

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th street traffic calming additional correspondence

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**From:** Mark Thiel  
**Sent:** Monday, May 11, 2015 2:28 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** David Cronin; David Woosley; Charles Soules  
**Subject:** 27th street traffic calming additional correspondence

Received a phone call from Ethan Snyder (lives off of 24<sup>th</sup> St) would like to see a crosswalk and hawk signal installed at Naismith Valley Park

**Mark Thiel**  
**Asst. Public Works Director**  
**City of Lawrence, KS**  
**(785) 832-3134**  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)  
[www.lawrenceks.org](http://www.lawrenceks.org)

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Monday, May 11, 2015 3:18 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** Charles Soules; David Cronin; David Woosley  
**Subject:** 27th Street traffic calming phone call

I had a phone call from Jay Johnson (lives in the area) would like to see the sidewalk gap completed and a Hawk signal and raised crosswalk installed at Naismith Valley Park. He also thought that painting a centerline on 27<sup>th</sup> might help.

**Mark Thiel**  
**Asst. Public Works Director**  
**City of Lawrence, KS**  
**(785) 832-3134**  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)  
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## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Monday, May 11, 2015 5:49 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** Charles Soules; David Woosley; David Cronin  
**Subject:** Fwd: 27th St --history

Additional 27th at correspondence

Sent from my iPhone

Begin forwarded message:

**From:** "Ellermeier, Jeanne" <[jmce@ku.edu](mailto:jmce@ku.edu)>  
**Date:** May 11, 2015 at 5:04:51 PM CDT  
**To:** "[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)" <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** 27th St --history

Mr. Thiel:

Thank you for giving residents of the Indian Hills area surrounding 27th St an invitation and a chance to comment on current traffic problems there. I believe a bit of history about 27th St would be of interest and importance as city officials try to alleviate the situation.

My husband and I built our house at 2529 Arkansas St in 1964, and now, 51 years later, I am one of only a very few who are still in their original residence. Also, I have been a founder and past long-time president of the original Indian Hills Neighborhood Association, frequently working with city officials in many areas of concern as the city has grown and traffic congestion has increased.

Around the year 2000, the city was planning for improvements to Iowa St and also the intersections of streets which connected with it. 27th St., as the only east-west street south of 23rd which was continuous between Louisiana and Iowa, had an intersection which would need expansion, and the city applied to the Kansas Department of Transportation (KDOT) for a grant to help finance the project, since Iowa St was also Highway # 59. The request was approved, and KDOT claimed the right to design the intersection—*with two left-turn lanes south and a single lane for straight-through westbound traffic and no designated right-turn lane going north on Iowa.*

The IH Neighborhood Association claimed the two south-bound lanes would increase traffic cutting through the neighborhood on a street which was not built for heavy traffic, (although the pavement depth of the intersection was increased to 24 inches). But during discussions both with Lawrence officials and KDOT it became apparent that since KDOT was helping pay for the project, the design was up to them, and they stated flatly that they were not interested in city traffic management—only highway traffic.

So the future traffic problems for 27th St. use were set in stone in 2001, and have been steadily increasing ever since. A street not even built for maximum use will have to be improved again,

and its use as a detour will make that all too soon. Since 2001, intersection traffic backs up in the west-bound single lane, sometimes as far as Ridge Court, waiting to turn north as well as move on west, currently increasing with every new development in the strip mall to the north. These days, it is not unusual to see 27th Street gridlocked in both directions from Iowa to Louisiana by afternoon.

My street, Arkansas, and worse, Ridge Court, which carries more of the south-bound traffic from the north, are traps for the residents, who cannot even access 27th at busy times. It has improved some with 23rd street more available again, and may be relieved when 31st opens again, but what is urgently needed is traffic regulation NOW! Surely there are temporary measures which can be taken at once for that, leaving permanent “fixes” for later.

If there were a major event on 27th which required cars to slow down for workmen or police activity, temporary speed signs, light controls, even stops at some intersections would immediately be put in place. Why not now, while we’re waiting to see what opening 31st can do in a few months, before permanent changes are designed? Even changing intersection lanes to one left-turn south, one right-turn lane going north, and one through-lane west-bound would help the backups which stop traffic at 27th and Iowa.. It might even discourage “cut through” traffic going south.

In my time as a resident, I have seen many changes: Arkansas St was finally paved all the way to 27th; 27th itself was changed from a cart-track down across Naismith Creek's muddy stream bed into a paved street intersecting Iowa St; empty lots were filled with mostly private homes. Our neighborhood became a settled area of people who valued their peaceful places for their quality of life.

For Mr Farmer; The traffic problems which came later were foreseen before the last “improvement” was built, and that didn’t prevent their occurrence. This lesson is —don’t let KDOT control the city’s plans—even if they are paying a share, Remember, they only care about highways! It’s real people who are trying to preserve that quality of life on both sides of 27th St, and every street which intersects it.

Thank you for your interest and any help you can give—

Jeanne Ellermeier

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Monday, May 11, 2015 5:50 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** Charles Soules; David Woosley; David Cronin  
**Subject:** Fwd: Traffic Calming 27th Street

Additional 27th correspondence

Sent from my iPhone

Begin forwarded message:

**From:** Travis Alexander <[talexan@gmail.com](mailto:talexan@gmail.com)>  
**Date:** May 11, 2015 at 5:08:21 PM CDT  
**To:** <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject: Traffic Calming 27th Street**

I live a few houses north of 27th Street on Missouri Street. I support traffic calming for 27th Street. It does not seem like all the proposed devices are necessary however but I think a mix of speed humps and a roundabout at Alabama would be good. I would not support a roundabout at Ridge Court However.

The street re-alignment proposal for Missouri Street is very intriguing, and I like the idea of tightening up the curbs where there is not such a large area to cross as a pedestrian. Adding a crosswalk at Missouri Street and 27th Street would be great for my family personally, but I can understand that may not be the best for the neighborhood and traffic.

What would be excellent though is getting the funding to finish the sidewalk on the north side of 27th Street from Naismith Valley Trail to Belle Haven. That would be a huge win for residents north of 27th Street. My family could go south on Missouri Street get on the north side sidewalk and head over to the local park, school, and, trail.

Thank you for bringing attention to 27th Street. The increased traffic is difficult at times knowing how many homes actually have a 27th Street address and seeing pedestrians struggle with crossing.

Much appreciated,  
Travis Alexander  
2618 Missouri Street

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: Traffic calming

Begin forwarded message:

**From:** Amy Sanchez <[amsanchez74@hotmail.com](mailto:amsanchez74@hotmail.com)>  
**Date:** May 11, 2015 at 5:18:11 PM CDT  
**To:** Mark Thiel <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** **Traffic calming**

My opinion is that sidewalks on the north end, a 4 way stop at Missouri and 27th street, and a pedestrian crossing light at Naismith Park would solve the majority of the problem. These 3 things would allow pedestrians to enjoy the neighborhood parks.

The goal of all of this, is to address the numerous traffic calming issues that are present within the City of Lawrence. Not just 27th Street. It just so happens that 27th Street is ranked first on the list. I hope that the City figures out how to budget 5-6 fixes per year addressing the 20+ issues on the study released in 2013.

