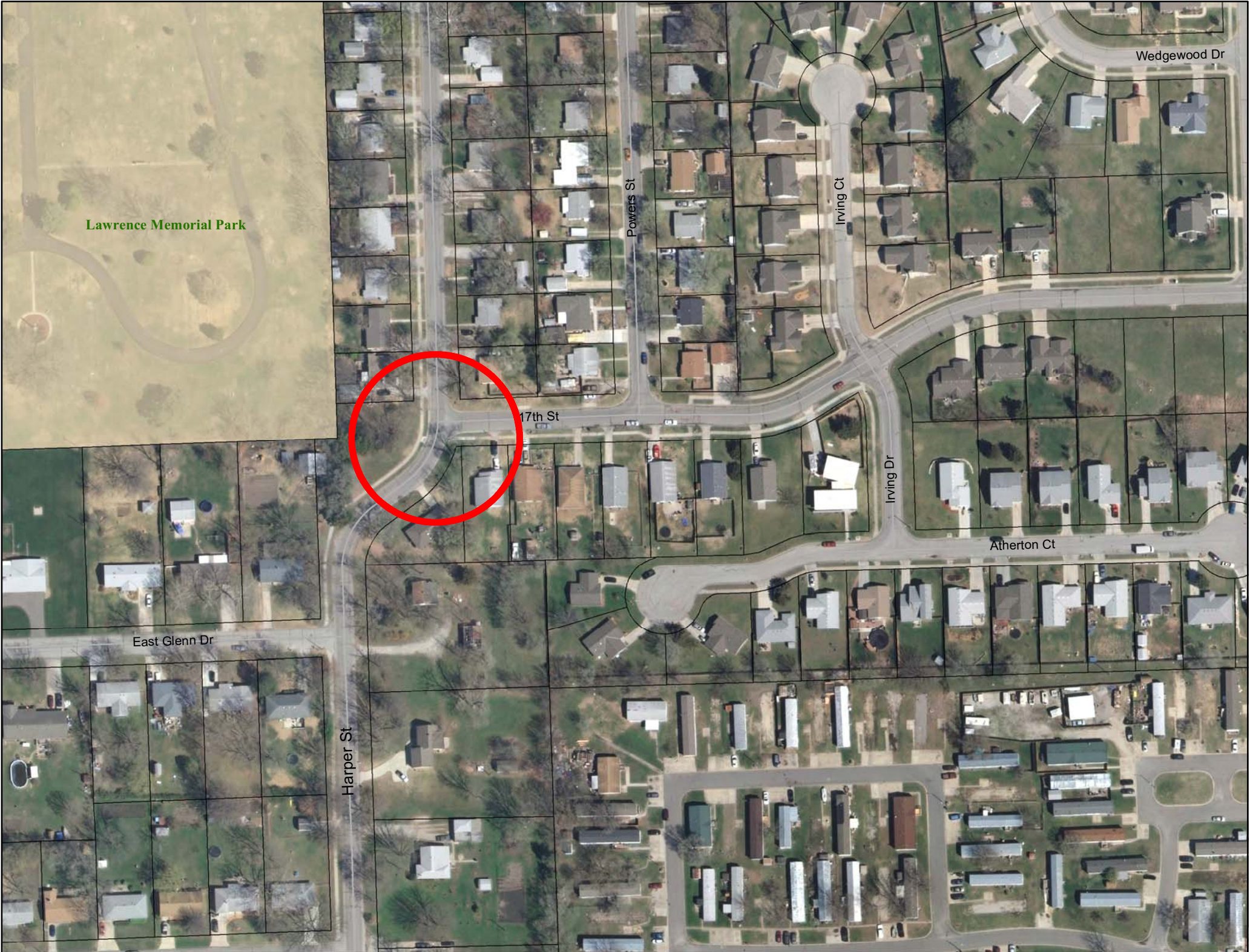
David Woosley

From: Ashley Vance [claudeandash@yahoo.com]
Sent: Wednesday, August 31, 2011 6:27 PM
To: City Hall email; David Woosley
Subject: Fw: crosswalk sign at 17th and harper

I would like to request a crosswalk sign at 17th and Harper.

