



TRANSPORTATION COMMISSION
Monday March 6, 2017 6:00 PM
City Commission Room, City Hall, 6 E. 6th Street

MEETING AGENDA

- I. Approve of February 6, 2017 Meeting Minutes
- II. Approve Transportation Commission By-laws
 - Revisions made in red from comments and discussions.
- III. Downtown Bike Corral Public Hearing <http://lawrenceks.org/mpo/bikecorrals>
 - The public is invited to comment on the proposed downtown bike corral locations. A recommendation for final locations will be forwarded to the City Commission.
- IV. Consider request for 14th Street Cul-de-sac painting adjacent to Burroughs Creek Rail Trail
- V. Crescent Road and Naismith Drive Traffic Calming Recommendation
- VI. 2017 Traffic Calming Project Recommendations
- VII. Appoint a Transportation Commissioner to serve on the Lawrence – Douglas County Metropolitan Planning Organization Transportation 2040 Steering Committee
- VIII. Calendar
 - Next Meeting Monday April 3, 2017 6:00 PM
 - Pavement Maintenance Program tour dates
 - Association of Pedestrian and Bicycle Professionals Webinar Series
<https://lawrenceks.org/mpo/webinars>
- IX. General Public Comment
- X. Adjournment

City of Lawrence

Traffic Safety Commission

February 6, 2017 Minutes

MEMBERS PRESENT: Charlie Bryan, Chris Storm, David Hamby, Jeff Severin, Kathryn Schartz, Mark Hurt, Steve Evans, Erin Paden, Ron May

MEMBERS ABSENT: John Ziegelmeyer, Michelle Dillon

STAFF PRESENT: David Woosley, Public Works Department
David Cronin, Public Works Department
Zach Baker, Public Works Department
Nicholas C. Voss, Public Works Department
Toni Wheeler, City Attorney
Charles Soules, Public Works Director
Jessica Mortinger, MPO Douglas County
Steve Lashley, Public Works Department

PUBLIC PRESENT: Michael Almon, Justin Priest

A complete video recording of the meeting is available on the City's website at <https://lawrenceks.org/boards/transportation-commission/>

The meeting was called to order by David Cronin at 6:02 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

ITEM NO. 1:

[Introductions](#)

City Staff and Transportation Commission introductions.

ITEM NO. 2:

[Conducting Business: Kansas Open Meetings Act](#)

Toni Wheeler presented on the Kansas Open Meeting Act.

Commission Discussion: Charlie Bryan asked about subcommittee meetings. Toni advised to make meetings public if possible. Sub committees may be smaller than 6 and are advised to

not make decisions but report information back to the group.

ITEM NO. 3:

[Review Scope of Work - Resolution 7172](#)

Dave Cronin reviewed history on how the Transportation Committee was formed including an overview of Resolution 7172.

ITEM NO. 4:

Selection of Chairperson and Vice-Chairperson

Dave Cronin went over duties of the Chairperson and Vice-Chairperson (6:24)

Commission Discussion: Charlie Bryan voiced interest in being the chair. Steve Evans spoke in favor.

[Moved by Commissioner Hamby, second by Commissioner Storm](#), to select Charlie Bryan as the chair. The motion carried, 9-0. (6:32)

Chris Storm voiced interest in being the vice-chair. Steve Evans spoke in favor.

[Moved by Commissioner Evans, second by Commissioner Hurt](#), to select Chris Storm as the vice-chair. The motion carried, 9-0. (6:35)

ITEM NO. 5:

[Review and approval of By-laws](#)

Dave Cronin discussed by-laws.

Commission Discussion: Chris Storm asked about the Quorum being adjusted to 6 members, from 5, to reflect the first year having 11 members. Charlie Bryan asked about the appropriate use of titles of the Commission when discussing items in public.

Public Comments: Michael Almon discussed concerns about the secretary being filled with city staff including the preparation of the agenda and order of business. He would like for these items to be prepared with consultation with the Chairperson.

Charlie Bryan, Chris Storm, and Erin Paden will work with city staff to revise by-laws.

ITEM NO. 6:

[Receive information on Traffic Calming Policy](#)

David Woosley presented information on the Traffic Calming Policy.

Commission Discussion: Steve Evans asked about the process but will discuss in a future meeting. Charlie Bryan asked about reassessing projects over 10 years old.

ITEM NO. 7:

[Receive information on 2017 Street Maintenance Program plan](#)

Steve Lashley presented information on the proposed street maintenance program plan.

Commission Discussion: Mark Hurt asked about statistics involving bicycle crashes and usage. Charles Soules stated that before and after statistics are not kept for sharrows placement. Chris Storm asked about the boundaries of project review. Dave Cronin clarified that the commission was for projects within the city limits. Steve Evans suggested visual tours for proposed projects.

ITEM NO. 8:

Calendar

- a. Next Meeting Monday March 6, 2017 6:00 PM
- b. Association of Pedestrian and Bicycle Professionals Webinar Series
<https://lawrenceks.org/mpo/webinars>

ITEM NO. 9:

[General Public Comment:](#) Justin Priest from ATU seeing how the committee is run.

Moved by commissioner Hamby, second by commissioner Hurt, to adjourn at 7:28. The motion carried, 9-0.

BY-LAWS OF THE TRANSPORTATION COMMISSION LAWRENCE, KANSAS

ARTICLE I

Name and Membership

Section 1.1 Name. The name of this organization, established by Resolution No. 7172 by the Governing Body of the City of Lawrence, Kansas shall be the Lawrence Transportation Commission.

The term "Commission" in the following sections shall mean the Lawrence Transportation Commission. The term "Governing Body" shall mean the Lawrence City Commission of Lawrence, Kansas.

Section 1.2 Membership. Membership of the Commission shall be as established by the above cited resolution which specifies the number, method of appointment, and term of office of the Commissioners.

ARTICLE II

Authority and Purpose

Section 2.1 Authority. The function, powers, and duties of the Commission are as authorized by the resolution establishing the Commission. Actions of the Commission are in the nature of recommendations only and are subject to approval by the Governing Body. The Commission, however, adopts its own rules and policies for procedure, consistent with its powers.

Section 2.2 Commission Purpose. Through this Commission, the Governing Body is encouraging strong multimodal transportation planning in order to advance the health, safety, and welfare of all residents of the City of Lawrence. Commission activities include but are not limited to:

- a) Making recommendations to the Governing Body regarding implementation of its Complete Streets policy;
- b) Making recommendations to the Governing Body regarding the priority, location, and design of transportation facilities;
- c) Making recommendations to the Governing Body regarding the expenditure of capital funds for transportation-related projects and programs;
- d) Making recommendations to the Governing Body regarding expenditures of funds for the repair and maintenance of transportation projects and programs;

- e) Making recommendations to the Governing Body regarding ordinances, policies, and programs regarding transportation planning, transportation, and transportation safety; and
- f) Performing other specific functions and duties and to make recommendations on other matters, as directed by the Governing Body from time to time.

ARTICLE III

Members

Section 3.1 Members.

The Commission shall be composed of nine members. [\[1\]](#)

- a) The Mayor of the City of Lawrence shall, with the consent of the Governing Body, appoint seven members to the Commission, all of whom shall be residents of the City. The mayor's appointees should include the following:
 - One (1) person representing local businesses;
 - One (1) person representing bicyclists;
 - One (1) person representing pedestrians;
 - One (1) person representing the Public Transit Advisory Committee;
 - One (1) person representing the Lawrence-Douglas County Health Department;
 - One (1) person, who shall have a background in planning or engineering, e.g., architecture, civil engineering, landscape architecture, city planning, or the like; and
 - One (1) person who has a demonstrated interest, knowledge, or training in fields closely related to multi-modal transportation planning and engineering, such as a health profession, landscape architecture, city planning, urban design, geography, or the like.
- b) With the consent of its Governing Body, the Lawrence Unified School District No. 497 School Board shall appoint one member to represent its interests.
- c) The University of Kansas shall appoint one member to represent its interests.

- Section 3.2 Terms of Membership. Each Commission member shall serve a three (3) year term of office by the Governing Body, to take up duties in the month of January each year as vacancies occur. The terms of Commission members shall be staggered so that no more than one-third of the Board's terms shall expire each year. Vacancies created by resignation or other reason shall be filled as soon as possible for the unexpired term of the member being replaced. A mid-term appointment or election to complete an unexpired term of another Commission member shall not count as a complete term toward the term limit. No Commissioner shall serve more than two consecutive terms. There is no limit as to how many terms a person may serve in a lifetime. The Commission may recommend persons to the Governing Body for consideration as new members.
- Section 3.3 Attendance. In the event a member accrues more than four (4) absences in any Commission year, the Commission may recommend to the Governing Body the removal of the Commissioner from office and also request the Governing Body to appoint a new member.
- Section 3.4 Resignation and Appointment Procedures. Upon the voluntary or involuntary resignation of a Commission member, the secretary shall notify the Mayor of the resignation and shall request that a replacement member be appointed. Whenever possible, the Mayor shall be notified at least two months in advance of such vacancy.

ARTICLE IV Officers and Committees

- Section 4.1 Officers. The officers of the Commission shall be a chairperson, a vice-chairperson, and a secretary. The chairperson and vice-chairperson shall be elected by the Commission at its regular meeting in January of each year. Their term of office shall be one (1) year. No person may serve in the same office for two (2) consecutive terms. A member of the Lawrence Public Works Department or other designee of the Lawrence City Manager shall serve as Commission Secretary.
- Section 4.2 Chairperson. The chairperson shall preside at all meetings of the Commission unless the chairperson designates someone to preside in their stead. The chairperson shall perform all the duties assigned to their office as provided herein and by the Governing Body and shall have such usual powers of supervision and management as pertain to the office of chairperson.

Section 4.3 Duties of the Chair. In addition, the chairperson duties include but are not limited to the following:

- (a) Review recommendations made by the Commission at its monthly meeting and assist the City staff in preparing a document for submission to the Governing Body.
- (b) Represent the Commission before the Governing Body and at other meetings as required.
- (c) Preside over Commission meetings and establish time limitations for public hearing items.

In the absence of the Chair and Vice-Chair, the Commission shall call for the election of a temporary Chair to preside over the meeting. This temporary Chair shall run the meeting until either the elected Chair or Vice-Chair arrives. Upon the arrival of the Chair, or Vice Chair, the temporary Chair shall relinquish the Chair duties upon conclusion of the business item immediately before the Commission.

Section 4.5 Vice-Chairperson. The vice-chairperson shall act as chairperson in the absence of the chairperson. In the event the office of chairperson becomes vacant, the vice-chairperson shall succeed to that office for the unexpired term and the Commission shall select a new vice-chairperson for the unexpired term.