Amy Sanchez  
Resident on 27th Street

Sent from my iPad

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Monday, May 11, 2015 9:15 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** David Cronin; David Woosley; Charles Soules  
**Subject:** Fwd: 27th st

Additional 27th st correspondence

Sent from my iPhone

Begin forwarded message:

**From:** David Fredrickson <[ddfredri@yahoo.com](mailto:ddfredri@yahoo.com)>  
**Date:** May 11, 2015 at 9:03:02 PM CDT  
**To:** "[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)" <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** 27th st  
**Reply-To:** David Fredrickson <[ddfredri@yahoo.com](mailto:ddfredri@yahoo.com)>

Dear Sir,I am a 27 year resident of Indian hills and would like to comment on some of the traffic calming measures being proposed.I am not in favor of any roundabouts, lower speed limits, stop signs,or any speed bumps along 27th st from Louisiana to Iowa.I do recognize that 27th is busier than an average residential street so it may be reasonable to add sidewalks on the North side of the street.Also if practical, perhaps pedestrian operated crosswalk signals for those that find them necessary at Naismith park and at Belle Haven Dr..I believe that when 31st reopens that traffic levels will return to former numbers. In the interim I believe extra speed limit enforcement will be sufficient to keep speeds under control. Thank you for your time. David Fredrickson

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Monday, May 11, 2015 9:18 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** Charles Soules; David Woosley; David Cronin  
**Subject:** Fwd: traffic calming on 27th

Additional 27th st correspondence

Sent from my iPhone

Begin forwarded message:

**From:** Gary and Becky Connelly <[garybeckyc@yahoo.com](mailto:garybeckyc@yahoo.com)>  
**Date:** May 11, 2015 at 9:16:11 PM CDT  
**To:** <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>, <[voteyourselfafarmer@gmail.com](mailto:voteyourselfafarmer@gmail.com)>, <[isoden@lawrenceks.org](mailto:isoden@lawrenceks.org)>, <[mikeamyx515@hotmail.com](mailto:mikeamyx515@hotmail.com)>, <[sboley@lawrenceks.org](mailto:sboley@lawrenceks.org)>, <[matthewjherbert@gmail.com](mailto:matthewjherbert@gmail.com)>  
**Subject:** traffic calming on 27th

PLEASE DO NOT USE TAX DOLLARS TO CHANGE 27th Street!

I have lived in Lawrence for 40 years. I now live by South Junior High. I drive 27th Street four times a day. I find for the most part that traffic on 27th Street goes between 27 and 30 mph most of the way, except down the hill next to Naismith Park.

I believe the important thing is to encourage 31st Street to be open from Louisiana to the west, including the Wakarusa Fire Department. That should never have been allowed to take so long.

I think it is so sad that people do not look around before they buy a house to see what may happen to their street.

Please put a priority on how you spend tax dollars. Twenty-seventh Street is important, but not as important as keeping taxes down! I favor a sales tax increase over property tax increase. I can control how much I spend, but not how much my property taxes are.

Gary Connelly  
607 W. 28th Place

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Tuesday, May 12, 2015 8:23 AM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** Charles Soules; David Cronin; David Woosley  
**Subject:** FW: 27th Street

Additional 27<sup>th</sup> Street correspondence

Mark Thiel  
(785) 832-3134  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)

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**From:** [smuir48@gmail.com](mailto:smuir48@gmail.com) [<mailto:smuir48@gmail.com>]  
**Sent:** Monday, May 11, 2015 9:44 PM  
**To:** Mark Thiel  
**Subject:** 27th Street

I live on Park Hill Terrace, a short distance from Louisiana and 27th streets. I have always used 27th street for certain destinations in town (north and/or west) but have always used 31st street for south Iowa destinations. Needless to say, I have had to use 27th for both of these destinations due to the temporary closing of 31st street. However, when 31st reopens soon I will go back to using it.

I do notice that there are more cars on 27th this year but all of us travel the speed limit (or less -- due to the number of cars!). I believe most people will go back to 31st contrary to the resident who stated in L J World that she thought cars would now take 27th! 31st is a straight 4-lane road. 27th is hilly, wind-y and 2 lane. No one would prefer 27th to 31st. It is not convenient for many destinations in town and is only being used now because it is the only way to cross town for people who live in our area of Lawrence.

Certain observations need to be made: first, 27th was meant to be used as a 'through' street from Louisiana to Iowa and has been used as such since the street was created. (I remember using it when I was in college some 40 years ago). People who do not want to live on a 'through' street should buy a house on one of the quiet little side streets. There are many of them in the Indian Hills area. To choose a house on 27th street and then complain about the traffic is the fault of the homebuyer. The street was meant to be used in this way and that is an end of the discussion. Second, the use of 27th will undoubtedly change when both 31st & the southwest traffic way open. More people will use 31st as well as 23rd.

I am glad that Lawrence does not have the \$ to pay for the "calming devices" -- road hazards -- mentioned in today's L J World (5/11/15). Six 'road hazards' defies logic. None are needed in my opinion. But the city should wait until both 31st and the southwest traffic way are in use before they come up with a plan for road hazards on 27th. (the fewer the better; none will be best).

Thanks for the opportunity to air my views! The needs of those of us who live in the city are equally important as those who live on 27th.

P.S. I do appreciate the stop sign at 27th & Louisiana. I hope this stays.

Sherry Muirhead  
503 Park Hill Terrace  
Lawrence 66046  
785-843-3954

Sent from Windows Mail

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Tuesday, May 12, 2015 8:24 AM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** David Cronin; David Woosley; Charles Soules  
**Subject:** FW: Traffic Calming Devices Increase Mortality Within Neighborhoods

Additional 27<sup>th</sup> Street correspondence

Mark Thiel  
(785) 832-3134  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)

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**From:** John Rosen [mailto:[j-rosen@sbcglobal.net](mailto:j-rosen@sbcglobal.net)]  
**Sent:** Monday, May 11, 2015 10:42 PM  
**To:** indian-hills-neighborhood-association@googlegroups.com; Mark Thiel; Mike Dupont  
**Subject:** Traffic Calming Devices Increase Mortality Within Neighborhoods

# **Comments on Traffic Through Indian Hills Neighborhood**

T. John Rosen  
2536 Arkansas  
[j-rosen@sbcglobal.net](mailto:j-rosen@sbcglobal.net)

Everyone agrees on the basic facts. Closing 31<sup>st</sup> Street rerouted traffic through the heart of the Indian Hills neighborhood: Iowa, 27<sup>th</sup> Street, Louisiana Street, 23<sup>rd</sup> Street. Closing 31<sup>st</sup> changed 27<sup>th</sup> overnight: The street had been a route in and out of Indian Hills; it became a major artery serving as a replacement for 31<sup>st</sup> Street. 27<sup>th</sup> Street now carries too much traffic, much of it moving too fast. (The recently increased police presence is helping to slow vehicles.) 27<sup>th</sup> and Louisiana were designed as residential streets—both are lined with driveways.

Because two schools lie near the streets' intersection, many young and inexperienced pedestrians need to cross them. Some children dart across in front of cars—I suspect they lack an adult's patience to wait for an adequate opening in traffic. The density of traffic often prevents pedestrians of all ages from crossing 27<sup>th</sup> on their way to or from Naismith Park.

The City's traffic engineers have a plan: They propose to place expensive, permanent traffic-calming devices along 27<sup>th</sup> Street.

I strongly oppose the use of traffic-calming devices. The traffic engineers' misguided traffic-calming solution "solves" the wrong problem. The following comments explain why the engineers' solution would *increase* the threat to the neighborhood's residents.

## **Defining the Problem**

Traffic engineers in general seek to *maximize* traffic flow while maintaining adequate safety. The City's traffic engineers therefore define the neighborhood's problem as one of *excess speed* relative to the streets' design. The engineers propose to solve the "speed problem" by constructing (over a period of many months!) devices to "calm" (meaning *slow*) traffic through neighborhood.

The Indian Hills neighborhood has an entirely different goal. The heavy traffic since 31<sup>st</sup> was closed has cut our neighborhood in two. The neighborhood's goal is to *reduce* traffic flow to a level appropriate for streets traveling through the middle of a neighborhood. Rather than trying to "calm" traffic flowing through the neighborhood, the City's traffic engineers should be trying to reduce traffic flow.

In proposing to "calm" traffic along 27<sup>th</sup>, the City's traffic engineers are acting as if their job is to improve the Iowa—27<sup>th</sup>—Louisiana—23<sup>rd</sup> detour. History explains why the engineers are incorrect. One of the major arguments for the SLT was that 31<sup>st</sup> Street—basically a small, pedestrian-free highway through a shopping district—could not handle the traffic flowing on it. In response to the inadequacies of 31<sup>st</sup> Street, the City and State closed 31<sup>st</sup> and allowed traffic to reroute itself through the minor streets of the Indian Hills Neighborhood. 27<sup>th</sup> now handles more traffic than 31<sup>st</sup> was judged capable of. *Treating 27<sup>th</sup> and Louisiana as the 31<sup>st</sup> Street detour is absurd.*

## What's Wrong With Traffic Calming

Scattering traffic calming devices along 27<sup>th</sup> would create serious problems. The devices' high cost, perhaps \$200,000, would strain the City's budget. Money, however, is not main problem. The best reason to reject the traffic calming solution is that research suggests such devices would *increase* the risk to every neighborhood resident, because traffic calming devices slow emergency vehicles.

