

City of Lawrence  
Traffic Safety Commission Agenda  
June 4, 2012-7:00 PM  
City Commission Room, City Hall

MEMBERS: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley; Ryan Devlin; Cody Howard; Edwin Rothrock; Tracy Russell; Chris Storm; and John Ziegelmeier Jr.

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**Anyone who wishes to be notified when an item will be heard by the City Commission must provide their name and a telephone number or an e-mail address.**

ITEM NO. 1: Review and approve the minutes of the Traffic Safety Commission meeting, May 7, 2012.

ITEM NO. 2: Consider request for Pedestrian Hybrid Beacon on Kentucky Street at 18<sup>th</sup> Street.

Facts:

1. The school crosswalk at this intersection was added last year after the construction of a sidewalk along 18<sup>th</sup> Street, at the request of elementary school parents, allowing students to walk to school along 18<sup>th</sup> Street instead of 19<sup>th</sup> Street.
2. The city has not established warrants for a Pedestrian Hybrid Beacons with respect to the *School Crossing Control Policy*, however, two (2) previous requests were approved and funded: 11<sup>th</sup> Street between New York Street & New Jersey Street and Peterson Road east of Arrowhead Drive.
3. A school crossing gap study was conducted during January, April and May found that eight (8) of the nine (9) 5-minute crossing periods in the morning and all six (6) of the 5-minute crossing periods in the afternoon had less than one (1) adequate gap per minute; this would meet the criteria for consideration of an adult guard.

ITEM NO. 3: Consider request for a Traffic Calming at 4104 Harvard Road.

Facts:

1. Harvard Road is classified as a 'collector' street in a residential area.
2. The speed limit on Harvard Road is 30 mph.
3. Traffic data collected April 30-May 1 found a daily traffic volume of approximately 2000 and an 85<sup>th</sup> percentile speed of 35.33 mph; this would meet the criteria for consideration of traffic calming.

ITEM NO. 4: Consider request to permit Parking on Indiana Street between Sunflower Road & 17<sup>th</sup> Street.

Facts:

1. Indiana Street is classified as a 'local' street in a residential area and is paved 25 feet wide.
2. Parking is currently prohibited along both sides of this portion of Indiana Street; however, parking is permitted along one side in the half block north and the block south.

ITEM NO. 5: Elect Traffic Safety Commission Chair and Vice-Chair for 2012-2013.

ITEM NO. 6: Public comment.

ITEM NO. 7: Commission Items.

ITEM NO. 8: Miscellaneous.

City of Lawrence  
Traffic Safety Commission  
June 4, 2012 Minutes

MEMBERS PRESENT: Jason Novotny, Chair; Stuart Boley; Ryan Devlin; Cody Howard; Edwin Rothrock; Tracy Russell; Chris Storm; and John Ziegelmeyer, Jr.

MEMBERS ABSENT: Dan Harden, Vice-Chair

STAFF PRESENT: David Woosley, Public Works Department  
David Cronin, Public Works Department

PUBLIC PRESENT: Sharon Ashworth, Gina Dahlstrand, Necia Silvia

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

**ITEM NO. 1:**

**Review and approve the minutes of the Traffic Safety Commission meeting, May 7, 2012.**

**MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER DEVLIN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, MAY 7, 2012; THE MOTION CARRIED, 8-0.**

**ITEM NO. 2:**

**Consider request for a Pedestrian Hybrid Beacon on Kentucky Street at 18<sup>th</sup> Street.**

Woosley reviewed the information provided in the staff report and noted that e-mail correspondence (attached) had been received and forwarded to each commissioner.

Public Comment:

Sharon Ashworth, 1714 Mississippi Street: This past year we had approximately 30 students walking from the west side of Kentucky Street, across Kentucky Street to Cordley School; we also have students crossing to go to Central; there have been some close calls; some times a car will stop in one lane to let the students cross, but the cars in the other lane don't and some of the students aren't tall enough to see them coming or to be seen; some people have expressed interest in a crossing guard and others a beacon, however, the guard would only be there just before and just after school and there are a lot of after school activities; something to help us get across that street safely would be much appreciated.

Commission Discussion:

Commissioner Boley asked if the students continued to walk east on 18<sup>th</sup> Street after crossing Kentucky Street; Ashworth advised that they did continue on to Vermont Street and then south on Vermont to the school entrance.