Section 4.6 Secretary. A member of the Lawrence Public Works Department or other designee of the Lawrence City Manager shall serve as Commission Secretary. The secretary shall prepare the agenda and the order of business for each regular meeting **in consultation with the chairperson.** The secretary shall keep the Commission informed on all communications. The secretary shall record the minutes of all meetings and shall provide copies to all members of the Commission. Furthermore, the secretary will act as a liaison between the various local governments and the Commission.

Between meetings of the Commission, the secretary will be available to provide information on matters which come or have come before the Commission. The secretary shall notify the Mayor when a position on the Commission becomes vacant. The secretary is responsible for orientation of new members of the Commission.

Section 4.7 Committees. Upon a majority vote of the Commission, committees may be appointed as necessary.

ARTICLE V
Meetings

- Section 5.1 Regular meetings. Regular meetings of the Commission shall be held on the first Monday of each month, unless otherwise specified. These meetings shall be held at such time and place as designated by a majority of the entire Commission and with appropriate notice to each Commissioner. The meeting place for all Commission meetings shall be accessible to individuals with disabilities. The Commission secretary shall give members notice of regular meetings not less than seven (7) calendar days prior to the meeting.
- Section 5.2 Special meetings. Special meetings may be called by the chairperson and shall be called by the chairperson if requested in writing and signed by **a majority of currently appointed Commission members**. Notice of special meetings shall be given by the Secretary not less than seven (7) days prior to the meeting. The notice shall state the purpose and time and place of the meeting. Notice may be by telephone or mail. In the event that the caller of the special meeting wishes to cancel or change the meeting time, notice of such cancellation or change shall be made as soon as practical.
- Section 5.3 Agenda. There shall be an official agenda for every regular meeting of the Commission, which shall determine the order of business conducted at the meeting. The Commission secretary shall create and distribute an agenda for each Commission meeting. Meeting agendas sent to Commission members shall include appropriate materials (e.g., staff reports, draft documents, etc.). Regular meeting agendas shall be distributed electronically to Commission Members at least seven (7) days in advance of the meetings. The agenda packet shall be posted on the website at least seven (7) days prior to the meeting.
- Special Commission meeting agendas are restricted to the business designated in the call for the meeting.
- Section 5.4 Record of Proceedings. At all Commission meetings the secretary shall record a roll of members, minutes of proceedings, and votes. All approvals of items by the Commission shall be noted by the secretary and placed in meeting minutes. The secretary shall record the minutes of each meeting as a matter of public record and should present such minutes to the Commission for approval at the following meeting. Minutes shall be reviewed by all Commission members and approved by a majority vote of

the members present. Approved minutes shall be available for public inspection on the City website.

The secretary will prepare Commission approved items for submission to the Governing Body.

ARTICLE VI Conduct of Meetings

Section 6.1 Conduct of Meetings. Commission members are subject to all rules and regulations as established by the State of Kansas, City of Lawrence, Douglas County, and other governmental jurisdictions and agencies having legal authority to regulate public officials' behavior and conduct. The meetings of the Commission will be held in accordance with the Kansas Open Meetings Act of 1972, codified as amended at K.S.A. 75-4316 et seq. (KOMA).

Meetings shall be conducted according to Robert's Rules of Order in all cases where they are applicable and not inconsistent with these by-laws.

Section 6.2 Order of Business. The order of business shall be as follows: Attendance; Approval of minutes; Public Hearing Items; Staff and Committee reports; Communications; Other Matters; General Public Comments; and Adjournment. Any matter or subject not appearing on the agenda shall also be considered if a majority of the Commission members vote consideration. Approval of consideration shall be based on a finding that a review or presentation would be in the best interest of the general public and not contrary to the provisions of public notice. No item will be considered unless sufficient data and information are available for consideration before a vote is taken.

Section 6.3 Continuance. Any item may be continued upon written request by the applicant or recommendation of the Commission.

Section 6.4 Appearance before Commission. Petitioners or their representatives, members of the community at large, or individuals or their representatives who feel that they will be affected by any action may appear before the Commission to present views and statements either for or against agenda items. Personal appearance before the Commission is recommended but written communication may be presented. The chairperson may, at their discretion, limit the length of presentation or discussion to insure the orderly conduct of Commission business, provided that the decision of the chairperson may be overridden by a majority of the Commission present.

Section 6.5 Motions. Motions before the Commission shall be restated by the Chair or a designated Commissioner or staff person before a vote is taken. Every motion on a substantive matter shall set forth reasons.

Section 6.6 Voting. Voting shall be by individual voice ballot on each item and shall be tallied by the Chairperson and recorded by the secretary.

Each Commissioner should vote on every issue, but a Commissioner may abstain. Members wishing to abstain shall inform the Chair. Commissioners may only abstain from voting due to a conflict of interest of other good reason stated to the other Commission members and accepted by them. Members must be physically present at the meeting to vote unless the Chair allows a phone/computer connection to stand in place of their physical attendance. Proxy voting is not allowed at Commission meetings.

Section 6.7 Quorum. A quorum shall consist of a majority of currently appointed Commission members. If a quorum is not reached within fifteen minutes of the scheduled meeting time, those members present may, by unanimous agreement, select to continue the meeting as an informational meeting to discuss items on the agenda that do not require approval or action by the Commission. The meeting may be rescheduled or canceled based on the time sensitivity of the material before the Commission. If the meeting is rescheduled, absent members shall be notified by the chairperson or designated representative.

Section 6.8 Conflicts of Interest. No member of the Commission shall participate in, discuss, or vote on a matter in which they have a substantial interest as defined by K.S.A.75-4301 et seq.

Should any member have such a substantial interest on a matter coming before the Commission or its sub-committees, the Chairperson shall declare an abstention for each affected Commission member for that item on the agenda.

Section 6.9. Public Representation. No Commission member may use their title or office in public representations unless authorized to do so by a simple majority vote of the Transportation Commission.

ARTICLE VII

Matters to be Considered

Section 7.1 Items to be Considered. The Commission shall consider matters relating to the safe and expeditious vehicular, bicycle, and pedestrian traffic flow within the jurisdiction of the City. The Commission shall not consider any proposal, request, or application, which is contrary to or in conflict with the provisions of the Standard Traffic Ordinances for Kansas Cities, as amended, or contrary to or in conflict with existing City ordinances. Further, the normal Commission recommendations should be in substantial conformity with procedures and warrants outlined in the Manual of Uniform Traffic Control Devices, AASHTO and/or NACTO.

ARTICLE VIII Amendments

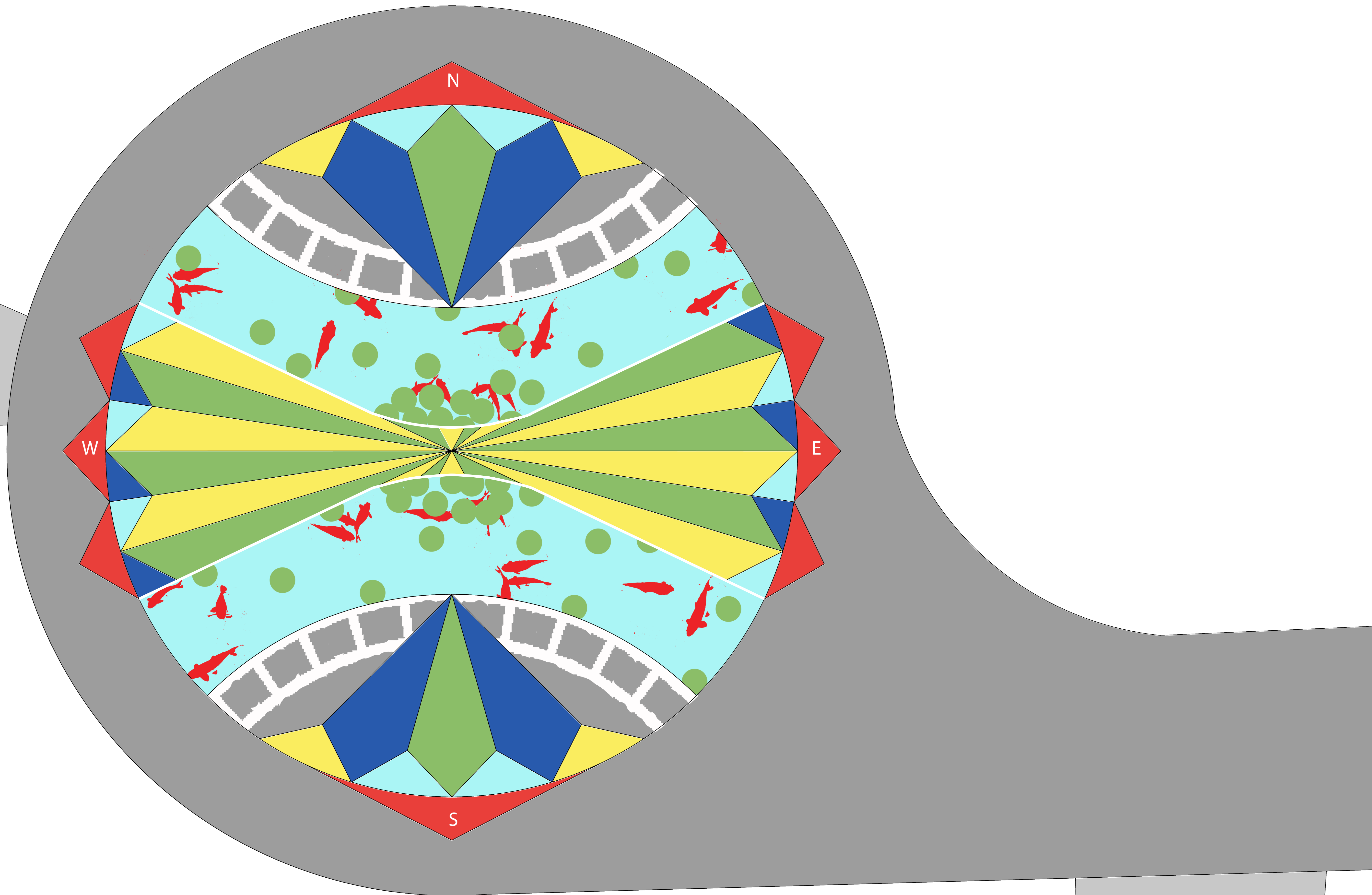
Section 8.1 Amendments. These bylaws may be amended by a majority vote of the Commission at any regular meeting, provided the members have been notified one (1) month in advance or such notice has been waived by all Commissioners, and the proposed amendment has been placed on the agenda.

ARTICLE IX Effective Date

Section 9.1 Effective Date.