Traffic calming devices are normally used in purely residential streets. 27<sup>th</sup> Street and Louisiana Streets, however, were primary routes into and out of the Indian Hills neighborhood. They now also serve as a primary connection between south and east Lawrence.

Emergency vehicles serving the neighborhood take 27<sup>th</sup> and Louisiana because there is no choice. Installing traffic calming devices on those streets may violate the 1997 Institute of Traffic Engineers "Guidelines for the Application of Speed Humps and Speed Tables." The Guidelines state: "Speed humps/tables should not be installed on streets that are defined or used as primary or routine emergency vehicles access routes unless it is considered acceptable to the emergency services." I would like to know whether the City's traffic engineers have followed the ITE guidelines by soliciting the opinions of the Police and Fire Departments about the wisdom of using traffic calming devices to impede traffic.

## Effects of Traffic Calming Devices on Emergency Response Times

Data regarding the effects of traffic calming devices come from experimental studies in which researchers timed emergency vehicles with and without traffic calming devices to negotiate. A 1996 report from Portland, Oregon examined the delays caused by traffic calming devices for six emergency vehicles. The vehicles were 21 feet to 57 feet long. The drivers tried to maintain one of four different speeds (25, 30, 35, or 40 mph) during each run through the streets. The report stated that the drivers' consistency across runs implies that they were not deliberately attempting to bias their results.

The results showed that delays were least for smaller vehicles traveling slowly, and delays were greatest for larger vehicles traveling rapidly. I'll focus on the data for Truck 1 (the second longest fire truck). Truck 1's data showed that traffic circles produced delays from 4.8 seconds (at a nominal 25 mph) to 10.7 seconds (at a nominal 40 mph). After negotiating a traffic circle, the truck required from 319 to 1034 feet to resume the nominal speed.

A fourteen-foot speed hump produced slightly shorter delays: from 3.4 seconds (at a nominal 25 mph) to 9.4 seconds (at a nominal 40 mph). The subsequent distances to reach the nominal speed were 269 feet and 931 feet.

Smaller vehicles were also delayed by the traffic calming devices. A much shorter unit (Squad 1, 14 ½ feet long) was delayed from 1.2 to 5.3 seconds by traffic circles, and from 2.7 to 8.3 seconds by the fourteen-foot speed hump.

In evaluating the Portland results, it is important to bear in mind that one City proposal calls for installing nine separate devices on 27<sup>th</sup> Street between Louisiana and Ridge: five speed cushions, two circles, one island, and either a raised crosswalk or a pedestrian island where the trail through Naismith Park crosses 27<sup>th</sup>. Each of these nine devices would contribute separately to slowing emergency vehicles. After leaving the trail crossing, a truck traveling east would be further slowed by the need to accelerate up the hill at the eastern edge of the park.

## Effects of Delay on House and Resident Survival

*Cardiac arrest.* The critical window from arrest to treatment is six to eight minutes: Less and patients live; longer and patients die. A minute's delay in starting defibrillation following a cardiac arrest decreases the likelihood of survival by 7-10%. Rochester, Minnesota averages six minutes from call-to-shock; 45% survive. Seattle, Washington averages seven minutes; 30% survive. New York, New York averages twelve minutes; 2% survive.

In a report to the City of Boulder, Colorado, Ronald Bowman calculated that the City's traffic calming plans would slow emergency vehicle response time sufficiently to cause 5.3 to 6.5 deaths per year from sudden cardiac arrest alone. Bowman was unable to estimate the how many additional deaths traffic calming would cause among victims of burns, trauma, choking, drowning, ruptured appendices, child birth, electric or toxic shock, or asthma attacks. Bowman noted, however, that the entire city averaged only 2.8 traffic deaths per year. He concluded that delaying emergency responders would cause 85 deaths for each life that traffic calming saved. I'll restate his conclusion: Over a sufficient period of time, traffic calming devices are expected to kill 85 times more people than they save.

A complex Master's thesis by Leslie Bunte (University of Texas at Austin, 2000) used Bowman's study in estimating that installing traffic calming devices in Austin, Texas, would cause 37 additional deaths from sudden cardiac arrest each year.

*Fire.* A minute's delay can allow a contained fire to flash into a blaze capable of consuming a structure. A 1999 report issued by the British Home Office found that people injured in a fire were 19% more likely to die after a 6 to 10 minute response time than after a 1 to 5 minute response time.

In fire fighting, *flashover* refers to the transition from a room with some burning objects to an entire room that has reached ignition temperature and bursts into flame. Flashover marks a critical time in fighting a fire, viewed either from the perspective of saving lives or saving a building.

The time from ignition to flashover varies greatly depending upon such factors as ventilation. A paper published in a 1999 issue of *Fire Engineering* describes observation of flashovers in three typical rooms. The times given from ignition to flashover were 6', 3'41", and 2'12". Fire crews have that long to enter and start their equipment, drive to the fire, set up their equipment, and reach and begin cooling the burning room before it flashes.

The Indian Hills neighborhood is served first by the station off 19<sup>th</sup> Street and Iowa, and second by the station near Lawrence Avenue and Clinton Parkway. Emergency vehicles would normally enter the neighborhood via Louisiana or 27<sup>th</sup>, depending upon their destination. Louisiana already has two traffic calming devices impeding emergency equipment south of 23<sup>rd</sup> Street. Installing more traffic calming devices on 27<sup>th</sup> and Louisiana would increase the risk to Indian Hills residents and to their children at the Broken Arrow and South Middle schools.

## Effects of Traffic Calming Devices on Pedestrians

In examining the effects of traffic calming on pedestrian deaths, the main facts to attend to are that pedestrian deaths (a) are extremely rare and (b) are almost never caused by excess speed. Between 1992 and

1999, 5 pedestrians died total in Boulder, Colorado after being struck by a vehicle. All 5 deaths occurred on arterial streets as opposed to in neighborhoods. Almost all of the non-fatal accidents occurred on just six arterial streets. Ronald Bowman's report to the Boulder City Council stated that, during 1991-1996, the streets slated for installation of traffic calming devices had exactly one pedestrian fatality.

Bunte's thesis summarizes pedestrian and bicycle fatalities in Austin, Texas. The average number of fatalities per year in the entire city was 15.3. At most one pedestrian was killed in any given year on neighborhood streets. Bunte found that only 5 of 46 pedestrian fatalities throughout a three-year period involved "failure to control speed"; none of these 5 fatalities occurred in a residential neighborhood.

The conclusion is clear: Traffic calming cannot lower pedestrian deaths in residential neighborhoods because such deaths are vanishingly rare. I am not aware, however, of any data specific to the safety of children in school zones.

## **Effects of Traffic Calming Devices on Vehicles**

Vertical deflection devices damage larger vehicles such as fire trucks and buses. Collisions with traffic circles damage cars. (I know of two such accidents.) Horizontal deflection devices force large emergency vehicles to run over curbs and through yards.

Bunte reported four incidents in which vertical deflection devices set off cars' air bags.

## **Effects of Traffic Calming Devices on Drivers and Passengers**

The United States Access Board, which is a federal agency, promotes accessible design standards for people with disabilities. A recent report developed guidelines for making streets accessible. The report stated: "The committee heard significant testimony from the public during each of its public meetings from individuals with a variety of disabilities, most notably spinal cord injuries or neurological conditions, about the installation of vertical or horizontal deflection measures. Anecdotal evidence presented by those testifying argued that the vertical and horizontal deflection measures were not only painful, but often exacerbated existing conditions when riding as a passenger in a motor vehicle."

Speed humps and curbs sharply jolt drivers and passengers in emergency vehicles. Emergency responders may bang into vehicles' ceilings when racing across obstructions.

## **Opposition to Traffic Calming**

Political pressure in some locations stifles opposition to traffic calming devices. Fire departments have the most difficulty with traffic calming devices. The devices hinder fire fighters' efforts to do their job, and they force fire fighters to choose between (a) damaging their vehicles and injuring themselves while rushing to emergencies, and (b) allowing unnecessary deaths and damage. Stifling occurs because fire department officials are political appointees. In Portland, Oregon, a fire chief said the department was omitted from planning discussions and was told to be silent about their concerns.