It is very difficult for children to cross from Harper street to 17th. I am aware of 7 children that cross Harper on to 17th daily after school . Two are my children , 1 boy and 2 sets of siblings. All 2nd through 5th graders. I understand that there are not enough children at the intersection for a crossing guard , but a crosswalk sign hopefully will help. The drivers do not stop at the cross walk. When driving on Harper ,arriving at the S curve , you cannot see the crosswalk or the children that are possibly crossing the street The intersection is about 6 blocks out of the school zone. The cars speed up after the intersection at Harper and 19th and are unaware of the children crossing the crosswalk in a blind spot around the curve.

Thank you
Ashley Vance



Lawrence Memorial Park

Wedgewood Dr

Irving Ct

Powers St

17th St

Irving Dr

Atherton Ct

East Glenn Dr

Harper St



CITY OF LAWRENCE, KANSAS
SCHOOL CROSSING CONTROL POLICY

Resolution No. 5777, March 19, 1996
Resolution No. 6604, August 16, 2005
Resolution No. 6748, January 22, 2008
Resolution No. 6777, July 22, 2008

- Premises:
1. Traffic control signs, markings, and signals (other than School Advance and School Crossing signs, and Marked Crosswalks) will be provided for elementary students only. Junior and senior high students are capable of walking to-and-from school without special assistance from adults or traffic control devices.
 2. In order to consider an adult guard or other traffic control device, the number of children using a crossing during the crossing period must average at least 10 during either the morning or afternoon crossing period. The crossing periods to be studied shall be the 45 minutes prior to the beginning of school and the 30 minutes after school dismissal, in 5-minute increments. A minimum of 3 morning and/or 3 afternoon studies will be conducted to determine the average number of children.

SCHOOL ADVANCE SIGN

A School Advance Sign may be provided on each approach of each street adjacent to a school and in advance of every marked school crosswalk that is not adjacent to a school.

MARKED CROSSWALKS

A marked crosswalk may be provided at crossings adjacent to school property, and at other locations where the following minimum requirements are met: vehicles enter the crosswalk (without being required to stop) at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period. Marked crosswalks shall be limited to one per street per school when practical. Unprotected crosswalks (absence of stop sign, traffic signal or adult crossing guard) may be marked if required by a school route plan or, if a school route plan does not exist, it is not practical for children to use a protected crosswalk.

REDUCED SPEED ZONE (20 MPH)

A reduced speed zone may be provided for each marked school crosswalk that is not protected by a stop sign, traffic signal or adult crossing guard. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect at times provided in the *Code of the City of Lawrence*.

REDUCED SPEED ZONE (20 MPH) WITH FLASHING BEACON

A reduced speed zone with flashing beacon may be provided for each marked school crosswalk that is not protected by a stop sign or traffic signal, if the following minimum requirements are met: the average number of students exceeds 40 and the available safe gaps in the traffic is greater than 1.5 per minute; or if the average number of students is 10 or greater and the available safe gaps in the traffic is 1.0-1.5 per minute. The reduced speed zone shall begin approximately 150-200 feet in advance of the crosswalk and shall end approximately 50-100 feet beyond the crosswalk. The reduced speed zone shall be in effect for 45 minutes prior to the beginning of school and for 30 minutes after the end of school. Any beacons installed under this provision will be removed upon installation of a stop sign or traffic signal under other provisions of this policy.

STOP SIGN AND TRAFFIC SIGNAL

A Stop Sign or Traffic Signal will only be provided in accordance with criteria established in the *Manual on Uniform Traffic Control Devices*, as published by the Federal Highway Administration, and adopted by the State of Kansas and the City of Lawrence.

ADULT CROSSING GUARD

An Adult Crossing Guard may be provided if any of the following minimum conditions are met:

1. At an unprotected crosswalk if:
 - (a) the average number of students exceeds 40 and the available safe gaps in the traffic is 1.0-1.5 per minute; or
 - (b) if the average number of students is 10 or greater and
 - (1) the speed limit on the street is over 35mph, or
 - (2) the street is marked for more than 3 lanes of traffic, or
 - (3) the product of the crossing time (in seconds) and the speed limit for approaching traffic (in feet per second) is equal to or larger than the measured sight distance, or
 - (4) the available safe gaps in the traffic is less than 1.0 per minute.
2. At a crosswalk protected by a Stop Sign (not an all-way stop) or a Traffic Signal, if the average number of students is 30 or greater; and
 - (a) the street is marked for 4 lanes or more lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 150 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period; or
 - (b) the street is marked for less than 4 lanes of traffic and vehicles enter the crosswalk without being required to stop at a rate exceeding 300 vehicles per hour during any 5-minute increment of the morning or afternoon crossing period.
3. At a crosswalk at an All-Way Stop if the average number of students is 10 or greater and the all-way stop is warranted during the crossing period.