The above and foregoing bylaws are hereby adopted and become effective as the bylaws of the Lawrence Transportation Commission on _____.

[1] For ease of transition, temporarily, for a period of one year, commencing January 1, 2017, and ending December 31, 2017, the Commission shall be composed of eleven members: the nine members described in Section 3.1, *supra*, and two temporary positions. To fill the two temporary positions, the Mayor shall appoint one person from the current Traffic Safety Commission and one person from the current Lawrence-Douglas County Bicycle Advisory Committee. For that one year, the Commission will operate with eleven (11) members and the members filling the two temporary positions shall be accorded all rights granted to members of the Commission, including the right to vote and the right to serve as Chair or Vice-chair. Also, during that one year, a quorum under Section 6.7, *supra*, shall consist of six members instead of five. The two temporary positions and the terms of the members filling those temporary positions shall terminate December 31, 2017, and thereafter the Commission shall operate with nine members as described in Section 3.1, *supra*.



Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: David Woosley, Transportation/Traffic Engineer
DATE: 24 February 2017
RE: Agenda Item for Transportation Commission 3/6/2017:
Traffic Calming – Crescent Road & Naismith Drive

Background

Crescent Road was initially approved for traffic calming in 2011 and was placed on a list of approved projects, waiting for funding. It has been the policy of the Public Works Department to include traffic calming as a part of reconstruction and major maintenance projects, if a location has been approved for traffic calming. During 2017, the City and the University of Kansas plan to rebuild the intersection of Crescent Road & Naismith Drive; since traffic calming has previously been approved for this area, it was decided to include traffic calming if approval was received from the adjacent neighborhood.

On November 16, 2016, a neighborhood meeting was held on the KU Campus to discuss possible traffic calming at the intersection. Four (4) options (attached) were presented at the meeting:

- Option A – total closure of Crescent Road between the north and south legs of Naismith Drive; with emergency access provided;
- Option B – a partial diverter prohibiting eastbound traffic between the north and south legs of Naismith Drive, and an island prohibiting northbound left-turns at the intersection;
- Option C – an island prohibiting northbound left-turns at the intersection; and,
- Option D – a center island from the south leg of Naismith Drive to the east leg of Crescent Road, prohibiting northbound left-turns and prohibiting eastbound through traffic on Crescent Road.

Comments received at the meeting indicated that most of those in attendance preferred Option D. In addition, a website was setup to provide the four (4) options and to solicit comments from the public. After the holiday break at KU, the City installed a temporary center island comparable to Option D. Comments received from the website also indicate that Option D is the most popular.

Details

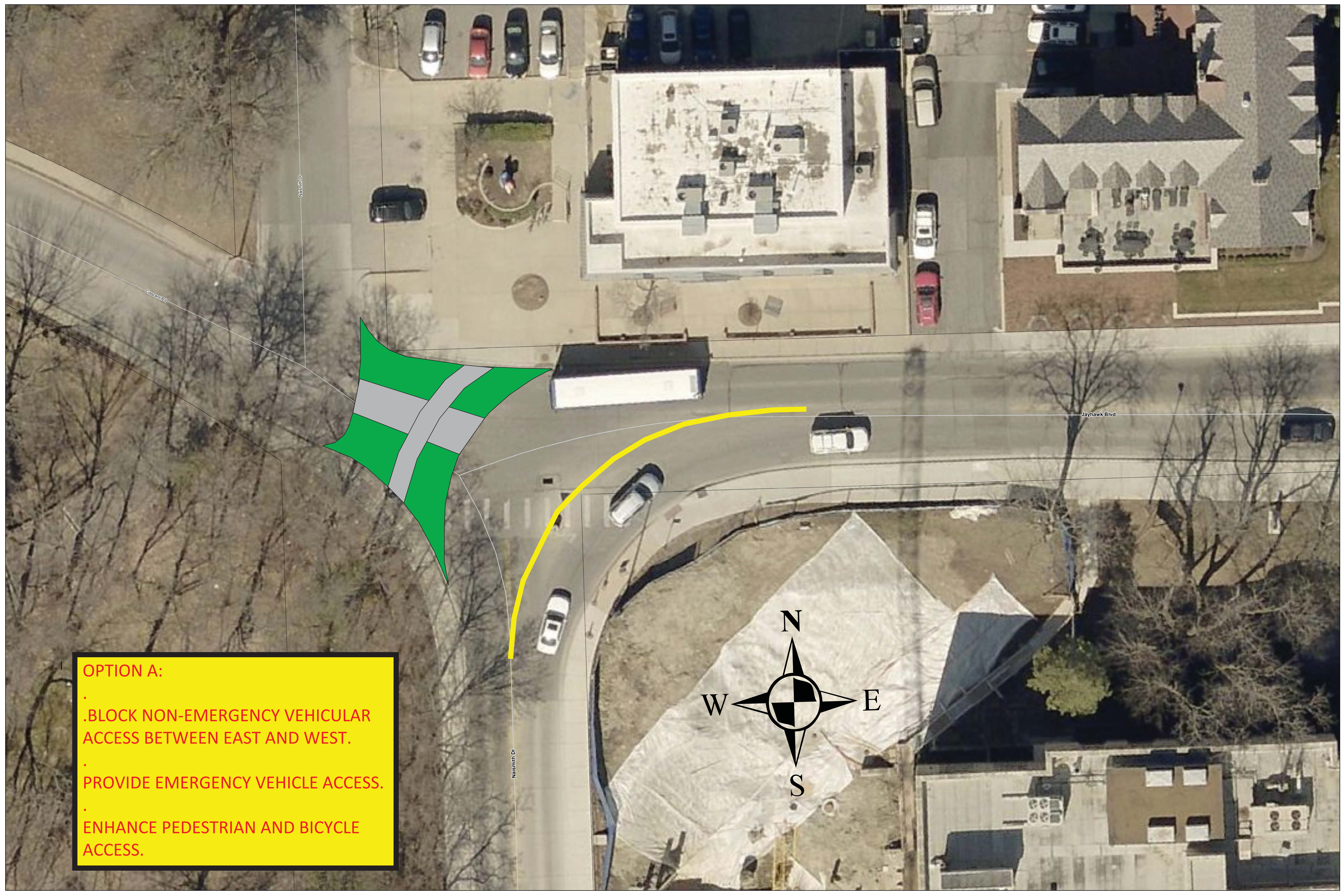
Traffic data collected on Crescent Road between Engel Road & Naismith Drive during February 2017, found that eastbound traffic had decreased by approximately 39% and that westbound traffic had decreased by approximately 89%.

Traffic data collected on University Drive between Iowa Street & West Campus Road during February 2017, found that traffic had decreased by approximately 8%.

Traffic data collected on Stratford Road between Iowa Street & West Campus Road during February 2017, found that traffic had increased by approximately 7%.

Action Request

It is recommended that the Transportation Commission approve the construction of Option D as a part of the reconstruction of the intersection of Crescent Road & Naismith Drive.



OPTION A:

- .BLOCK NON-EMERGENCY VEHICULAR ACCESS BETWEEN EAST AND WEST.
- . PROVIDE EMERGENCY VEHICLE ACCESS.
- . ENHANCE PEDESTRIAN AND BICYCLE ACCESS.

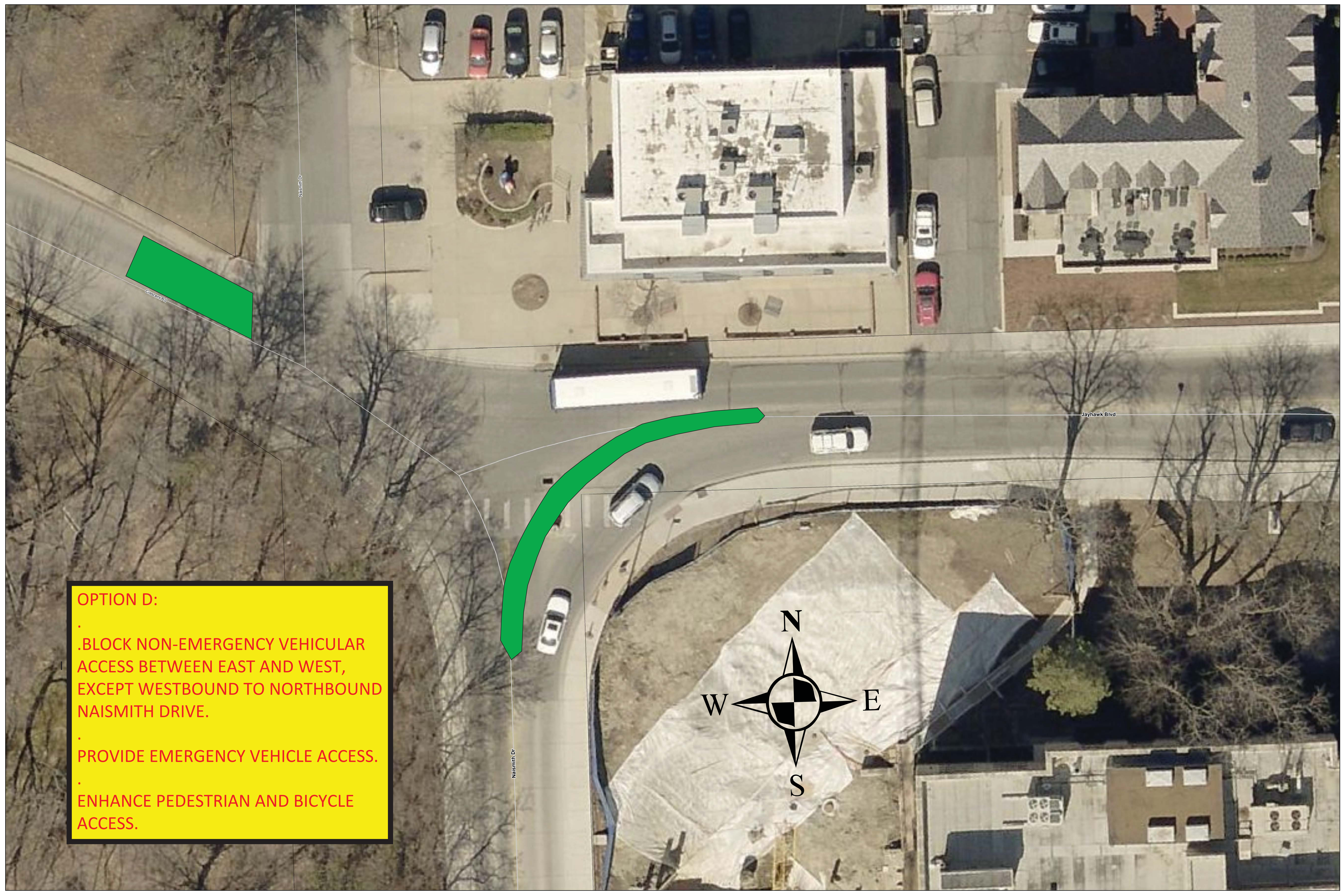


OPTION B:

- .BLOCK NON-EMERGENCY VEHICULAR ACCESS BETWEEN EAST AND WEST, EXCEPT WESTBOUND FROM EAST APPROACH.
- . PROVIDE EMERGENCY VEHICLE ACCESS.
- . ENHANCE PEDESTRIAN AND BICYCLE ACCESS.