Commissioner Rothrock asked if it wasn't feasible for the students to cross Kentucky Street at 19<sup>th</sup> Street; Ashworth advised that the drivers turning right and left onto Kentucky from 19<sup>th</sup> are definitely not looking for pedestrians.

Commissioner Russell asked if the school district was still considering closing Cordley School; Ashworth advised that they are not.

Commissioner Devlin: It makes a lot of sense; it is a safety concern.

Commissioner Russell asked what the difference was between the cost of an adult guard and a beacon; Woosley advised that a beacon could be installed for \$20,000-\$25,000, but was unsure of the current cost of an adult guard, possibly in the range of \$3,000-\$4,000 per year.

Commissioner Boley asked what the useful life of a beacon was; Woosley advised the city has had similar equipment in place for 20-30 years without significant modification.

**MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER DEVLIN, TO RECOMMEND APPROVAL OF THE REQUEST FOR A PEDESTRIAN HYBRID BEACON ON KENTUCKY STREET AT 18<sup>TH</sup> STREET; THE MOTION CARRIED, 8-0.**

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

#### **Consider request for a Traffic Calming Device at 4104 Harvard Road.**

Woosley reviewed the information provided in the staff report.

#### **Public Comment:**

Gina Dahlstrand, 4104 Harvard Road: Harvard is used by a lot of people and this is right at the bend; there are a lot of children in the area; because it is downhill, cars are going faster; because of the bend, my driveway is hidden and when I am backing-out it can make for a scary situation; I recently learned that the people that previously lived in my house had three (3) of their cars totaled while parked in the street; what we're requesting is a speed hump and possibly a sign warning drivers of driveways around the bend.

Necia Silvia, 4108 Harvard Road, suggested a speed bump on each side of 4104; with only one they slow for a second and then they're zooming-up.

#### **Commission Discussion:**

Commissioner Russell: My concern is getting too many devices in too short of a distance; this would be a third one within a two-block area and there was an indication that the existing ones weren't doing the job they were intended to do; I'd be apprehensive to approve this.

Commissioner Rothrock: I think there is somewhat of an equity issue too; this is one of the most speed-controlled sections of roadway we have in the city and we hear from people all the time with no speed controls on their street that are looking for help; I'm a little concerned with number of devices too.

Commissioner Boley: It appears to be the people in the neighborhood that are involved here.

Commissioner Rothrock: Children living on "collector" streets are always going to have to deal with higher traffic volumes and higher speeds.

Commissioner Ziegelmeyer: One of my concerns is that we could approve this, but it would go on the list and we'd be lucky if it got built in five (5) years.

Commissioner Boley suggested that signing may be more appropriate; Woosley advised that the sight distance would be measured to determine if there is an appropriate sign to install.

**MOTION BY COMMISSIONER RUSSELL, SECOND BY COMMISSIONER ROTHROCK, TO RECOMMEND DENYING THE REQUEST FOR A TRAFFIC CALMING DEVICE AT 4104 HARVARD ROAD, AND THAT CITY STAFF INVESTIGATE THE NEED FOR AN APPROPRIATE WARNING SIGN; THE MOTION CARRIED, 8-0.**

**ITEM NO. 4:**

**Consider request to permit Parking on Indiana Street between Sunflower Road & 17<sup>th</sup> Street.**

Woosley reviewed the information provided in the staff report and noted that e-mail correspondence (attached) had been received and forwarded to each commissioner.

Public Comment:

None.

Commission Discussion:

Commissioner Ziegelmeyer: I think if you permit parking, you will make the situation worse.

**MOTION BY COMMISSIONER ROTHROCK, SECOND BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND DENYING THE REQUEST TO PERMIT PARKING ON INDIANA STREET BETWEEN SUNFLOWER ROAD & 17<sup>TH</sup> STREET; THE MOTION CARRIED, 8-0.**

**ITEM NO. 5:**

**Elect Traffic Safety Commission Chair and Vice-Chair for 2012-2013.**

**MOTION BY COMMISSIONER BOLEY, SECOND BY COMMISSIONER DEVLIN, TO ELECT DAN HARDEN, CHAIR, AND EDWIN ROTHROCK, VICE-CHAIR, OF THE TRAFFIC SAFETY COMMISSION FOR 2012-2013; THE MOTION CARRIED, 8-0.**

**ITEM NO. 6:**

**Public Comment:**

David Cronin introduced himself as the new City Engineer and indicated that he would attend Traffic Safety Commission meetings occasionally.