NORTH LAWRENCE IMPROVEMENT ASSOCIATION

LAWRENCE, KANSAS

September 30, 2011

Lawrence Traffic Safety Commission

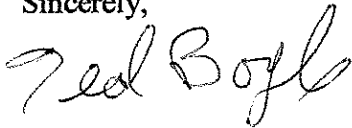
To Whom It Concerns:

The North Lawrence Improvement Association and residents of North Lawrence would like to request installation of two additional "all way" stop signs at 5th & Lincoln and 7th & Lincoln; and/or install speed humps on Lincoln Street evenly spaced between the 300 and 800 blocks.

Lincoln Street is very narrow and there are a number of grade school aged children living in that area. The fast moving traffic makes this a dangerous situation.

I have attached a letter from the concerned residents for your reference.

Sincerely,



Ted Boyle, President
North Lawrence Improvement Association
310 Elm Street, Lawrence KS 66044

RECEIVED

OCT 06 2011

CITY MANAGERS OFFICE
LAWRENCE, KS

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

RE: Traffic Safety on Lincoln St.

Lawrence Traffic Safety Commission Members,

We are writing today to share our concerns regarding the safety of Lincoln Street in North Lawrence and ask that additional 4 way stops and speed bumps be installed between the 300 and 800 blocks.

Currently there are a number of young children that live and play on this stretch of road, approximately 4 preschool and 7 grade school age children live on Lincoln Street. The combination of high speed of traffic, restricted views and narrow roads indicate the need for control by additional stop signs and speed bumps to ensure the safety of children living and playing on Lincoln Street.

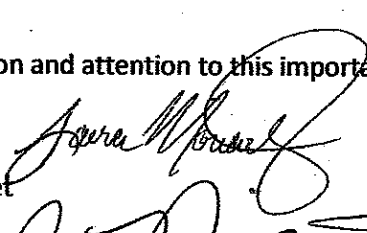
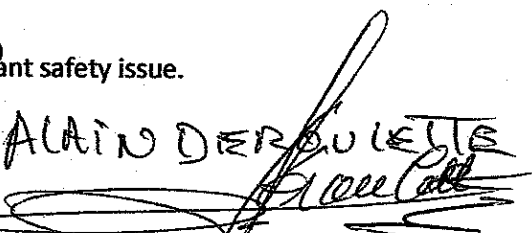
There is currently one 4-way stop between the 300-800 blocks of Lincoln Street. Cars currently have uninterrupted passage from 3rd - 7th street that effectively allows (even tempts) drivers to speed through the neighborhood. Cars are regularly metered exceeding 30 miles per hour on Lincoln Street.


In addition to the uninterrupted passage the street is very narrow, barely reaching 17 feet in most parts; additionally, parking is allowed along Lincoln Street, narrowing the effective width even further, posing additional risk for the children who live on this street.


We request that the City install two additional 4 way stops at 5th Street and 7th Street to complement the already existing 4 way stop at 3rd Street and eventually install speed bumps on Lincoln, evenly spaced between the 300 and 800 blocks of Lincoln Street.

We appreciate your careful evaluation and attention to this important safety issue.

Thank you,
Concerned residents of Lincoln Street

 ALAIN DERBOULLE
 Alaine Call

 Jake Dibben
Laurie Fitzgerald
LAURIE FITZGERALD
Mary Wilson
MARY J. Wilson
Kelli Amate
Tonna Smart

 Jim Davis
Lindsay Palmer
Lindsay Palmer
Angie V. Marshall
Debra Bowden
David Hines
Richard M. Miller
Kim Wilson
Kim Wilson
Jan
JAM GROUT
Ms. Miller

Justin Shively
Georgia Pinos
Wyatt Rogers
Jason Ash
Patrick Hargauer
Holly Hargauer
Heather Cessna
TYRA KALMAN
Michael Couch
Robert Lynn Hedges Rummage