The United Kingdom is backing away from traffic calming devices. Britain's Transport Research Laboratory has written that speed humps "cause damage and increase maintenance to buses and cause physical problems to drivers."

Traffic calming devices make life difficult for bicyclists. Most bicycles lack suspensions that would even out vertical deflections. Horizontal deflection devices such as traffic islands and circles are worse. Bicycling safely in traffic requires maintain a straight, predictable course. Anything that narrows traffic lanes decreases cyclists' margin of safety. For these reasons, the Boulder (Colorado) Bicycle Commuters concluded that traffic circles are "Too expensive, dangerous, intimidating to new cyclists, confusing to many motorists...."

## **Conclusions**

The available data on traffic calming devices support Kathleen Calongne’s conclusion that the traffic calming devices offer towns only disadvantages: “Deflection devices are a tradeoff of the *perception* of increased safety from speeding vehicles for the *real* risk to citizen survivability from delay to emergency response.”

## Recommendations

1. The City of Lawrence should protect the residents of the Indian Hills Neighborhood by *denying* the City’s traffic engineers permission to construct any traffic calming devices on 27<sup>th</sup> or Louisiana.
2. The City of Lawrence should further protect the residents of the Indian Hills Neighborhood by *eliminating* the traffic islands already installed on Louisiana Street south of 23<sup>rd</sup> Street.
3. The City of Lawrence should focus on *reducing* traffic through the Indian Hills Neighborhood.
4. In particular, the City of Lawrence should reduce traffic on 27<sup>th</sup> by placing a *four-way stop sign* at every single intersection along 27<sup>th</sup> from Louisiana to the end of the single-family dwellings west of Naismith Park. Louisiana may need such treatment just north of its intersection with 27<sup>th</sup>. If traffic shifts to Alabama, then that street will need stop signs as well. Note that emergency vehicles can go through four-way stops far faster than they can navigate around and through traffic calming devices.
5. The City of Lawrence should protect Indian Hills children by extending the *20 mph school zone* as far west as the pedestrian trail through Naismith Park.

<http://www.portlandoregon.gov/transportation/article/392063>

[http://circ.ahajournals.org/content/122/18\\_suppl\\_3/S706](http://circ.ahajournals.org/content/122/18_suppl_3/S706)

[http://www.heartstarthome.com/resources/HeartStart/docs/Improving\\_SCA\\_Survival.pdf](http://www.heartstarthome.com/resources/HeartStart/docs/Improving_SCA_Survival.pdf)

<http://americandreamcoalition.org/safety/tcproblems.html>

<http://www.calmingrisk.com/Bowman1997studyBoulderCO.pdf>

[http://nacto.org/docs/usdg/traffic\\_calming\\_programs\\_and\\_emergency\\_response\\_bunte.pdf](http://nacto.org/docs/usdg/traffic_calming_programs_and_emergency_response_bunte.pdf)

[http://www.fbusurrey.org.uk/ENTECC\\_Response\\_Time\\_Fatality\\_Rate\\_Relationship\\_1999.pdf](http://www.fbusurrey.org.uk/ENTECC_Response_Time_Fatality_Rate_Relationship_1999.pdf)

<http://www.fireengineering.com/articles/print/volume-152/issue-2/features/fire-department-response-times-vs-flashover.html>

<http://www.users.qwest.net/~erinard/myths%20main.htm#myth-streets> unsafe

<http://www.access-board.gov/guidelines-and-standards/streets-sidewalks/public-rights-of-way/background/access-advisory-committee-final-report/x02-6-vehicular-ways-and-facilities>

<http://www.users.qwest.net/~erinard/myths%20main.htm#myth-fire> depts love them

<http://www.users.qwest.net/~erinard/myths%20main.htm#myth-fire> depts love them

<http://www.users.qwest.net/~erinard/myths%20main.htm#myth-fire> depts love them

<http://americandreamcoalition.org/safety/tcproblems.html>

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Tuesday, May 12, 2015 1:00 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** David Cronin; David Woosley; Charles Soules  
**Subject:** FW: Traffic Calming options on 27th street (Louisiana St to Iowa St)

Additional correspondence on 27<sup>th</sup> St

Mark Thiel  
(785) 832-3134  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)

**From:** The Rathmels [<mailto:candarathmelfam@gmail.com>]  
**Sent:** Tuesday, May 12, 2015 12:55 PM  
**To:** Mark Thiel; [candarathmelfam@gmail.com](mailto:candarathmelfam@gmail.com)  
**Subject:** Traffic Calming options on 27th street (Louisiana St to Iowa St)

Mr. Thiel,

I am a home owner in the Indian Hills Neighborhood, residing very close to the intersection of 27th and Louisiana. I have been keeping up to date on the issue of the traffic calming measures for 27th street through the Google Group established by the Indian Hills Neighborhood Association.

Of the recommended measures mentioned in the memorandum of May 5th [http://www.lawrenceks.org/assets/agendas/cc/2015/05-12-15/pw\\_27th\\_street\\_traffic\\_calming\\_memo.html](http://www.lawrenceks.org/assets/agendas/cc/2015/05-12-15/pw_27th_street_traffic_calming_memo.html), I am most strongly in support of the solution (identified as helpful, but not traffic calming) to **have a Pedestrian Hybrid Beacon at 27th & Naismith trial**. In a informal survey of neighborhood residents, the majority (31 of 56 responses, 55%) also favored the pedestrian hybrid at Naismith trial.

I also strongly urge the City to consider (and was not alone in adding independent comment to that same survey, suggesting) **keeping the 4-way stop at Louisiana and 27th** post-construction of the SLT. This change has been very helpful for Louisiana Street (and attached cul-de-sac) residents to exit their driveway and streets safely. It has also helped with safe pedestrian crossing along Louisiana, and particularly at the intersection of 27th and Louisiana.

I also generally support **stop signs** at intersections along 27th **in lieu of traffic circles or speed humps**.

As I understand, these may not be traffic calming, but rather traffic reducing measures that I favor. I will add, however, that all of these I perceived as necessary for the neighborhood even prior to the influx of traffic that 27th (and Louisiana) have seen with the construction of the SLT and the closing of 31st street.

Thank you for the opportunity to add my voice to this conversation. I hope the meeting tonight is productive.

Best regards,

Angela Rathmel  
2631 Louisiana  
Lawrence KS 66046

[candarathmelfam@gmail.com](mailto:candarathmelfam@gmail.com)

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th St traffic

**From:** Krystal Klebenstein [<mailto:kklebenstein@gmail.com>]  
**Sent:** Thursday, May 07, 2015 8:23 PM  
**To:** Mark Thiel  
**Subject:** 27th St traffic

Hello I am a resident of the Indian hills neighborhood. I had a thought to add to the "traffic calming options on 27th street". Would it be possible to send out a post card similar to the one I received to the rest of the town asking for them to stick to major roads during rush hour periods? I have noticed a major decrease in the traffic over the last several months. So I don't have any issues at this time with the traffic. But I know during school release the streets get more backed up.

Thank you for helping get this problem solved! =)  
Krystal Klebenstein

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th street traffic

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

From: LaVonda Norcross [<mailto:bubbles01975@yahoo.com>]  
Sent: Friday, May 08, 2015 2:44 PM  
To: Mark Thiel  
Subject: 27th street traffic

My name is LaVonda Norcross I live on Arkansas St. between 27th and 25th for 10 years. The traffic on 27th street has been the worst this year with the closure of 31st and the work that was going on at 23rd and Iowa. I am concerned that even when the work on 31st street is completed that people will have figured out that 27th is a faster and easier route. To avoid lights. I have not noticed a significant decrease with the construction work being finished at 23rd and Iowa. This is concerning for our neighborhood children walking as well as new drivers ( my daughter who is 16) and those of us who need to travel this road. From the corner of 27th and Arkansas looking to the West around 5:15 it is not uncommon to see cars back up to this point from Iowa, sometimes even looking to the east cars are seen as far as Missouri. Something needs to be done to make this neighborhood street not viewed as the "faster" route no stop lights and no stop signs. Please help keep our neighborhood a safe one by putting in traffic calming of some kind.