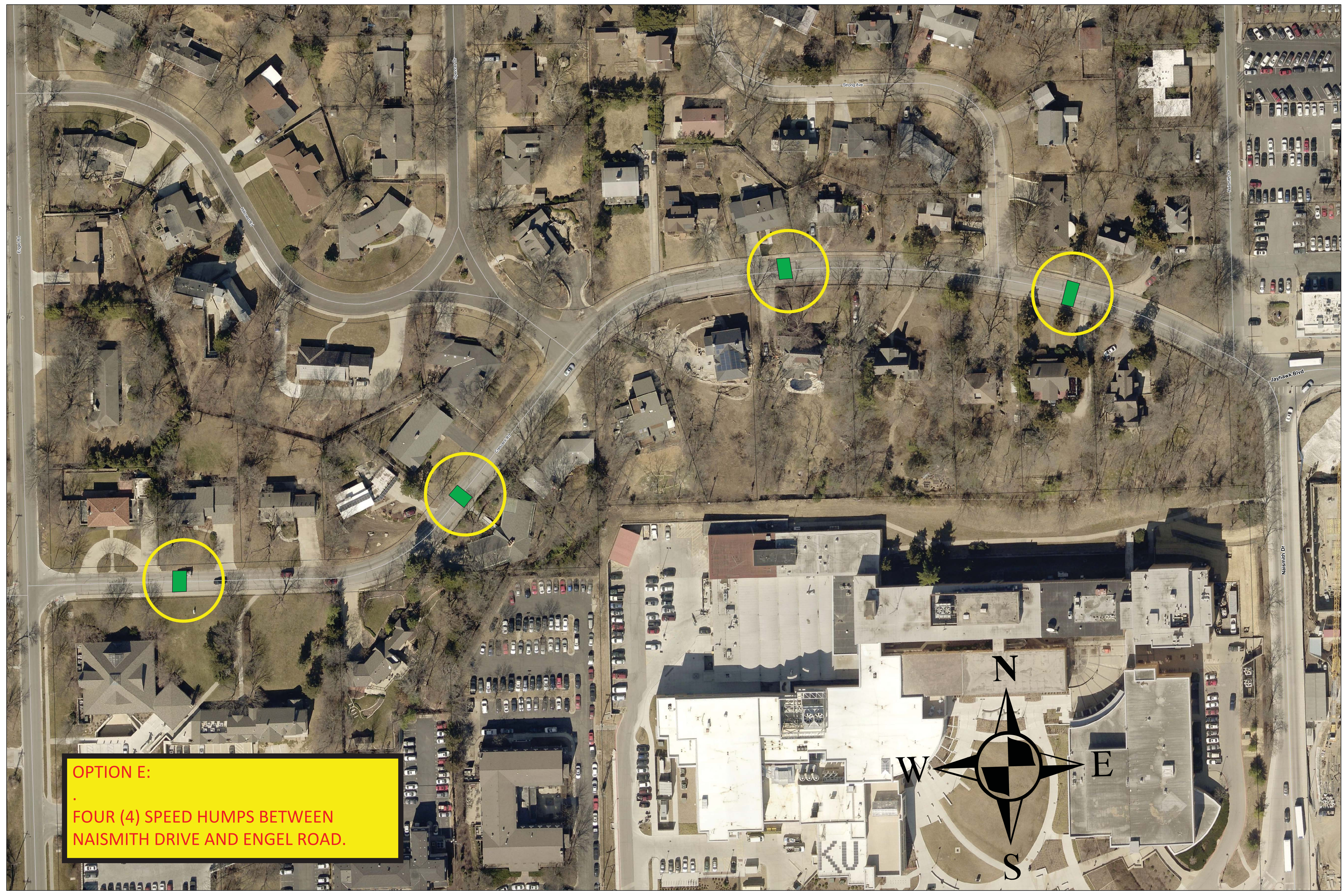
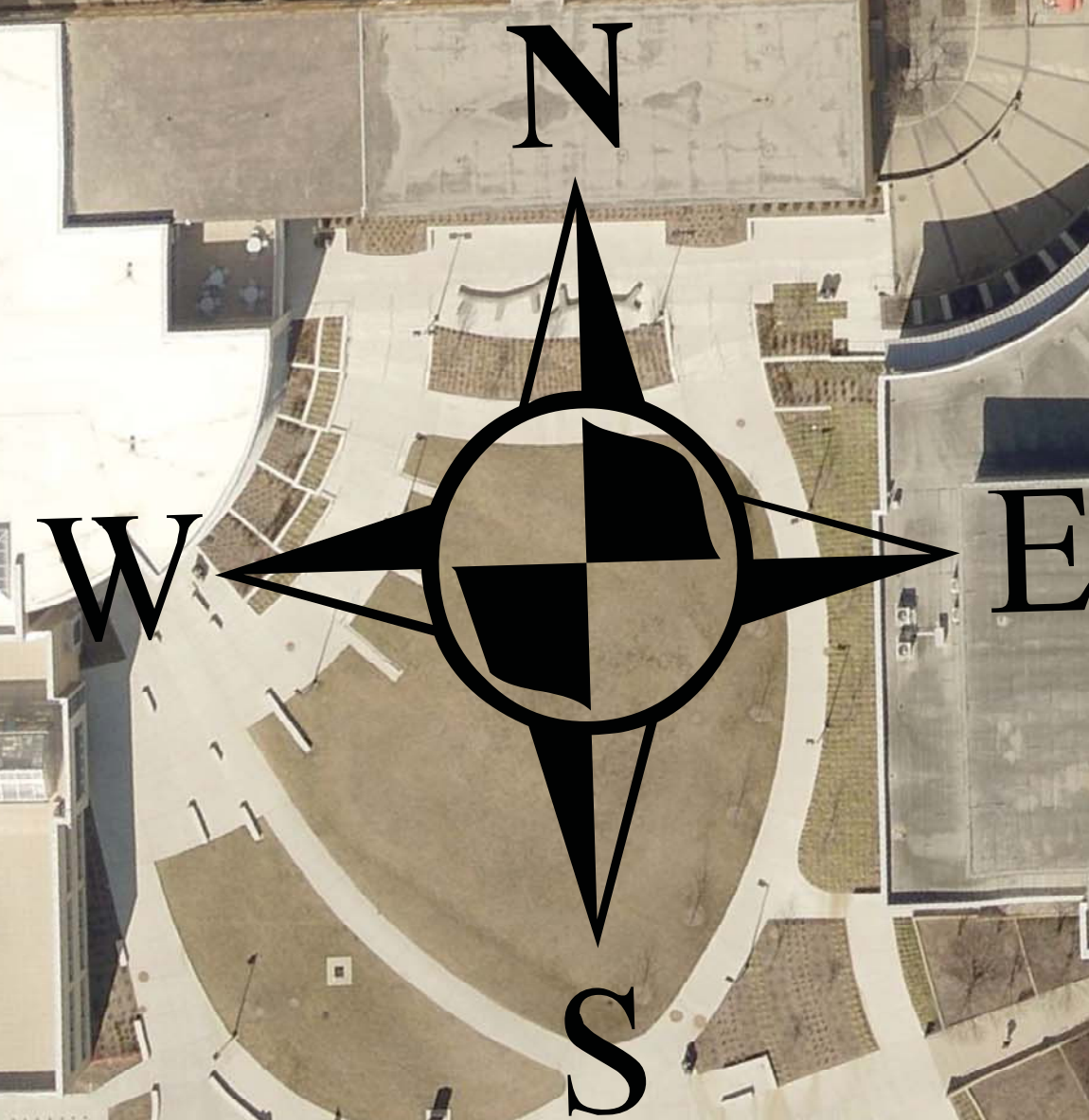
OPTION C:
BLOCK NON-EMERGENCY VEHICULAR
ACCESS FOR NORTHBOUND LEFT
TURNS.