RACHEL FREEMAN

LARRY IRVIN

PAUL KALDANI
MOLLY KALDANI
A. Porleen Howison

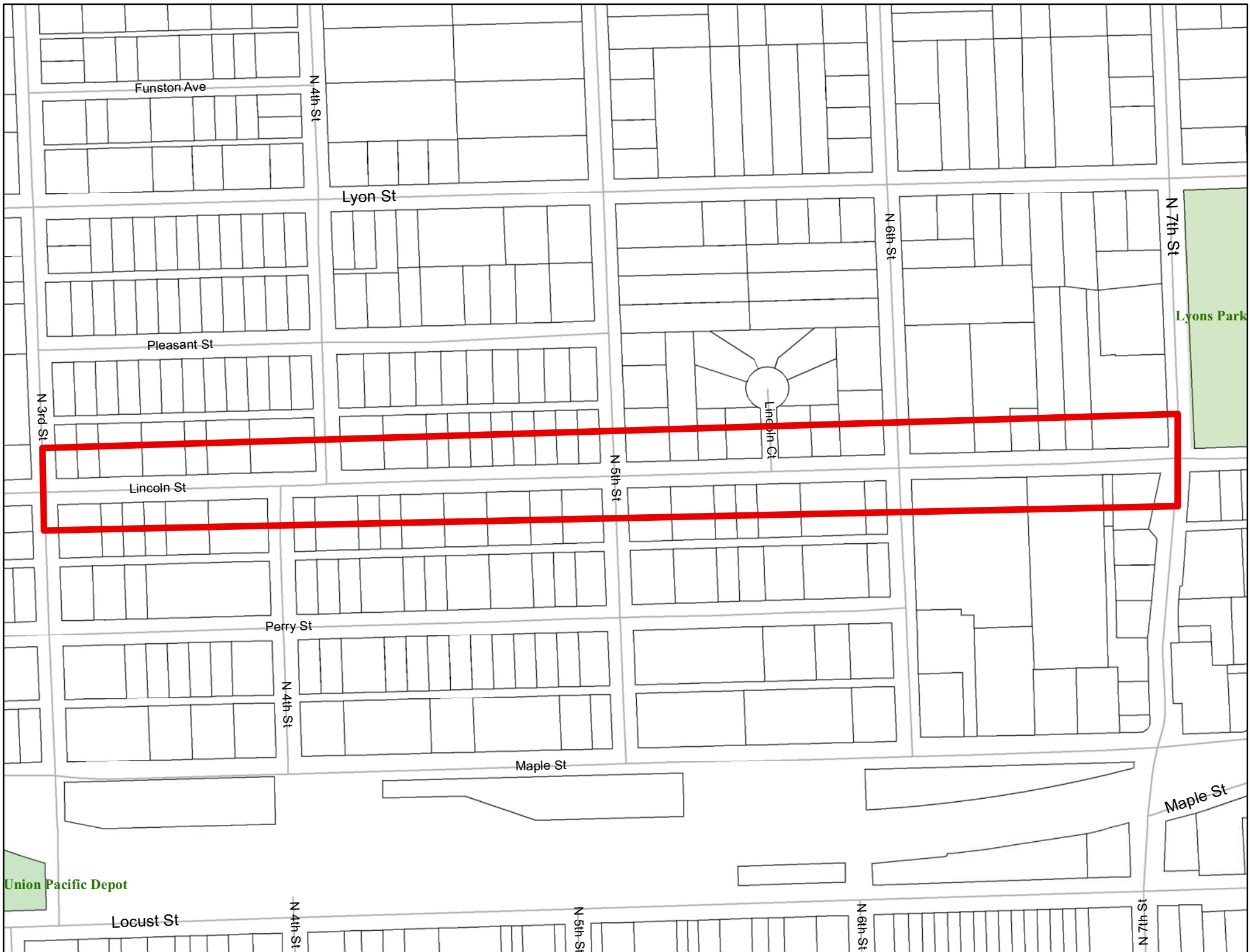
Oak E. Oancey

Andrew Shoemaker

Wendy Shoemaker

Jared Coady

TAZ GROUT
Tony GROUT





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.