**ITEM NO. 7:**

**Commission Items:**

None.

**ITEM NO. 8:**

**Miscellaneous:**

None.

The meeting adjourned at 7:45 p.m. The next scheduled meeting of the Traffic Safety Commission is Monday, August 6, 2012.

Respectfully submitted,

*David E. Woosley*

David E. Woosley, P.E.  
Transportation/Traffic Engineer

**David Woosley**

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**From:** Elias Beeson [eliasbeeson@hotmail.com]  
**Sent:** Friday, May 25, 2012 9:38 AM  
**To:** David Woosley  
**Subject:** Crosswalk at 18th and Kentucky

Mr. Woosley-

I'm aware that my neighbor Sharon Ashworth wrote you a letter expressing her concerns regarding the safety of the current crosswalk at 18th and Kentucky. I would like to echo her concerns. I have seen (on more than one occasion) a car stop in one lane, allowing the child to walk across the street, while a car in the other lane drove right through without even looking. My husband had the unpleasant experience of frantically stopping kids from crossing, during such scenarios, numerous times throughout the school year.

As Sharon stated in her letter--many of these kids are walking without an adult or older sibling. They are short and don't see over the car closest to them. Likewise, they are not seen by the other drivers. This intersection is a tragedy waiting to happen.

Thank you for considering this request during the June meeting,  
Jessica Beeson  
785-691-6678

5/25/2012



**From:** Alee Phillips [mailto:phillips.alee@gmail.com]  
**Sent:** Monday, June 04, 2012 4:55 PM  
**To:** David Woosley  
**Subject:** Hazardous crossing - 18th Street & Kentucky Street

Mr. Woosley -

I will not be able to make it to the meeting tonight, but wanted to express my support for additional street crossing guidance at 18th & Kentucky.

I was part of the group that worked to get sidewalks along that 18th street route and am very thankful that we have those. However, the addition of the crosswalk and pedestrian signs at this intersection has resulted in many confused drivers and several dangerous situations on our regular walk to Cordley. I think Sharon Ashworth's letter to you explained the issue well.

I am strongly in favor of a traffic light or at least a crossing guard at that intersection. Cordley has a large Boys & Girls club population and many students walking to Central Middle School also take that route (including my son). Having a light rather than a guard would make sure those students also cross safely at times other than the regular Cordley drop off and pick up times (that would only be covered by a guard).

Sincerely,  
Alee Phillips  
1728 Mississippi

From: Alderson, Betty J.  
Sent: Friday, May 25, 2012 9:07 AM  
To: Transportation Safety  
Subject: RE: June Traffic Safety Commission Agenda

David,

I have a potential conflict with the meeting time on June 4 and may not be able to attend the meeting. However, I have just read the request for parking on a part of Indiana near 17th St. I have driven that stretch of road for many years and find the traffic circle the easiest and most effective measure that I have seen to control the speed in that particular area. There are a number of student rentals in that area along Indiana and, at times, too many renters have resided in those houses with parking occurring illegally in the yards. That stretch north of 17th street is difficult enough to navigate now that I can't imagine the congestion if parking were allowed along there.

I do know that there are those in the University Place neighborhood who are not familiar with the amount of time and effort that went into getting the traffic circles approved--they didn't live there at the time, and the city has not seen fit to fund the permanent traffic circles which would have a much better design.

I would NOT be in favor of permitting parking along that stretch of Indiana nor of replacing the traffic circles with a different traffic calming device for they have worked as they were designed to do.

Betty Alderson

**David Woosley**

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**From:** Sharon Ashworth [sharon.ashworth@sbcglobal.net]  
**Sent:** Wednesday, January 18, 2012 7:07 AM  
**To:** David Woosley  
**Subject:** hazardous crossing - 18th Street & Kentucky Street

Dear Mr. Woosley,

I want to express my concern about the relatively new markings at Kentucky and 18th Streets. A number of families cross there to and from Cordley Elementary School. I know a few people in our neighborhood have been working with you for quite sometime regarding our pathway to the school (and I certainly appreciate the sidewalks), but the empty crosswalk lines and sign have produced a more hazardous situation.