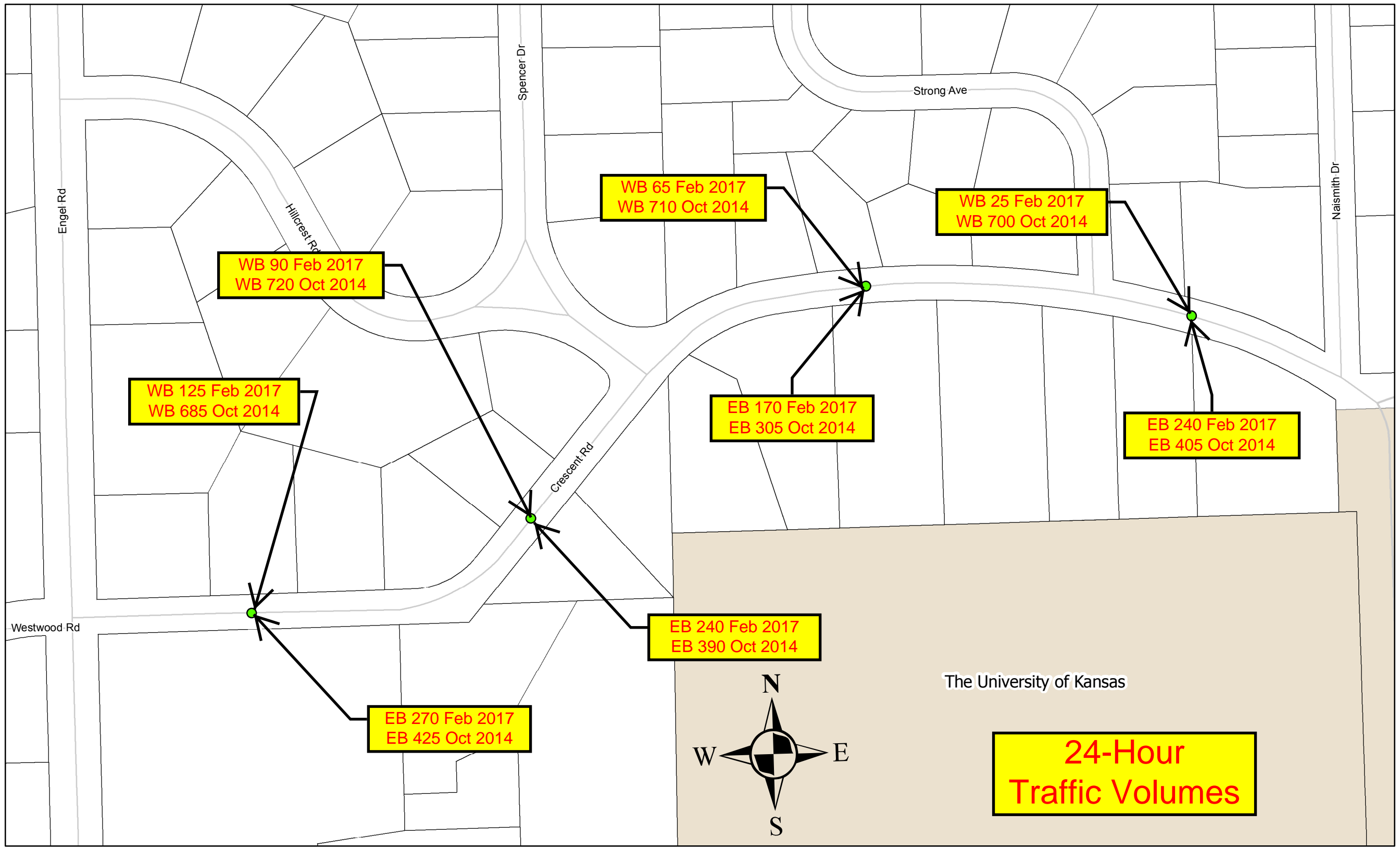


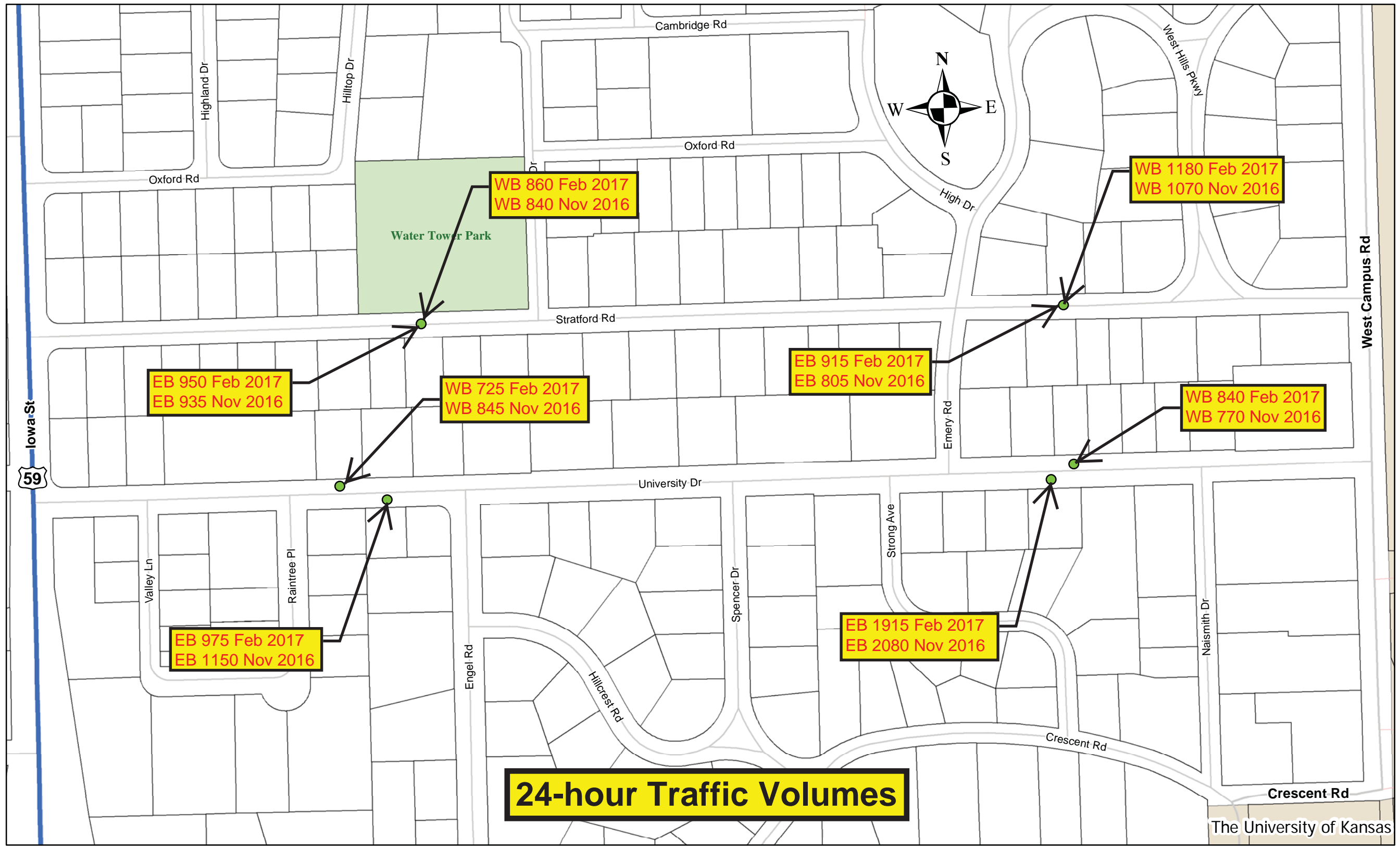
OPTION D:

- .BLOCK NON-EMERGENCY VEHICULAR ACCESS BETWEEN EAST AND WEST, EXCEPT WESTBOUND TO NORTHBOUND NAISMITH DRIVE.
- . PROVIDE EMERGENCY VEHICLE ACCESS.
- . ENHANCE PEDESTRIAN AND BICYCLE ACCESS.

OPTION E:
FOUR (4) SPEED HUMPS BETWEEN
NAISMITH DRIVE AND ENGEL ROAD.







Brandon Thorngate

From: 'jjjwillems@hotmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Saturday, December 31, 2016 12:04 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Jessica Willems
Email
jjjwillems@hotmail.com
Address
1525 Crescent Rd Lawrence, Kansas 66044 United States Map It
Feedback
1525 Crescent Rd- We support option D! We would also love to see several speed bumps throughout our street! We love being close to the university, but we would really love it if they slowed down!

Brandon Thorngate

From: 'heather@3kansans.com' <cityoflawrencewebmaster@gmail.com>
Sent: Sunday, January 01, 2017 11:01 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Heather Eichhorn
Email
heather@3kansans.com
Address
1620 Crescent Rd. Lawrence, Kansas 66044 United States Map It
Feedback
<p>I look forward to the temporary testing of closing westbound traffic on Crescent. I do worry that cars will simply see it as a nuisance and just go around the obstacle. I also support the addition of speed bumps along Crescent.</p> <p>I am more in favor of Option A as long as there is a safe means of pedestrian/cycle crossing from Crescent to the University. I worry that vehicle traffic going up the hill on Naismith will not slow down at the top of the hill because they no longer have to look for cars coming from the east.</p> <p>Thank you for your consideration. Heather Eichhorn</p>

Brandon Thorngate

From: 'mkrische@rocketmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Sunday, January 01, 2017 8:12 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Matthew Krische
Email
mkrische@rocketmail.com
Address
1648 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
We are in favor of option D for the proposed options that will affect transportation along Crescent Rd and Naismith Dr. We live on the corner of Crescent Rd and Engel Rd and we would like the changes to be well marked and communicated to the public. Thanks, Matt and Katie Krische. 785-832-0096

Brandon Thorngate

From: 'jonipro@hotmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Tuesday, January 03, 2017 5:03 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Joni Pro
Email
jonipro@hotmail.com
Address
1531 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
Our household votes for Option D for our upcoming neighborhood proposed traffic changes. Thank you for asking the input from those that live on this street as you value our opinion. Feel free to email us with any updates or questions. Thank you!
Joni & Stephan Pro

Brandon Thorngate

From: 'chris.forbes@busey.com' <cityoflawrencewebmaster@gmail.com>
Sent: Tuesday, January 03, 2017 2:24 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Chris Forbes
Email
chris.forbes@busey.com
Address
1332 Strong Ave lawrence, Kansas 66044 United States Map It
Feedback
<p>I am against all the options. the increased traffic on crescent can be directly attributed to all the construction projects at Ku -including but not limited to 15th street in front of the engineering building being closed on numerous occasions. Once Ku construction is back to normal the traffic on crescent should return to normal. Instead of not allowing left turns onto crescent from Naismith a very simple and cheaper solution would be to install two speed bumps along crescent-instead of blocking traffic from permanently going west on crescent from Naismith or for the matter from Campus. this would save money and slow the students down at the same time. Chris Forbes</p>

Brandon Thorngate

From: 'tomschroeder1973@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 06, 2017 2:53 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Tom Schroeder
Email
tomschroeder1973@gmail.com
Address
1501 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
We would prefer Option A or D listed above. I believe the agreement at the meeting was Option D and we are OK with that but we would also accept Option A which restricts traffic in both directions. Tom & Debbie Schroeder

Brandon Thorngate

From: 'kris.kaase@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Wednesday, January 04, 2017 10:14 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Kris Kaase
Email
kris.kaase@gmail.com
Address
1506 Crescent Rd Lawrence, Kansas 66044 United States Map It
Feedback
I support option D. Preventing westbound traffic is consistent with my observation about the majority of the traffic and higher speed traffic. Crescent carries a lot of pedestrian traffic when the university is in session. Making this street safer for pedestrians is much needed. Thank you for the options and opportunity for input.

Brandon Thorngate

From: 'bayview@sanfranmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Sunday, January 08, 2017 7:54 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
gregg smith
Email
bayview@sanfranmail.com
Address
1344 strong avenue lawrence, Kansas 66044 United States Map It
Feedback
while my preference is for Option A, i will accede to the majority preference for Option D.

Brandon Thorngate

From: 'bflannery@weaversinc.com' <cityoflawrencewebmaster@gmail.com>
Sent: Monday, January 09, 2017 2:43 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Joseph B Flannery
Email
bflannery@weaversinc.com
Address
1614 Hillcrest RD Lawrence, Kansas 66044 United States Map It
Feedback
Option C. The sidewalks in the neighborhood are of most pressing concern.