Thank you  
LaVonda Norcross

Sent from my iPhone

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th Street

**From:** Amy Sanchez [<mailto:amsanchez74@hotmail.com>]  
**Sent:** Friday, May 08, 2015 3:55 PM  
**To:** Mark Thiel  
**Subject:** 27th Street

Mark,

Thank you for your efforts to make 27th Street a safer place to walk, bike & run. I truly appreciate all of your help.

As a resident of 27th Street, I acknowledge that 27th street is a Collector Street and traffic will never be...nor was intended to be "local, residential" traffic. We purchased our home 8 years ago knowing full well that there would always be some sort of traffic and therefore took steps to make our back yard as kid-friendly as possible and allow our children to play freely with the neighborhood children.

When the road construction for the Bypass was diverted to 27th Street, the traffic increased. Then construction began at 23rd and Iowa...again, traffic increased. Realizing that this was temporary, we put on our patience caps and waited for the end. However, something happened while we were being patient. Drivers were becoming more impatient. The speed increased, the attitudes worsened, and 27th Street became a treacherous place to walk, bike and drive.

On one occasion, I drove 30 mph headed west on 27th Street, I was passed by a vehicle who didn't think the speed limit was fast enough.

On another occasion, we were trying to move cars around in our driveway....you know, the typical multi-car family shuffle...and a car passed 3 stopped cars in order to hurry past our transition.

On several occasions I have barely been able to exit my driveway, only to be given the middle finger for simply backing out.

All of the above examples are irritating, but the worst offense of all has been toward my children. They have been ignored at cross walks, had crosswalks removed, almost run over, honked at, flipped off, yelled at, and essentially harassed on a 2 block walk to and from school. We do not have a sidewalk on the north side of 27th street. Therefore my children have no choice but to cross in the middle of the street...or to walk through 4 yards to get to the nearest crosswalk.

Forget riding bikes, forget taking a nice family stroll to the park. Anyone that has driven 27th Street recently has seen more than 1 family with bikes and strollers sprinting for their lives to cross 27th Street.

I realize that most people believe that when the road construction is finished, the majority of drivers will take the bypass, or 31st street and the problem will decrease. However, there will be dozens who have learned that they can easily miss all of the congestion if they just fly down 27th Street. There will be others still who believe that 30 mph is too slow and will continue to speed, run the 1 stop sign, and ignore children trying to cross the street.

I reject the idea that traffic will subside when the Bypass and 31st Street reopen. Typically road construction is intended to accommodate even MORE CARS driving to Lawrence, around Lawrence, and through Lawrence. I am assuming that the goal is to allow for more people and cars to travel to Lawrence - shop at our stores, eat at our restaurants, visit the parks and attend our schools. That is wonderful, I can't wait. However, the infrastructure within the city has to be improved at the same time as the roads around the city. You can't expect that the same streets and sidewalks will be able to handle the increased traffic....and still keep Pedestrians safe.

That is my goal, to ensure the safety of Pedestrians. Walking, biking and running are individual rights, driving is a privilege.

Thank you,  
Amy Sanchez  
27th Street Resident

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: traffic calming on 27th street

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**From:** Mark Thiel  
**Sent:** Friday, May 08, 2015 4:15 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** David Cronin; Charles Soules; David Woosley  
**Subject:** traffic calming on 27th street

I received two phone calls today opposing any traffic calming on 27<sup>th</sup> Street

Carolyn Bloom and ken Wallace

**Mark Thiel**  
**Asst. Public Works Director**  
**City of Lawrence, KS**  
**(785) 832-3134**  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)  
[www.lawrenceks.org](http://www.lawrenceks.org)

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: Traffic on 27th Street

Begin forwarded message:

**From:** John Rosen <[j-rosen@sbcglobal.net](mailto:j-rosen@sbcglobal.net)>  
**Date:** May 9, 2015 at 12:56:45 AM CDT  
**To:** "[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)" <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** **Traffic on 27th Street**  
**Reply-To:** John Rosen <[j-rosen@sbcglobal.net](mailto:j-rosen@sbcglobal.net)>

Mr. Thiel,

I live at 2536 Arkansas, a long block north of 27th. I have a variety of concerns and two recommendations about traffic on 27th.

27th St. is supposed to provide access for people to come into or exit from the neighborhood. Its design is appropriate for a residential street carrying a low volume of not-too-fast traffic. That has changed since 31st St. was blocked off. 27th now carries a moderate-to-high volume of through traffic moving as quickly as it can.

Kids do particularly poorly with traffic. Broken Arrow School includes kids as young as kindergarten, and they simply cannot cope with heavy or fast traffic. Right now, during the school year, our kids need particular protection just before and just after school. I would like to see a 20 mph speed limit then on 27th from Louisiana through the park to the crosswalk to the west of the park, and on Louisiana going north from the schools for a block or two past 27th. Our constant nightmare is that a child will be hurt or killed. My first recommendation is:

**EXTEND THE 20 MPH SCHOOL-ZONE SPEED LIMIT IMMEDIATELY.**

The recently increased police patrols (I'm grateful for them!) have cut back some on speeding. Slowing down traffic is not enough, however. Louisiana and 27th Street have picked up too much through traffic. The 23rd St.-Louisiana-27th-Iowa route is now the most convenient route for drivers traveling between Topeka and Kansas City. 27th and Louisiana simply cannot handle the traffic:

- It is too difficult to pull out of a driveway feeding into either street.
- It is too difficult for pedestrians to cross either street.

Two factors exacerbate both problems:

- Pedestrians (especially short kids) trying to cross 27th at Arkansas cannot see drivers coming East on 27th.
- Sunrise and sunset reduce visibility on 27th.

I do not like most traffic-calming devices, especially islands that narrow intersections. If I'm at all typical as a driver, placing barriers in the streets makes drivers focus on getting around them, and lessens drivers' attention to pedestrians, bicycles, and other cars.

I would suggest instead decreasing the attractiveness of using 27th and Louisiana to connect East and West Lawrence. My second recommendation is:

**PLACE A FOUR-WAY STOP SIGN AT EVERY SINGLE INTERSECTION ALONG 27TH FROM LOUISIANA TO THE END OF THE SINGLE-FAMILY DWELLINGS WEST OF THE PARK; DO THE SAME FOR SOME OF LOUISIANA AND, IF NECESSARY, ALABAMA.**

Rather than traffic "calming," I am asking the City to take steps towards reducing traffic. I would like 27th-Louisiana to be turned into the worst possible connection between South Iowa Street and East Lawrence.

I understand that drivers encountering a single stop sign may speed to make up lost time. Placing stop signs at every intersection should encourage drivers passing through to choose another route.

The schools will close for the summer soon. During the summer, kids visit each other, ride bikes, or visit the Broken Arrow playground at odd times. Before-and-after school speed zones won't be useful. I therefore think it essential to decrease traffic on 27th and Louisiana before schools let out. I urge the City to put in stop signs immediately.

I'll close by noting the bizarre reason that 27th and Louisiana have become clogged with vehicles. The SLT emerged after someone decided that 31st (a major, non-residential street) was too busy. The "cure" for excessive traffic on 31st has been to reroute 31st St. traffic to the 27th-Louisiana route through the Indian Hills neighborhood. The ridiculous effect of all this is: Drivers are currently using low-speed, low volume 27th and Louisiana as if they were part of the high-speed, high volume SLT.

We've been lucky so far. Let's hope the City takes action before one of our kids pays the price of building the SLT.

John Rosen  
2536 Arkansas  
(785) 842-3265

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th St. Calming Project Post Card Response

Begin forwarded message:

**From:** Ken Moore <[lkmj@hotmai.com](mailto:lkmj@hotmai.com)>  
**Date:** May 9, 2015 at 8:10:12 AM CDT  
**To:** "[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)" <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** 27th St. Calming Project Post Card Response

Sir,

As daily users of this thoroughfare we would like to make the following comment(s) in regards to the post card invitation sent out this past Wednesday.

Would it make sense to delay any action that is of a permanent nature until 31st St. re-opens? This would allow you to observe if there is any change in traffic behavior and volume on 27th St. The recent increase in the presence of the Lawrence Police Traffic Division on this street has had some success in slowing the speed of the traffic. The volume of traffic will only be reduced when an alternative route is available to the citizenry.