City of Lawrence, Kansas
Traffic Engineering Division

ALL WAY

Stop Warrant Worksheet



Date: October 13-14, 2011

Location: 5th Street & Lincoln Street

Time Period	Lincoln Street							5th Street							Grand Total
	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	
12-01		2			0		2		2			2		4	6
01-02		2			0		2		0			0		0	2
02-03		3			1		4		1			0		1	5
03-04		0			1		1		0			0		0	1
04-05		2			2		4		0			1		1	5
05-06		1			0		1		0			0		0	1
06-07		10			3		13		2			3		5	18
07-08		11			12		23		1			8		9	32
08-09		23			7		30		1			4		5	35
09-10		19			14		33		8			7		15	48
10-11		20			16		36		7			4		11	47
11-12		27			18		45		5			6		11	56
12-01		18			11		29		4			3		7	36
01-02		14			10		24		7			15		22	46
02-03		17			14		31		8			9		17	48
03-04		26			10		36		9			10		19	55
04-05		26			13		39		10			9		19	58
05-06		33			20		53		10			8		18	71
06-07		30			16		46		2			6		8	54
07-08		14			9		23		3			3		6	29
08-09		17			11		28		3			3		6	34
09-10		6			6		12		3			2		5	17
10-11		5			4		9		4			1		5	14
11-12		3			2		5		1			0		1	6
Totals	0	329	0	0	200	0	529	0	91	0	0	104	0	195	724

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **40**

Average minor street volume for same 8 hours = **15**

10/26/2011



ALL WAY

Stop Warrant Worksheet



Date: October 13-14, 2011

Location: 7th Street & Lincoln Street

Time Period	7th Street							Lincoln Street							Grand Total
	NBLL	NB	NBRL	SBLL	SB	SBRL	Total	EBLL	EB	EBRL	WBLL	WB	WBRL	Total	
12-01		1			2		3		0			0		0	3
01-02		0			2		2		1			1		2	4
02-03		0			2		2		2			2		4	6
03-04		1			0		1		0			0		0	1
04-05		4			2		6		0			1		1	7
05-06		3			2		5		1			0		1	6
06-07		6			11		17		3			2		5	22
07-08		30			41		71		16			9		25	96
08-09		20			35		55		13			7		20	75
09-10		23			30		53		18			6		24	77
10-11		29			34		63		14			12		26	89
11-12		14			24		38		18			19		37	75
12-01		21			28		49		14			11		25	74
01-02		16			19		35		6			10		16	51
02-03		23			40		63		11			8		19	82
03-04		51			43		94		17			13		30	124
04-05		57			47		104		10			7		17	121
05-06		49			86		135		19			19		38	173
06-07		39			38		77		11			12		23	100
07-08		35			34		69		11			7		18	87
08-09		6			6		12		8			6		14	26
09-10		8			8		16		2			2		4	20
10-11		8			16		24		2			2		4	28
11-12		7			8		15		4			3		7	22
Totals	0	451	0	0	558	0	1009	0	201	0	0	159	0	360	1369

The Manual on Uniform Traffic Control Devices (MUTCD) requires an average of **300** vehicles per hour entering the intersection from the main street for each of 8 hours of a day, and an average of **200** entering from the minor street during the same 8 hours.

Average entering volume on main street for 8 highest hours = **85**

Average minor street volume for same 8 hours = **25**

City of Lawrence
Traffic Safety Commission
November 7, 2011 Minutes

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

MEMBER ABSENT: Ryan Devlin

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, October 3, 2011.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER HARDEN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, OCTOBER 3, 2011; THE MOTION CARRIED, 7-0-1.

ITEM NO. 2:

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

David Woosley reviewed the information provided in the staff report.

Public comment:

None.

MOTION BY COMMISSIONER WOODS, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH YIELD SIGNS ON MOUNDVIEW DRIVE AT CRESTLINE DRIVE; THE MOTION FAILED FOR LACK OF A SECOND.

MOTION BY COMMISSIONER HARDEN, SECONDED BY COMMISSIONER BOLEY, TO RECOMMEND ESTABLISHING YIELD SIGNS ON MOUNDVIEW DRIVE AT CRESTLINE DRIVE; THE MOTION CARRIED, 7-1 (Woods: no accidents).

ITEM NO. 3:

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: The street is narrow and impassable; cars park more than 12 inches from the curb, leaving only seven (7) feet; in the last month, three (3) have been sideswiped and had mirrors knocked-off; it's a dangerous place; UPS can't get through; Public Works can't plow the street; it's a safety issue for every resident that lives along the street; I know one property has no off-street parking, but there is no guarantee that these spaces will be available for them; safety is the matter at hand; the Fire Department supports removing this parking; just because it's always been this way, doesn't mean it's right; safety should be first.