Cars traveling on Kentucky do not know what to do. When they see kids waiting to cross, some stop and some don't. What happens is that one car will stop, but the cars in the next lane do not or proceed to move from behind the stopped car to pass in the other lane. In one instance related to me, a child started to cross the street when the car in the lane nearest to him stopped but he did not see that the car in the far lane was not stopping. He was called back by a frantic yell from someone behind him. We have a number of children that have to cross that street on their own, some young enough that they can't physically see over a stopped car to the next lane (and cars can't see them). I believe the sign and empty crosswalk have made the crossing more hazardous.

I personally would like to see one of those crossing lights that is triggered by pedestrians such as you see at the Art Center, on 9th street, and the new one on Kentucky that allows children to cross safely to St. John's.

Thank you for your time,

Sharon Ashworth  
Cordley parent



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.



# CITY OF LAWRENCE

## TRAFFIC ENGINEERING DIVISION

### SCHOOL CROSSING GAP STUDY



Location: **18th Street & Kentucky Street**

Time Period	Date / Weather						Average Gaps Per Minute	Average No. of Elementary Students
	24-Apr-12 sunny, 55°		26-Apr-12 weather, °		11-May-12 PC, 63°			
	Gaps per minute / Students							
8:00-8:05	0.6		0.4		0.8		0.60	
8:05-8:10	0.6		0.4		0.6		0.53	
8:10-8:15	0.4		0.6		0.8		0.60	
8:15-8:20	0.4		0.6		1.0		0.67	
8:20-8:25	0.8		0.8		1.2		0.93	
8:25-8:30	0.8		0.8		1.0		0.87	
8:30-8:35	1.0		0.8		1.0		0.93	
8:35-8:40	0.8		0.8		1.6		1.07	
8:40-8:45	0.8		0.8		1.2		0.93	
Totals		0		0		0		0.00