The majority of citizens using 27th St. are either local residents gaining access to their homes or folks that do not have a more practical alternative route. As always there are some drivers looking for a short cut to their destination. Making use of the standard "calming" methods would tend to bottleneck and aggravate all involved. When 31st St. does re-open this aggravation will continue regardless of the traffic flow that 27th St. is then experiencing.

Our two cents worth of opinion and I appreciate your taking the time to read it.

Respectfully submitted,

Lawrence (Ken) and Nancy Moore  
1725 W. 28th St.

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: Calming options on 27th Street

Begin forwarded message:

**From:** "Claudia Woods" <[claudiawoodsnb@gmail.com](mailto:claudiawoodsnb@gmail.com)>  
**To:** "Mark Thiel" <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** Calming options on 27th Street

Dear Mr. Thiel

I am here visiting my daughter and son in law who live on this street and am very concern about the amount of traffic and speeders at all hours of the day and night. It is apparent that there is little concern for the safety of the school children or respect for the residents living here. I have been here on several occasions and am surprised that there is just now action being taken. Please do not wait for a fatality or injury to happen before real measures are put into place. I realize there have been police officers ticketing folks during the week in hopes of making a statement to others. If this continues I suggest an officer be on patrol on the weekends as well since this cut through is heavily used on these days too. I know that speed bumps (they do make temporary ones that can be installed and removed when no longer needed) can be an eye opener. If someone thinks they will cause damage to a vehicle then they need to pay more attention to the road and their speed as well as their surroundings. This is a neighborhood and not a race track. I have personally purchased signs to have my family place along their sidewalk to draw awareness to all drivers. Like I said early on, I am a visitor here and will be visiting a lot more since I now have a new grand baby. I am concerned for everyone's well being living up and down this street. I know and believe the right action will be taken to relieve the concerns of this wonderful neighborhood. Lawrence is a special and beautiful city. I have enclosed a short video of a slow time on W27th street. There is a speed limit sign (30) right across the street from my daughters home that drivers ignore. Perhaps a new speed limit of 20 (this is a school area) and/or speed bumps can be installed. In any case, tax payers will be paying for signs, speed bumps and police officers for a good cause. Please feel free to call me.

Respectfully, Claudia Woods 523-750-5883

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: calming @27th St

Begin forwarded message:

**From:** <[ginnylove22@gmail.com](mailto:ginnylove22@gmail.com)>  
**Date:** May 10, 2015 at 1:07:41 PM CDT  
**To:** "[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)" <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** calming @27th St

Mark,

I am unable to attend the City Commission meeting on the 12th, but as a resident living near the area in question for the last 12 years, I would like to share my opinion on the 27th St. traffic. I thought the traffic was bad on 27th long before the debacle of last summer. People have always used it as a way to avoid the traffic lights on 23rd St., and they have always driven well above the posted speed limits. It's easy to get going too fast when there are no stops, especially going down the hill. Going east on 27th toward Arkansas creates a blind spot, especially in the early evening when the sun is in the driver's eyes. [27th](#) could definitely use some sort of calming. Even speed humps like those installed on Lawrence Avenue between 9th and Harvard would be beneficial. The corner of 27th and Missouri could use a 4-way stop or something. While you're at it, once Louisiana reopens to normal traffic, it would be nice if there was a sign and a crosswalk to get across from 29th Terr. to Broken Arrow Park.

Please do something!!! People in our neighborhood deserve some consideration.

Ginny Love

610 W 28th Pl

Sent from Windows Mail

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: Opinion on Traffic Calming on 27th Street

Begin forwarded message:

**From:** <[vmuirhead@sunflower.com](mailto:vmuirhead@sunflower.com)>  
**Date:** May 10, 2015 at 7:45:08 PM CDT  
**To:** "[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)" <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** **Opinion on Traffic Calming on 27th Street**

Absolutely no traffic hazards should be placed on 27th street between Louisiana and Iowa streets. 31st street will be open shortly and traffic will be back to normal.

I have lived just east of Louisiana and 27th streets for over 50 years. Normally in driving to points west, I use 31st, 27th, 23rd or 19th street -- depending upon the closest route to my destination. I generally drive at the speed limit or less. On 27th street I very seldom either pass a car or am passed by a car. The street needs no unsafe street device to slow traffic. The street has never had on-street parking and has never been just a quiet closed neighborhood street although some of its residents have tried to make it so. If there is a real need, simply lower the speed limit. Frankly I have never seen a problem on 27th since the street was developed.

To sum up, 27th street (Louisiana to Iowa) -- No Traffic Hazards that damage cars and people! If there is a real need, then reduce the speed limit on the street.

Vincent U. Muirhead  
503 Park Hill Terrace  
Lawrence 66046  
785-843-3954

Sent from Windows Mail

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th Street traffic calming options

Begin forwarded message:

**From:** Tammara Hogsett <[lthogsett@sunflower.com](mailto:lthogsett@sunflower.com)>  
**Date:** May 10, 2015 at 10:48:25 PM CDT  
**To:** <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)>  
**Subject:** 27th Street traffic calming options

Mr. Thiel,

We received the notice about the City Commission considering traffic calming options on 27th Street on Tuesday evening. We are unable to attend the meeting due to other commitments. We live a few houses to the west of the Naismith walking trail. Often the traffic won't stop for a person trying to get across the street to proceed on the walking trail. We think it might be helpful to have a crosswalk light at that crosswalk and also at the crosswalk closer to Louisiana where students cross 27th to get to school. It would probably be more important for the crosswalk for the students on the east end of 27th - it would be safer for the students going to school.

We don't agree with a 20 mile an hour speed limit which we've heard some are in favor of. It is too long of a stretch from Iowa to Louisiana for a 20 mile an hour traffic zone and that could end up affecting property values in this area ultimately. We feel maybe some speed bumps placed in certain areas may help slow the traffic.

We are glad the stop signs have been placed at the intersection of 27th and Louisiana. But we have heard that when 31st is opened up again and the traffic on 27th may hopefully get better that those stop signs will be taken out. Please do not take those stop signs out. It is extremely difficult to get onto Louisiana from 27th when those stop signs are not there, and we feel it's much safer to have the stop signs there. The stop signs do not slow down the flow of traffic on Louisiana.

Thank you for sending us notification of the meeting so we could comment.

Larry and Tammy Hogsett

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th Street calming

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**From:** Carrie Mantooth [<mailto:CMantoot@usd497.org>]  
**Sent:** Monday, May 11, 2015 9:36 AM  
**To:** Mark Thiel  
**Subject:** 27th Street calming

Good Morning,

In anticipation of tonight's meeting regarding traffic calming on 27th Street, I would like to let you know that I am very concerned as a home owner who lives on 27th street with the volume of traffic, the speed of traffic, and children's safety due to the traffic. Many children walk to the neighborhood school Broken Arrow and South Middle school.

I am very disappointed that 5 years ago, the city commission approved calming devices based on a study that was done validating an need for such measures, and never took action. 5 years ago there was a proven need.

My anger and frustration comes with knowing there was a need 5 years ago and then compounding the problem by detouring traffic down 27th with the construction work on the bypass and 23rd street. The problem with traffic on 27rd street is not going away, it is increasingly getting worse. I realize that once 31st street is reopened an the by pass opened that some of the traffic will decrease. However, there will still be the problem with traffic due to the number of drivers using 27th to avoid 23rd street. These drivers are newly patterned to use 27th street due to the detour. Had calming devices been put into place prior to the closing of 23rd and 31st street, the convenience of using 27th as a speedway wouldn't be as appealing.

27th Street has changed from a busy street to a dangerous street. It is not if a child fatality will occur, it's when will it occur.

In my opinion, 27th street needs a combination of speed bumps, stop signs, side walks on the north side of the street. Clearly marked crossing areas at 27th and Alabama, 27th and Missouri and 27th and Ridgescourt to help children and other pedestrians cross the street.

27th street Terrace needs speed bumps and clearly marked pedestrian crosswalks.

Please take into consideration some safety traffic calming measures for 27th Steet and 27th Terrace.