Brandon Thorngate

From: 'kurt.look@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 13, 2017 5:49 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Kurt Look
Email
kurt.look@gmail.com
Address
1513 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
<p>If plan D is successful, I suspect there will be an effort to allow parking on the north side of Crescent Road because it might appear to be a logical thing to do. If so, I would prefer the current situation. I suspect those parking places would be filled 100% of the time with students using it as multi-day, long term parking. I'd rather have cars driving through my neighborhood over using my neighborhood as a long term parking lot. I do enjoy the student pedestrian traffic. I'm pretty sure I would not be as fond of their cars.</p>

Brandon Thorngate

From: 'siversen@sunflower.com' <cityoflawrencewebmaster@gmail.com>
Sent: Thursday, January 19, 2017 1:05 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Earl & Susan Iversen
Email
siversen@sunflower.com
Address
1305 Engel Road Lawrence, Kansas 66044-4511 United States Map It
Feedback
We prefer Option D. Thank you for your work on this issue.

Brandon Thorngate

From: 'wrana@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 9:40 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Waqas Rana
Email
wrana@ku.edu
Address
Kansas United States Map It
Feedback
I would recommend a small-enough round-about for buses and moving the pedestrian crossings (zebra lines) a little farther away from this proposed round-about. Thanks.

Brandon Thorngate

From: 'leftpaws@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 9:42 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Email

leftpaws@ku.edu

Address

Kansas
United States
[Map It](#)

Feedback

You realize that this will annex all possible development in the old bookstore building? You making it increasingly inaccessible to vehicular traffic. Not only that but these proposed changes will probably not decrease car traffic but increase the potential for pedestrian accidents. Lawrence drivers are BAD, student drivers are BAD. If you're truly concerned with pedestrians than I suggest a bridge or tunnel. Perhaps even blocking all access to the blvd during school hours, if you diminish accessibility by car the only other option is to walk or bus.

Brandon Thorngate

From: 'long@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 9:47 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Email

long@ku.edu

Address

Kansas
United States
[Map It](#)

Feedback

Quit wasting money on traffic calming. The roads themselves need maintained better. Or just keep letting the roads themselves go to crap, that will eventually calm traffic.

Brandon Thorngate

From: 'lkreie@att.net' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 9:55 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Lisa Kreie
Email
lkreie@att.net
Address
2500 Crestline Ct Lawrence, Kansas 66047 United States Map It
Feedback
<p>I would think that B or D would be best. When driving into this area and wanting to turn left coming up hill, you have pedestrians to watch for from both directions and traffic (car and bicycle). I am always very cautious I will hit someone at that corner if the pedestrian just walks without looking and I am going through there.</p> <p>Can there be something done on campus about the bicyclist that change from sidewalk to street driving. I have personally almost hit someone twice because of them coming off of the sidewalk into street traffic. I looked both ways and didn't see anyone coming and you don't anticipate someone coming into street that quickly as a cyclist does from the sidewalk.</p> <p>ThankYou</p>

Brandon Thorngate

From: 'v616b435@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:10 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Vincent Bailey
Email
v616b435@ku.edu
Address
1425 Bristol Terrace #212 Lawrence, Kansas 66049 United States Map It
Feedback
The most simple and cost effective alternative would be to simply turn the intersection into a 3-way stop utilizing stop signs. The real danger of the past setup is that most college students are not familiar with how to correctly yield on the right turn. While the traffic incoming from the East is not supposed to stop or yield, the drivers often stop and the nonstop and yield combination causes confusion. Please just route the intersection into 3 two-way roads with no turn lanes.

Brandon Thorngate

From: 'LSeib@KU.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:16 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Larwence Seib
Email
LSeib@KU.edu
Address
304 main street Perry, Kansas 66073 United States Map It
Feedback
Please call these what they are, traffic slowing devices. By forcing all traffic onto a few roads, you vastly increase frustration with traffic especially when roads need repair. Cities need to go back to a square block layout which would decrease travel times. Lawrence has some of the worst traffic in Kansas because of all the efforts to keep traffic off of its roads. Like it or not, streets are built for cars.

Brandon Thorngate

From: 'ukans@aol.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:16 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Email

ukans@aol.com

Address

Kansas
United States
[Map It](#)

Feedback

I think a better option is a combination of D and E. Right turn (east) only for northbound traffic on Naismith, and add speed bumps in four places along Crescent Road.

Blocking westbound traffic to Crescent Road at Naismith will simply push a good deal of that traffic into the neighborhoods further north of Crescent, as drivers will use University Drive and Stratford to access Iowa St, rather than have to deal with all the pedestrian traffic on 15th Street between Naismith and Iowa (particularly at class break times each day). Plus, I don't think it's good policy to block access to roads that all taxpayers pay for. I understand and support the desire to control speed and discourage use of Crescent as an arterial street, but I think speed bumps should be tried first as a better option than blocking westbound traffic. If speed bumps don't work, then blocking westbound traffic on Crescent could be considered.

Brandon Thorngate

From: 'markstrand@sunflower.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:20 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Mark Strand
Email
markstrand@sunflower.com
Address
Kansas United States Map It
Feedback
Once again, the City of Lawrence tries to cram a solution down the throats of every day drivers to mollify a small group of residents who want the city to make life convenient for them at the expense of everyone else. Specific criticisms of ALL the options are KU buses will not be able to make that right turn, because they swing out into the other lane to make the turn. And why on earth would the city prevent people who have a legitimate need to make a LEFT turn at that intersection from doing so. Find an option that increases pedestrian safety and allows traffic to turn left (again, some of us need to). But just like Kasold Dr., the city won't listen to regular citizens - you only listen to complainers and consultants. And why bother with asking about these options - you're decision on which option will be implemented was made before you even sent this out.

Brandon Thorngate

From: 'lauragreen@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:27 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Laura Green
Email
lauragreen@ku.edu
Address
PO Box 45 Lawrence, Kansas 66044 United States Map It
Feedback
This will only force traffic onto Stratford Road instead of Crescent. The entrance to campus off 15th street is too narrow and traffic has to stop for pedestrians so it takes way too long to get to the west side buildings like Green and Learned. Before you force people out of the neighborhood, it would be best to widen 15th street coming into campus. Just my 2 cents!

Brandon Thorngate

From: 'hagi178@hotmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:28 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Mayumi Hagiwara
Email
hagi178@hotmail.com
Address
930 E. 15th St. Apt. B3 Lawrence, Kansas 66044 United States Map It
Feedback
Option D

Brandon Thorngate

From: 'denapodre@yahoo.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:31 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Follow Up Flag: Follow up
Flag Status: Completed

Name

Dena Podrebarac

Email

denapodre@yahoo.com

Address

4129 Goldfield St
Lawrence, Kansas 66049
United States
[Map It](#)

Feedback

I think making Crescent Rd one-way would be confusing and frustrating for drivers. The change that seems logical to me is to eliminate left turns off of North-bound Naismith onto Crescent Rd. The majority of drivers need to go right. If someone needs to go left, the driver can easily turn around at the Chi Omega Fountain roundabout. People who live in that neighborhood can easily enter it from other ways, as well.

I would further suggest eliminating the ability of drivers to make a left turn from South-bound Naismith on to Crescent. Right turn only.

Brandon Thorngate

From: 'swcamp@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:50 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name

Scott Campbell

Email

swcamp@ku.edu

Address

1607 Stratford Road
Lawrence, Kansas 66044
United States
[Map It](#)

Feedback

Hello,

I have lived at the above address for nearly 60 years, and so am fairly familiar with the traffic issues the City is attempting to solve at the corner of Naismith and Crescent. I appreciate the problem, but I also have serious reservations in regard to Plan D even though it may be better than some of the alternative options that have been presented.

My concern with Plan D relates to the fact that if traffic needing to go west to, say, Iowa Street, as much of it does, is not allowed to proceed west on Crescent, that it will instead and necessarily have to go north up to University Drive (or Stratford). If choosing University they would either go west to the stop sign at Iowa (which is already often congested), or else have to travel back south on Engel past Crescent Road in order to get to 15th. That corner is often times a nightmare, and particularly during rush hour. Many cars at the corner of Engel desire to turn east on 15th, and long lines of cars often back up there because of it. It is also treacherous and I have personally witnessed many close calls there, adding that there are often pedestrians. This issue at the corner of Engel and 15th will significantly worsen if no one is allowed to use Naismith and thus alleviate the amount of traffic.

Several of these designs would probably create much inconvenience to anyone that actually lives in the West Hills neighborhood, since they could be barred at all times from being able to go south (noting that we already have to go around main campus to go anywhere east). This could necessitate everyone needing to use Iowa Street at any time of the day or night, thus contributing to the heavy amount of traffic Iowa Street already receives.

While these plans may alleviate legitimate concerns for homeowners that live on Crescent Road, they are likely to exacerbate existing traffic problems more interior to the West Hills neighborhood, such as along both University and Stratford Roads. Both of these streets, as you probably know, shoulder a lot of pedestrian traffic owing to the large number of students living in sorority and fraternity houses along that stretch, which is in addition to now having to deal with buses traveling through our formerly quiet neighborhood.

These streets were not designed for heavy vehicles, much less the increased amount of thru traffic that any of these plans for Naismith might be encouraging, and they are in bad shape even right now. While I have not studied your plans closely, since I just heard about them this morning, I believe that the City may simply be trading one traffic problem for another, and that any of them could have deleterious impacts on my neighborhood and the people who live there.

However, I am pleased that the City is testing the efficacy before making any permanent alterations to the traffic flow. I hope that you will bear in mind these comments during the evaluation process.

Brandon Thorngate

From: 'scshaw@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 10:57 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Susan Shaw
Email
scshaw@ku.edu
Address
P.O. Box #975 Lawrence, Kansas 66044 United States Map It
Feedback
I would pick D.

Brandon Thorngate

From: 'maranell@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 11:05 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Mark Maranell
Email
maranell@ku.edu
Address
1532 engel road Lawrence, Kansas 66045 United States Map It
Feedback
I prefer option "C".

Brandon Thorngate

From: 'bjustis@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 11:06 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Ben Justis
Email
bjustis@gmail.com
Address
1527 West 9th Street 9B Lawrence, Kansas 66044 United States Map It
Feedback
I'm encouraged by the implementation and openness of these plans to help this congested (and dangerous) intersection! I ride my bike daily from the north, I would love to see bike lanes, trails, or underpasses on most city roads but especially on Naismith.

Brandon Thorngate

From: 'mjanacaro@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 11:36 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Email

mjanacaro@ku.edu

Address

Kansas
United States
[Map It](#)

Feedback

I prefer Option E.