Commissioner Woods asked what it would take to remove the median; Woosley advised that it is a historical area and would need approval from the Historical Resources Commission and the City Commission.

Commissioner Woods: I guess I'm a little bit against taking parking away from people that are paying taxes.

Commissioner Rothrock: I'm concerned about the damage it would do to the value of the rental property with no off-street parking.

Commissioner Howard: The safety concerns would trump the parking for me.

Commissioner Harden: I think the parking prohibition makes some sense or removal of the median.

Commissioner Novotny: The public safety concern is number one for me.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER HOWARD, TO RECOMMEND ESTABLISHING NO PARKING ALONG THE NORTH SIDE OF 12TH STREET BETWEEN INDIANA STREET & MISSISSIPPI STREET, OR REMOVE THE MEDIAN; THE MOTION CARRIED, 5-3 (Boley: one of the residents for 37 years is opposed to removal; Rothrock: no consensus within the neighborhood; Woods: taking parking away from tax payers).

ITEM NO. 4:

Consider request to establish a SCHOOL CROSSING across Harper Street at 17th Street.

David Woosley reviewed the information provided in the staff report.

Public comment:

None.

MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER MILLER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A SCHOOL CROSSING ACROSS HARPER STREET AT 17TH STREET; THE MOTION CARRIED, 8-0.

ITEM NO. 5:

Consider request to establish ALL-WAY STOPS on Lincoln Street at 5th Street and 7th Street and/or SPEED HUMPS evenly spaced between the 300 block and 800 block of Lincoln Street.

David Woosley reviewed the information provided in the staff report.

Public comment:

Alain Deroulette, 434 Lincoln Street: I am concerned about the speed of people driving on my street; we have approximately 25-30 kids playing in this neighborhood, we have two churches and we have a day-care; I am here to request this for the safety of our children.

Ted Boyle, 310 Elm Street, President of North Lawrence Improvement Association: There are no stop signs on Lincoln between 3rd Street and 7th Street; the residents in North Lawrence are getting tired of the speeders; there

are a lot of children in North Lawrence; the North Lawrence Improvement Association believes that a SPEED HUMP in the 400 block and one in the 600 block or a STOP sign at 5th Street would stop the speeding; something has to be done to slow down the traffic.

Heather Cessna, 429 Lincoln Street: A lot of the houses on Lincoln don't have driveways on Lincoln, so you get a lot of parking on the street; we also don't have any curbs on the street, just ditches, so you have to stand in the street just to get your mail; we would appreciate something being done to slow people down.

James Dick, 533 Lincoln Street: I'm here to support something being done to slow traffic down on Lincoln Street; it's an accident waiting to happen; it seems like there are a lot more kids than when I moved there ten years ago; I would really like to see calming devices.

Commissioner Ziegelmeyer: I'm a little surprised that the vehicle count is as low as it is.

Commissioner Harden: The STOP sign strategy is not a good idea; they tend to cause the speed of traffic to increase; I would be reluctant to do that.

Commissioner Boley: Since there are other traffic issues within the neighborhood, I would like to see the neighborhood develop an overall plan to put the traffic where you want it on the collector streets, instead of doing it one street at a time.

Commissioner Ziegelmeyer: I don't see how we can deal with this on a piece-meal basis.

MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER BOLEY, TO TABLE THE REQUEST TO ALLOW THE NEIGHBORHOOD TO DEVELOP A COMPREHENSIVE PLAN FOR THE ENTIRE NEIGHBORHOOD; THE MOTION CARRIED, 8-0.

ITEM NO. 6:

Public Comment:

None.

ITEM NO. 7:

Commission Items:

Commissioner Rothrock had a concern about the “no left turn” southbound at 27th Terrace & Louisiana and the new “school crossing” at 18th Street & Kentucky Street. Woosley advised that the “no left turn” was required due to the school district changing the traffic pattern on their property and that the “school crossing” at 18th Street & Kentucky Street met the criteria after a new sidewalk was constructed along 18th Street.

ITEM NO. 8:

Miscellaneous:

None.

The meeting adjourned at 8:15 P.M. The next scheduled meeting of the Traffic Safety Commission is Monday, December 5, 2011.

Respectfully submitted,

David E. Woosley

Transportation/Traffic Engineer