Thank you.  
Kind regards.,  
Carrie Mantooth

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th Street traffic input

**From:** Barbara Hillmer [<mailto:carlynhillmer@gmail.com>]  
**Sent:** Monday, May 11, 2015 10:43 AM  
**To:** Mark Thiel  
**Cc:** Barbara Hillmer  
**Subject:** 27th Street traffic input

Mr. Thiel,

I am writing regarding the current discussion about traffic calming options for 27<sup>th</sup> Street between Louisiana and Iowa Streets, which I understand is to be discussed at the May 12 City Commission meeting. While I support current efforts to manage the increased traffic 27<sup>th</sup> St. currently has due to the closing of 31<sup>st</sup> St., I am concerned and hope we do not respond inappropriately to this temporary situation.

I believe the question we should be addressing (and hope that it is the one we **ARE** addressing) is how to manage the increased traffic with this temporary 31 St. closure. What I would oppose is the implementation of more “permanent” tactics such as roundabouts and the like. I do not know if these types of strategies are being considered, but I would urge the City to make sure it does not attempt to implement permanent solutions for temporary problems.

Normally, 27<sup>th</sup> St. does not need “traffic calming” options. So the fact that this is a topic for the City Commission is concerning. Therefore, I am writing you to urge the City to consider only temporary measures to address a temporary situation.

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Barbara Hillmer  
2533 Jasu Dr.  
785-842-4792

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Monday, May 11, 2015 10:45 AM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** Charles Soules; David Woosley; David Cronin  
**Subject:** FW: Indian Hills Survey Results

Additional information from Indian Hills – a survey Laura Gloeckner coordinated

There was not city input on this

Mark Thiel  
(785) 832-3134  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)

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**From:** Laura [<mailto:lauragloeckner@yahoo.com>]  
**Sent:** Monday, May 11, 2015 9:30 AM  
**To:** Mark Thiel  
**Subject:** Re: Indian Hills Survey Results

Hi Mark,

1 is not important and 5 is very important,

Here is the link to the survey:

<http://indianhills.limequery.com/index.php/survey/index/sid/852765/newtest/Y/lang/en>

Is there going to be an exit from the Trafficway at Louisiana street?

Laura

"The Gospel is appropriate for all occasions" Brad Mayhew

On May 11, 2015, at 9:15 AM, Mark Thiel <[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)> wrote:

Thanks Laura – can you send me the KEY / Legend?

Not sure what the number 1 – 5 refer to.

Thanks

Mark Thiel  
(785) 832-3134  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)

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**From:** Laura [<mailto:lauragloeckner@yahoo.com>]  
**Sent:** Saturday, May 09, 2015 5:17 PM  
**To:** Mark Thiel  
**Subject:** Indian Hills Survey Results

Hi Mark,

Here are the survey results that we took

<https://docs.google.com/viewer?a=v&pid=forums&srcid=MTcxNjI1ODY0Mjk3NzM1OTIwNzkBMDk4MzM1ODE5NDUwNzI2MTc3MTABVVY3RHITM2NxaHdKATAuMQEBdjI>

Laura

"The Gospel is appropriate for all occasions" Brad Mayhew

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th Street Traffic Flow Remedies

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**From:** Rick Bryant [<mailto:bearpress@sunflower.com>]  
**Sent:** Monday, May 11, 2015 12:02 PM  
**To:** Jeremy Farmer; Leslie Soden; Mike Amyx; Stuart Boley; Matthew Herbert  
**Cc:** [mccalks@gmail.com](mailto:mccalks@gmail.com); [jamesmikedupont@gmail.com](mailto:jamesmikedupont@gmail.com); Mark Thiel  
**Subject:** 27th Street Traffic Flow Remedies  
**Importance:** High

Dear Mayor Farmer and Commissioners –

Our family has lived in the Indian Hills neighborhood since 1995 at our current location, and have witnessed first-hand the ebb and flow of traffic patterns on 27<sup>th</sup> Street.

The significant increase of traffic volume on 27<sup>th</sup> Street without question has impacted this residential area of our city. At typical Morning, Lunch and Late Afternoon drive times, along with Saturdays, I experience significant wait times to turn left from Ousdahl onto 27<sup>th</sup> Street toward the west. Travelling east toward Louisiana and Broken Arrow Elementary school is less voluminous but busy. Fortunately, I am able to plan my multiple travel times daily from my home – others in this area are less fortunate.

I easily associate this traffic increase directly to construction on 31<sup>st</sup> Street and the By-pass and expect the volume to subside once that major arterial route opens this summer.

The story in Monday's Journal-World touches upon suggested remedies for dealing with this traffic that I believe are unnecessary, and cost ineffective, to pursue at this time. The best traffic calming strategy to date has been the increased patrol presence from our police department and the speed monitoring display on 27<sup>th</sup> Street. Thanks Chief and patrol officers.

Please allow me to suggest the following intermediate steps to monitoring traffic and keeping the neighborhood a safe place to walk and live:

- 1) Improve the 27<sup>th</sup> St. and Iowa intersection by reconfiguring access to the feeder road and eliminating left-turns through Runza's parking lot onto the feeder road. Too many vehicles are clogging the left-turn lanes waiting to enter Runza's parking lot to use the feeder road.
- 2) Change the timing pattern at the intersection to allow increased traffic volume moving east to west and turning north/south. At times traffic on 27<sup>th</sup> St. is backed up beyond the Naismith Trail Park moving east – particularly at typical peak driving times, i.e. morning, lunch, late afternoon and Saturdays.
- 3) NO roundabouts or traffic circles on this street. Too cost prohibitive for short-term disruption, no benefit long-term after construction ends.

- 4) Pedestrian signal at walking path on Naismith Trail – with large sign & lights closer to driver eye level not like the crossing signal at 18<sup>th</sup> St and Kentucky near the Cordley School.
- 5) NO speed humps – ineffective and may actually cause vehicle collisions.
- 6) Keep four-way stop intersection at 27<sup>th</sup> St. and Alabama – works well.
- 7) Keep three-way stop intersection at Louisiana and 27<sup>th</sup> St. – works well during school year during morning and afternoon pickup times.
- 8) Commit to installation and refurbishment of sidewalks on 27<sup>th</sup> St. and 27<sup>th</sup> Ter. closer to Broken Arrow and South Middle School for walking students.
- 9) CONTINUE a constant enforcement presence on 27<sup>th</sup> St. by LPD. This action has a greater ROI on safety and city resources than any of the other measures indicated in the LJWorld story. Write those speeding tickets, particularly in the school zones!
- 10) Lastly, keep collecting and reviewing traffic data on a regular basis until 31<sup>st</sup> St reopens and then follow it for a 90-period afterward. I bet you lunch the volume drops just as fast as it rose on 27<sup>th</sup> St. I look forward to its opening and will use it.

Lastly, I am disappointed that the Indian Hills Neighborhood Association did not reach out to the west end of neighborhood region and ask our opinions. I share similar concerns over volume and safety but knew nothing of their intentions until learning about it in local media. If the city of Lawrence remains committed to supporting these neighborhood organizations, then city leadership should impart the importance of communications with all neighborhood residences – not a small group. Our household is just as impacted as those living on 27<sup>th</sup> St. or closer to the schools, yet we don't feel neglected and overlooked as the Association suggests in an April 22 letter to the commission and city manager. This is a situation that impacts a wider region of the city beyond the Indian Hills neighborhoods and must be examined within that context.

I urge you to do no harm to our neighborhoods through artificial impediments to traffic flow and allow construction to play out and then review the situation to truly evaluate if we have a problem. I welcome the opportunity to be part of that conversation and solution if warranted.

Thanks for the opportunity to share my thoughts. If I can be of service to the city and commission, please contact me below or Mr. Thiel knows how to reach me.