Brandon Thorngate

From: 'Qgohl@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 11:56 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Quinten GOHL
Email
Qgohl@ku.edu
Address
1735 west 19th st Apt b8 Lawrence, Kansas 66045 United States Map It
Feedback
<p>Don't fully understand a. I would disagree with anyone who said everyone turns left at the crest of Naismith, or shouldn't be able to turn left. Turning left (west while driving north) there should always be an option. Option e doesn't even contain the intersection in question, and crescent and Naismith need this work. If Naismith was four lane all the way to crescent I think the traffic would be considerably more manageable.</p> <p>Option C is the best of these options in my opinion.</p>

Brandon Thorngate

From: 'brittanymulter@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 12:03 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Brittany Multer
Email
brittanymulter@ku.edu
Address
200 West 12th Street Lawrence, Kansas 66044 United States Map It
Feedback
I think the best option would be to put in a roundabout. Option D will still cause problems from every direction except northbound. Pedestrian traffic could be directed south of the roundabout (if the person wanted to go towards the engineering complex) or north of the roundabout (if the person wanted to go north or west) so that pedestrians would not have to enter the roundabout.

Brandon Thorngate

From: 'satinswan@yahoo.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 1:18 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Bethany Brayton
Email
satinswan@yahoo.com
Address
Kansas United States Map It
Feedback
<p>To the University:</p> <p>As anybody here for the combined LEEP/HERE Apts/Central District/Memorial Drive reconstruction superfecta of summer 2016 can attest, it is exceedingly difficult to get on and off of campus when any given route that is regularly used is blocked or changed.</p> <p>This solution will cause more traffic flow out of campus on 15th St, meaning more traffic going through the Irving Hill and Naismith intersection - which is absolutely terrible, you should see the backups and near-accidents caused by people who don't wait their turns - and through the 15th and Naismith intersection, which is only slightly better than the Irving Hill intersection. Additionally, with Irving Hill closed for Central District construction, there has been considerate backup to traffic going out at Burdick and 15th St as it is difficult to get out from that intersection onto 15th at the end of the day unless you're lucky enough to get an Engineering student crossing the street to hold up traffic coming from the east.</p> <p>Basically anybody parking on campus in the lots/garage near Engineering, Athletics, and Murphy Hall will see an increased difficulty in getting off of campus along 15th street or have to go out of their way to get to 19th street which also tends to see a back up in traffic in the evenings but at least has traffic lights.</p> <p>With the changes to the intersection at the top of Naismith, it seems the time has come for the University to take a good, hard look at how traffic problems getting on to 15th street can be resolved. (And to put some KUPD officers out to ticket people running the north/south stop signs at the Naismith/Irving Hill intersection.)</p> <p>Thanks for your time.</p>

Brandon Thorngate

From: 't853c168@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 1:33 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name

Tristin Chapman

Email

t853c168@ku.edu

Address

1603 W 15th St.
204 C
Lawrence, Kansas 66044
United States
[Map It](#)

Feedback

Hello,

I work for the KU DCM. I was at work when I received the email about traffic devices on Naismith Drive and Crescent Road. Since I am an employee at DCM, I felt it was appropriate to do my research, and suggest changes in the devices.

In the e-mail, it was stated that the devices were "to improve pedestrian traffic safety, reduce congestion, and reduce traffic cutting through the neighborhood." I reviewed all the options and considered the following:

Option A: This option cuts off all traffic in between the neighborhoods* and campus, including Eastbound and southbound traffic. This creates isolation, which is not efficient at all.

Option B: Traffic can still move into the neighborhoods* from campus, with an exception of traffic originating from the south; The problem is minimally solved. I believe that the traffic toward campus is heavier, and it would be inefficient to block that much flow.

Option C: Very similar to option B, but with more traffic flow. Allows neighborhood* traffic to enter campus and vice versa. This is only partially what we want. Additionally, this device is partly already in place where the yield sign is located. This option only blocks Northbound left turns. I noticed that this direction of traffic is similar to the intersection at Naismith Drive and 15th Street, and used this observation in my own design.

Option D: Blocks any Westbound traffic. This is the best option for reducing the most traffic into the neighborhoods* efficiently. However, the light traffic originating South from the neighborhoods cannot continue to flow back into the neighborhood Westbound. This option still does not block right turns from Westbound Crescent Road.

Since this is the City's choice at the moment, I have taken Option D into consideration and noted where this blocks traffic. Depending on where the city actually wants to cut the flow of traffic, I would suggest not a traffic island, but cones or barricades. The West device of this option is unnecessarily long. The same idea for the East device, however, this device does not seem as excessive, and the concept is more understood. Cones and barricades reduce time and money, especially for a temporary project such as this, and are also easily understood. Other campus projects have lasted significantly longer and still use cones and barricades to direct traffic.

Option E: I consider this irrelevant. It does not reduce congestion, and only slows it down. "speed humps"

My suggestion: Use option A and C, but only install the upper half of the device, using the lanes as guides. All traffic is blocked from entering any neighborhoods* from campus. Traffic towards campus would theoretically be more efficient. The use of one yield sign may be necessary. I designed this by creating traffic flow where it was requested, and drawing in the corresponding lane boundaries. I noticed blank spaces and filled them in, symbolizing a device. I then proceeded to use the same strategy on the intersection at 15th Street, and compared the two. The results for traffic flow were the same. Obviously due to the intersection at Crescent Road, the shape of the device will differ.

I did notice a mention about traffic accidents. In the last 30 days, when I have noticed traffic is a little heavier, there have been no accidents reported on the intersection of Naismith Drive and Crescent Road.

My suggestion will meet any points addressed on the email. and I hope you take my suggestion into serious examination. I believe it is the best option considering efficiency, safety, and neighborhood traffic.

*I label the neighborhood to be Crescent Road and North, and Naismith Drive and West.

References:

<http://police.lawrenceks.org/content/free-accident-reports-lkpd>
<https://dcm.ku.edu/>
<https://www.google.com/maps>
<https://lawrenceks.org/fire-medical/feedback/crescent-rd-naismith-dr/>
<http://planningtank.com/transportation/traffic-island-its-use-and-importance-in-transport-planning>
<https://registrar.ku.edu/fall-2016-academic-calendar-date>
<https://www.google.com/webhp?sourceid=chrome-instant&ion=1&espv=2&ie=UTF-8#q=Naismith+Drive+accidents>

Thank you for your consideration,

Tristin Chapman
Computer Aided Drafting Technician
Design & Construction Management
He/Him/His

Brandon Thorngate

From: 'joinery1@juno.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, January 20, 2017 3:14 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Marcia Powers
Email
joinery1@juno.com
Address
17329 166th Street Basehor, Kansas 66007 United States Map It
Feedback
As someone who works in Strong Hall, and must frequently travel to the Visitor's center, West Campus, and St. Andrews, I can see that this plan will just push traffic from the north part of campus further into the neighborhood and cause more congestion with the students walking from the fraternities and sororities on High Dr. and Emery Road road. More cars on University and Stratford is not the solution here. It will also make more people need to turn left from University Drive onto Iowa, which is already very difficult and can become rather congested.

Brandon Thorngate

From: 'ipsifend@sunflower.com' <cityoflawrencewebmaster@gmail.com>
Sent: Saturday, January 21, 2017 11:09 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
G. Wilcken
Email
ipsifend@sunflower.com
Address
Kansas United States Map It
Feedback
<p>Option C seems the least bad of them all.</p> <p>Just about the worst thing about living in Lawrence is how the city always seems to think the solution to traffic problems is to make it harder to get places. When in doubt, apparently, the plan is to block people out and cut them off.</p> <p>I've seen what neighborhood speed humps accomplish in real life: people speed up between them, slam on their brakes when they get to them, and swerve crazily to try and go through the emergency vehicle access parts.</p> <p>I've ridden in an ambulance before with a broken limb; humps and jostles were NOT APPRECIATED.</p> <p>I've also seen what those bloody bloody bloody roundabouts accomplish, and I'm flabbergasted that designers and planners are still falling for the obvious BS people throw up in favor of them.</p>

Brandon Thorngate

From: 'hbricke@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Sunday, January 22, 2017 5:32 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Margaret Bricke
Email
hbricke@ku.edu
Address
1632 Hillcrest Road Lawrence, Kansas 66044 United States Map It
Feedback
I like the current option... Both as one who lives in the neighborhood and one who frequently drives to and from Robinson.

Brandon Thorngate

From: 'tanktank07@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Monday, January 23, 2017 10:14 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Lisa Larsen
Email
tanktank07@gmail.com
Address
1117 Avalon Road Lawrence, Kansas 66044 United States Map It
Feedback
1117 Avalon Road I like options B, C, & D. I'd to keep some traffic flowing west and north from the intersection. Thanks, Lisa Larse

Brandon Thorngate

From: 'ldglatter@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Monday, January 23, 2017 10:29 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Leonard Glatter
Email
ldglatter@gmail.com
Address
2429 Redbud LN APT H Lawrence, Kansas 66046 United States Map It
Feedback
I would like to see University Dr to Iowa improved so as to spread the traffic load. Also don't allow Eastbound traffic on University Dr (after ball games) to turn South onto Engel Rd until traffic is displayed.

Brandon Thorngate

From: 'mperie@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Tuesday, January 24, 2017 2:18 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Marianne Perie
Email
mperie@ku.edu
Address
1122 West Campus Rd. JRP607 Lawrence, Kansas 66045 United States Map It
Feedback
<p>My group splits offices between JRP on campus and the Golf Course Superintendents Association of America building off campus (at Bob Billings and Wakarusa), so we often drive through this intersection. To reduce congestion in the residential area, my first choice would be Option B. My second choice is Option C, as it would not affect us, but I also don't think it would help the community as much as Option B. Options A and D could affect our commutes when the Naismith and 15th intersection is blocked. I've heard too many complaints from emergency officials about speed bumps to be able to endorse Option E.</p> <p>Thank you for the opportunity to provide feedback.</p>

Brandon Thorngate

From: 'look@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Wednesday, January 25, 2017 11:50 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Kurt Look
Email
look@ku.edu
Address
1513 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
<p>I walk my dog down to this intersection regularly. While I am appreciating how much less traffic is on Crescent and how much saner the remaining traffic is, I think I'm most impressed with how much better the intersection seems to work. I tend to see vehicles headed west turning north and south without much hesitation. The only time things seem awkward is when there is pedestrian traffic. I'm now wondering if the new overhead walkway might even reduce the number of pedestrians.</p> <p>Given that this traffic change essential limits east bound traffic to turning south, you should consider blocking both lanes of Crescent road while you are doing the sewer work. Since it will be summer, this new configuration will have reduced traffic so much anyway, the total closure would not be much of a burden on the public.</p>

Brandon Thorngate

From: 'lm10lbass@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Wednesday, January 25, 2017 2:47 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name

Garrett

Email

lm10lbass@gmail.com

Address

Kansas
United States
[Map It](#)

Feedback

I will start off by saying that I am NOT in favor of this or any other "traffic calming" configuration for the Crescent and Naismith intersection. First, the increased traffic that the residents complained about was more than likely due to traffic redirecting down Crescent to campus since Naismith was closed for construction, which means it (being the traffic) was temporary. So a PERMANENT configuration SHOULD NOT be implemented to attempt to "relieve" a TEMPORARY situation.