# CITY OF LAWRENCE

## TRAFFIC ENGINEERING DIVISION

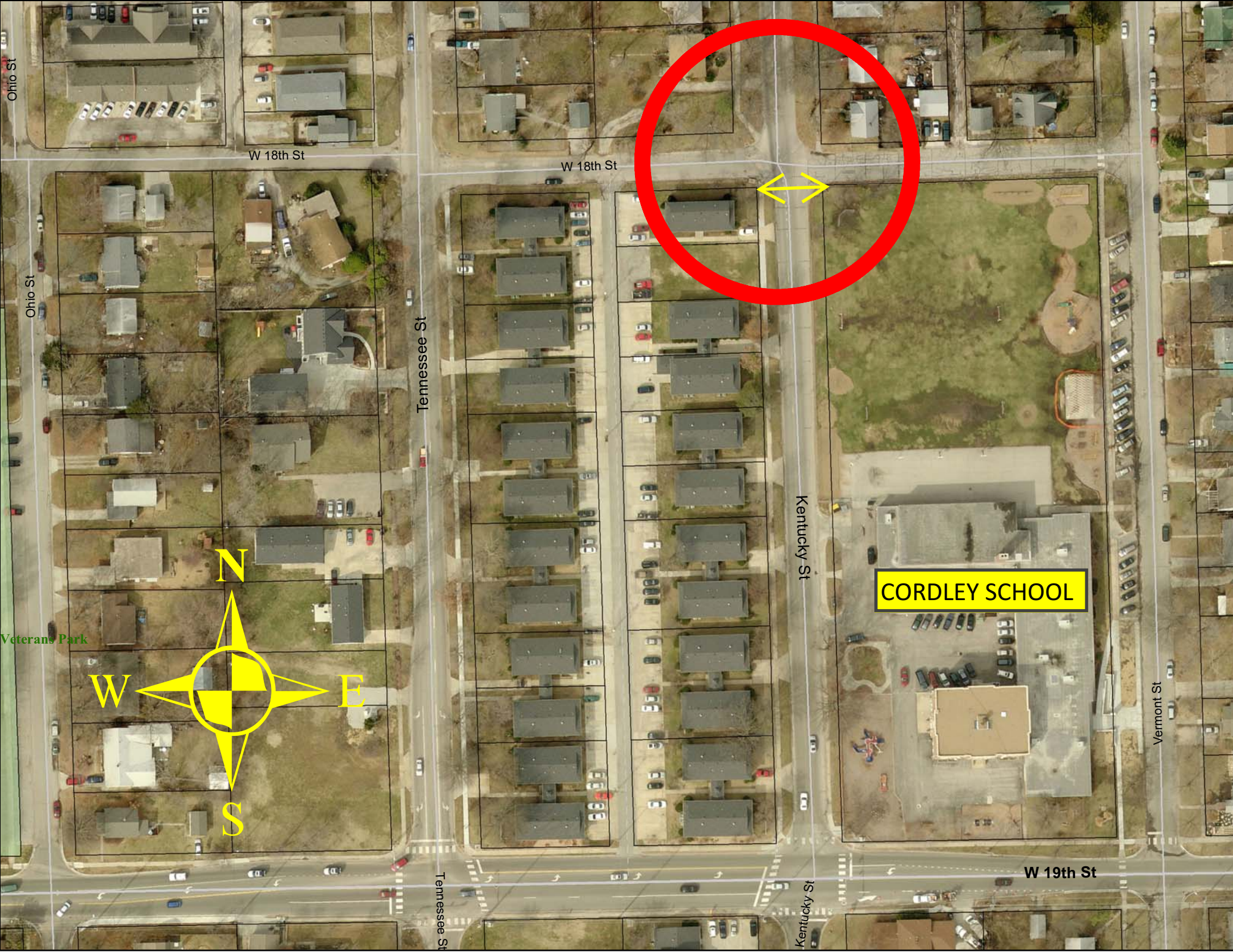
### SCHOOL CROSSING GAP STUDY



Location: **18th Street & Kentucky Street**

Time Period	Date / Weather						Average Gaps Per Minute	Average No. of Elementary Students
	30-Jan-12 PC, 66°		24-Apr-12 sunny, 85°		26-Apr-12 cloudy, 80°			
	Gaps per minute / Students							
3:45-3:50	0.8		0.8		0.6		0.73	
3:50-3:55	0.6		0.4		0.8		0.60	
3:55-4:00	0.4		0.6		0.8		0.60	
4:00-4:05	0.8		0.6		0.6		0.67	
4:05-4:10	0.8		0.4		0.8		0.67	
4:10-4:15	0.8		0.6		0.6		0.67	
Totals		0		0		0		0.00







## David Woosley

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**From:** Gina Dahlstrand [gdahlstrand@gmail.com]  
**Sent:** Thursday, April 19, 2012 9:00 PM  
**To:** David Woosley  
**Subject:** speed hump request

Dear Traffic Commission,

I would like to request a speed hump in front of our house. We live at 4104 Harvard Road which is right at the bend and on a hill. Our house is well before the roundabouts begin, and cars just whip around this part of the road. I have 3 children under 4 years old, and between our next door neighbors and the two houses across the street, there are 7 more kids. Because of the kids and because our driveway is pretty much at a blind turn, a speed hump would really improve the safety of this particular stretch. Cars just fly by and I've heard that there have been a few cases of parked cars getting slammed in the past.

Thank you for your consideration,

Gina Dahlstrand



# TRAFFIC CALMING POLICY

**Resolution No. 6602, August 23, 2005**

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





Existing  
Speed  
Cushion



Requested  
Location



Existing  
Speed  
Cushion





## David Woosley

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**From:** jill allen [jillallen3@att.net]  
**Sent:** Monday, April 30, 2012 2:07 PM  
**To:** David Woosley  
**Subject:** traffic on Indiana

Hello Mr. Woosley,

I live at 1653 Indiana. I have been happy for the most part with the placement of the temporary roundabout in the 17th and Indiana intersection, but the more I live with it and think about it, I have decided that speed bumps on Indiana would be more effective in controlling the speed of traffic down Indiana between campus and 17th street.

My experience is that cars still barrel down Indiana, especially at night. They have plenty of time to do that and still slow down for the roundabout. There are lots of small children living in our neighborhood.

Large vehicles are frequently stuck between the curbs and the roundabout. This confuses traffic for sometimes 10 - 20 minutes.

I'm pretty sure that we would be happier with speed bumps.

Another idea for calming traffic would be to allow parking along one side of Indiana. It definitely slows the traffic on Louisiana between 17th and 18th. It would also make our lives easier by affording us more parking spaces. Our alleys are very crowded!

Thank you for considering my request.

Jill Allen  
785-218-1680





Sunnyside Ave

Sunnyside Ave

W 17th St

Court St

Sunflower Rd

Louisiana St

Indiana St

Edgehill Rd

W 17th St

W 17th St

Mississippi St

W 18th St

W 18th St

Veterans Park