Regards,  
Rick

World Headquarters of Rick Bryant  
1726 W 27<sup>th</sup> Terr.  
Lawrence, KS 66046  
785.766.2327  
[bearpress@sunflower.com](mailto:bearpress@sunflower.com)

## **Bobbie Walthall**

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**From:** Mark Thiel  
**Sent:** Monday, May 11, 2015 12:47 PM  
**To:** Diane Stoddard; Bobbie Walthall  
**Cc:** David Cronin; David Woosley; Charles Soules  
**Subject:** 27th street traffic calming / phone call Margret Arnold

I received a phone call from Margret Arnold 2631 Missouri in favor of some type of traffic calming on 27<sup>th</sup> Street

**Mark Thiel**  
**Asst. Public Works Director**  
**City of Lawrence, KS**  
**(785) 832-3134**  
[mthiel@lawrenceks.org](mailto:mthiel@lawrenceks.org)  
[www.lawrenceks.org](http://www.lawrenceks.org)

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 27th st traffic

**From:** Step Croc [<mailto:stephenjcrockett@gmail.com>]  
**Sent:** Monday, May 11, 2015 1:06 PM  
**To:** Mark Thiel  
**Subject:** 27th st traffic

TO: Mark Thiel 5/08015  
Public Works  
From Stephen Crockett  
2807 Alabama  
Lawrence Ks  
66046  
785-865-2885  
For: Traffic on 27th st.

Hi Mark,

Im writing concerning traffic on 27th. My main concern is safety for children. At present there is no sidewalk on the North side of 27th, forcing kids to cross 27th at each cross street. With the traffic congestion and only one four way stop (Alabama) that can be difficult. Especially Arkansas because with the crest in the hill people traveling west can have a hard time seeing little people crossing. Since there is no north side sidewalk its not possible to cross at Alabama (4 way stop) and then walk to Missouri or Arkansas. A pedestrian crossing at Missouri and a north side sidewalk from there to Arkansas would solve that.

Roundabouts should not be an option. They are not pedestrian or kid friendly, especially with high auto traffic at the same time that the kids are out of school. 27th is a main artery and impeding traffic will only add to the congestion, as will speed bumps. Any measures should be considered temporary because we don't know what the final traffic patterns will be until the bypass is completed. Implementing permanent calming measures, at this point, would be a waste.

An additional speed limit sign west bound after Alabama might help as well as a sign stating "speed limits will be strictly enforced" and then strictly enforcing them.

Thanks,  
Steve Crockett

## **Bobbie Walthall**

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**To:** Mark Thiel  
**Subject:** RE: 7th

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**From:** wcoil [<mailto:wcoil@sbcglobal.net>]  
**Sent:** Thursday, May 07, 2015 7:46 AM  
**To:** Mark Thiel  
**Subject:** 7th

Re 27th St. traffic.  
I live at 2737 Alabama St and I drive on 27th St. one to four times a day..  
Don't do anything stupid like those concrete pads in the middle of Louisiana St.!  
You might consider an overpass for the Naismith Trail for people, bikes, and dogs.  
Repeat, don't do anything stupid, the traffic isn't that bad.  
William Coil, Prof. Ret.

Sent from my Samsung Galaxy Tab® S!!

## **Bobbie Walthall**

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**To:** Diane Stoddard  
**Subject:** RE: 27th St. traffic calming options

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

From: Ken Teichmann [<mailto:kenteichmann@yahoo.com>]  
Sent: Thursday, May 07, 2015 1:10 PM  
To: Mark Thiel  
Cc: Sheri Longabach  
Subject: 27th St. traffic calming options

Dear Mark,

I received a card informing us of the May 12th Commission meeting concerning the traffic situation in our Indian Hills neighborhood following the neighborhood association meeting. I have lived on the 2500 block of Alabama street for a very long time and though the through traffic has been growing steadily every since we have lived here over the last 43 years I think what is happening now is directly related to the construction of K10 & 31st street. We all know how that 23rd street traffic affects us all. I believe the 31st street closure and the overall 23rd street traffic is what is causing the problem. Once 31st street is reopened much of the traffic will automatically be diverted back to 31st and off 27th. The 23rd & Iowa St. intersection construction added significantly to people using 27th St. to get to the southwest part of town and once it was finished the majority of people returned to using 23rd again. Likewise once the K10 bypass is completed it will offer a lot of relief to 23rd street and all the other streets connecting to it.

The fact that 27th street is a through street to Iowa is an invitation to anyone trying to get to that side of town. Nothing short of changing 27th St. as a through street is going to make any difference in the traffic or people using it for that purpose except the reopening of 31st street. The only other option I see would be if 27th St. was to end before reaching Iowa St. and I personally would not want to see that happen as we also use it to get to the shopping area out there without having to use 23rd St. just like everybody else in the neighborhood does including those who complained and started this conversation in the first place. Haskell, Louisiana and Alabama streets should all see significantly less traffic once the bypass is finished, until then the reopening of 31st St. accessible from Haskell and Louisiana streets will be the only thing that significantly reduces traffic on 27th St. More stop signs or lights are not going to change anything. It will still be a more convenient through street than using 23rd.

I think people are just going to have to be patient and let the situation play out. Once there are better and more convenient routes than 27th St. to get around the area those routes will become the new natural flow of traffic and the neighborhood will see significantly less through traffic. In fact in the long run the bypass may very well make the neighborhoods on this side of town very much more pleasant than they have been for many years. If not then I think that is the point when a serious look at the situation would be in order.

Sincerely; Kenneth Teichmann



April 22, 2015

The Honorable Mayor and City Commission  
City of Lawrence, Kansas  
City Hall

RE: 27<sup>th</sup> Street

Dear Mayor and City Commissioners:

A request for traffic calming from the Indian Hills Neighborhood Association was brought before the Traffic Safety Commission and approved in December 2012 and brought before and approved by the City Commission January 2013. This took place almost one year before the beginning of the South Lawrence Traffic Way project (Nov 2013) and almost 2 years before the 31st Street closure and the simultaneous 23rd Street heavy construction. These projects and road closures diverted a significant amount of through traffic down 27<sup>th</sup> Street, our residential neighborhoods.

Despite the fact that concerns were voiced by the members of the Indian Hills Neighborhood Association and agreed upon by both the Traffic Safety Commission and the Lawrence City Commission there was no action taken by the City to allocate funds for traffic calming prior to other projects that magnified the already existing and agreed upon safety concerns.

The Indian Hills Neighborhood is home to Naismith Park, as well as a school crossing and school zone for Broken Arrow Elementary and South Middle School. The failure to apply the previously agreed upon traffic calming measures and the increase in traffic due to local construction has created an unsafe environment for our resident's children and families.

We request that as you review and approve funding of projects for 2016 that funding be allocated the already approved traffic calming measures for 27<sup>th</sup> Street, ensuring the safety of our residents.

We also ask that as you develop a new 5 Year Plan for the City that you take the opportunity to identify any potential increase to 27<sup>th</sup> Street traffic and Louisiana Street traffic and how the safety of the neighborhood residents will be ensured. Included in this discussion should be recognition of the parks and schools that families and children enjoy through the use of 27<sup>th</sup> Street and Louisiana.

Our neighborhood has been challenged by this traffic. Residents feel overlooked and neglected and it is the responsibility of this Commission to ensure that there are legitimate actions taken to repair the damage that has been done and to fulfill the previously agreed upon measures.

Respectfully,

Indian Hills Neighborhood Association

cc: David Corliss, City Manager

*"Budgets reflect priorities" David Corliss*

(NRS) = Nonresident Supporters

Letter signing for the 2016 Budget request Letter to the Mayor and City Commissioners

April 22, 2015

~~Handwritten signature in red ink~~

Jane Facciano  
Jonis J. Furono  
Gloria Hansen  
Don Cook

Rosie Robertson  
Helena Robertson  
Bob Hayes

Mia Vanschuer  
Maria Thompson  
Jim Skault

Jenny Pastrauo  
Ted Pastrauo

Julie Meyer  
Tim Meyer

Jane M. Dyer  
Amy M. Sany

John R. Brown  
Chris Felner

David Thompson  
Carmy

Alfreda Wald  
William Bahm  
Dale Li

Carol Norman - (NRS)

Judith Anderson  
~~Handwritten signature~~

Jane Cooney  
Cynthia Van O - (NRS)

Bonnie - (NRS)

Jamie Proctor  
Stacy R. Chamberlain (NRS)

Jeanne Ellermeier  
Sherry Slade

Norman A. Slade  
Dennis Goodner

Denton Elder  
Caryl Elder

Kathy M. Gull  
S.J. McMill

Lanada Norman  
Judy Norcross

~~Handwritten signature in red ink~~  
Suzanne Sherman

Janet L. Lewis

Teri M. Chambers

B.W. Ch

~~Thomas Potts~~

~~Walter Potts~~

Jessica Jenkins

Bob Jenkins

Garrett Potts