Secondly, I do believe that it is a public road and ALL public should be able to use Crescent, in either direction that best suits their convenience. I mean, ALL the public probably helped pay for Crescent in first place if I'm not mistaken.

Creating this traffic configuration is also a major inconvenience to drivers' time. For me personally, it takes me an extra 5-10min (depending on traffic) just to pick up my wife at Strong after work (as we both work for KU). And directing me in the opposite direction of my destination is very frustrating for me as I'm sure it is to many other drivers. And frustrated drivers tend to take more commuting risks, ones that they may have not taken otherwise, had the intersection been left alone. Traffic configuring devices should not cause MORE frustration, confusion, and inconvenience but, I hope, that it is instead created to relieve, congestion, confusion, and inconvenience and the "traffic calming" devices that are in place at Crescent and Naismith are certainly NOT doing this, not relieving but creating more issues. This might also lead to/cause bigger congestion as the configuration has traffic from each direction only able to continue in one direction. I mean, this won't bode well when there is a home basketball or football game, let alone a basketball game that starts only an hour or two after work. That combined with the normal 5:00p traffic would be hellish at best. And heaven forbid there is an emergency around that same time, on main campus, that fire and rescue/EMT needs to address. They won't be able to get through the congestion, in any direction. In addition, there won't be anywhere for the 5:00/game traffic ahead of them to go to get out of their way.

Lastly, as I mentioned above in my second point, it is more convenient for the MAJORITY of traffic to have options when commuting for various reasons, i.e.- convenience, construction, heavy traffic, emergencies, etc. instead of forcing frustrated, now higher risk-taking, drivers one-way, herding them like cattle. I know, me personally, as stated above, it has inefficiently influenced myself and my commute in increased travel time to and from work and increased frustration for myself and other drivers.

This "traffic calming" reconfiguration at Crescent and Naismith is not the best solution to a so-called "problem". It is going to cause more congestion, which create more issues for emergency response, create a situation that breeds more frustrated and therefore higher risk-taking drivers, more confusion among drivers, and is the source of serious delays in commutes for drivers and employees of the university, which ultimately feed into the frustration.

I am in favor of the motto: "If its not broken, don't try to fix it." I really hope this is a temporary situation and that the intersection will be restored to its previous and functional state.

Thank you for your time,
Garrett

Brandon Thorngate

From: 'k141b481@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Wednesday, January 25, 2017 6:48 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name

Kristin Buck

Email

k141b481@ku.edu

Address

3700 Clinton Parkway
#806
Lawrence, Kansas 66047
United States
[Map It](#)

Feedback

I appreciate the city accepting feedback and taking the time to read this. If I had to choose one of these options to be implemented, I would choose option E because it is the only option that doesn't limit the use of roads. Part of the traffic problem that I have noticed on campus is due to the fact that there are a limited number of routes for people to take, which results in congestion of traffic. Limiting the route options for traffic would merely add congestion to other areas since limiting the route options will not get rid of traffic, it will just move it elsewhere. The provided options concern me because they appear to demonstrate a lack of understanding of the traffic in that particular area. I have walked and driven in that area during busy times and times when there is little traffic for over four years, 5+ days per week. As a pedestrian, the only time I felt unsafe in that intersection was when someone was driving fast up Naismith and I was using the crosswalk, so to me, putting speed bumps along Crescent does not make sense. Regarding options A-D, these mostly facilitate traffic going to and from Jayhawk Blvd, but going to Jayhawk Blvd from Naismith Dr (the part south of the intersection) and leaving from Jayhawk Blvd was never an issue. In my experience, the difficulty in this intersection occurs only during high traffic times when you are entering the intersection from Crescent Rd, turning left from Naismith Dr (the part South of the intersection), or entering the intersection for Naismith Dr (the part North of the intersection). Cutting off said routes would not improve the traffic situation for individuals who rely on those routes, as previously mentioned, it facilitates the routes which were already facilitated. Going back to what I mentioned at the beginning of the message, cutting off routes would move traffic elsewhere and create more congestion.

As far as alternative car traffic solutions, I can understand multiple reasons for not adding a stop light or creating a 4-way stop. Perhaps adding speed bumps along Jayhawk Blvd between the roundabout and the intersection could ease the traffic situation. Might I also suggest making no changes. In considering the presented options and the alternatives that I mentioned, leaving the intersection as is seems to me to be the best option.

As far as pedestrian traffic, adding a clearly visible pedestrian warning sign on the south part of Naismith Dr could make the crosswalk more safe.

I appreciate your consideration of my feedback. Thank you for taking the time to read this message.

Brandon Thorngate

From: 'tbooker@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Tuesday, January 31, 2017 10:45 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
John Booker
Email
tbooker@ku.edu
Address
1340 Engel Road Lawrence, Kansas 66044 United States Map It
Feedback
I am definitely in favor of the present configuration of traffic flow at Crescent & Naismith and would like to see it become permanent. I walk to and from campus daily, along Crescent Road (from Engel Road), and the reduced volume of traffic through the neighborhood (as well as the reduction in the general speed of traffic and the increased respect for stop signs along that route) has been remarkable.

Brandon Thorngate

From: 'jhoyt@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Tuesday, January 31, 2017 11:06 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Jane Hoyt
Email
jhoyt@ku.edu
Address
3015 havrone Way Lawrence, Kansas 66047 United States Map It
Feedback
<p>Hi, Option B is currently in place. The fact that no one can turn left at the top of the hill is safer and will keep traffic from being backed up by someone waiting to turn left.</p> <p>I tried going around the fountain and found that I was blocked from Crescent Rd. This is ok for someone from Lawrence, but could be confusing for a stranger. I think it would be helpful to have a sign: Turn right and then left to get into the neighborhood.</p> <p>Thanks, Jane Hoyt</p>

Brandon Thorngate

From: 'judyberniek@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Wednesday, February 01, 2017 9:46 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
judith kish
Email
judyberniek@gmail.com
Address
1336 Spencer Dr lawrence, Kansas 66044-3144 United States Map It
Feedback
Option A has certainly slowed down traffic.....I can get out of my driveway with out being hit by a speeding car, bicycle, or skateboarder.....there IS a stop sign immediately infront /East of my drive which makes very little difference...no stopping occurs here! thank you for your consideration!

Brandon Thorngate

From: 'jsheldon@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Saturday, February 04, 2017 4:48 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Jan Sheldon
Email
jsheldon@ku.edu
Address
1511 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
We have had Option D for a couple of weeks, and my husband, Jim Sherman, and I believe that the traffic calming devices have greatly helped to cut down on the traffic on Crescent Road. We hope that they become permanent. Thank you for addressing this issue; we appreciate it!

Brandon Thorngate

From: 'nagel@ku.edu' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, December 30, 2016 8:27 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Joane Nagel
Email
nagel@ku.edu
Address
1651 Hillcrest Rd Lawrence, Kansas 66044 United States Map It
Feedback
Option D looks good to me. I hope we can set up a temporary installation to study its effectiveness. Thank you.

Brandon Thorngate

From: B Hausher <hausherr98@hotmail.com>
Sent: Wednesday, February 08, 2017 7:38 AM
To: David Cronin
Cc: B Hausher
Subject: Re: Closing of west bound traffic at crescent and naismith dr

Dave

The person that designed the new traffic alignment at crescent and naismith should get an "A++++". The new alignment seems to solve all problems. It is much safer for students trying to cross Naismith. Traffic flow up and down Naismith is much smoother.

It is also much safer for the kids and residents walking along Crescent

I Trust the city will go ahead with the permanent installation this spring.

Thank you

B Hausherr

7857604623

From: David Cronin
Sent: Thursday, January 19, 2017 4:29:19 PM
To: 'B Hausher'
Subject: RE: Closing of west bound traffic at crescent and naismith dr
Mr Hausherr,

Staff will install the temp. traffic control project tomorrow or early next week, weather permitting, thanks.

David P. Cronin, P.E., *City Engineer*
Public Works Department - [City of Lawrence, KS](#)
PO Box 708, Lawrence, KS 66044
office: (785) 832-3130 | fax: (785) 832-3398

From: B Hausher [<mailto:hausherr98@hotmail.com>]
Sent: Thursday, January 19, 2017 9:13 AM
To: David Cronin
Cc: B Hausher
Subject: Closing of west bound traffic at crescent and naismith dr

1/19/2017
David
Goodmorning

When will the work start to close off the west bound traffic on crescent rd and the other adjustments to this intersection

Thank you. B Hausherr 785 760 4623

Brandon Thorngate

From: Genna Hurd <gennahurd@sunflower.com>
Sent: Tuesday, February 07, 2017 3:33 PM
To: David Cronin
Cc: 1Greg Hurd
Subject: Re: Your feedback has been received

David,

We wanted to let you know that we are not pleased with the temporary devices on Crescent Road. It is very inconvenient as a resident of Crescent Road not being able to go east on Crescent to get onto campus or around the fountain or to get onto Crescent Road. We're still puzzled that such an option was agreed upon. We have also witnessed cars bypassing and speeding the wrong way to get around the barriers. We would like for the street to be returned to its original traffic flow. If that is not possible, Option C with no left turn coming up the hill would be our second choice.

Let me know if further input is needed from us.

Genna & Greg Hurd
1520 Crescent Road

Sent from my iPhone. Please excuse brevity and any typos.

On Jan 3, 2017, at 9:09 AM, David Cronin <dcronin@lawrenceks.org> wrote:

Genna,

Thanks for your input, we will keep you informed going forward, thanks.

David P. Cronin, P.E., City Engineer

Public Works Department - [City of Lawrence, KS](http://www.cityoflawrenceks.org)

PO Box 708, Lawrence, KS 66044

office: (785) 832-3130 | fax: (785) 832-3398

From: Genna Hurd [<mailto:gennahurd@sunflower.com>]

Sent: Saturday, December 31, 2016 9:36 AM

To: David Cronin

Subject: Re: Your feedback has been received

Thanks. That looks correct. We often do Option C anyway as it can be difficult to turn left. This is an awkward intersection. I had not noticed that the speed on Crescent was all that different than it has been for the last 35 years. If you end up doing nothing, we are also okay with that. We were unable to attend the neighborhood meeting so our voice has not been heard. If you'd like additional information, please let me know.

Genna Ott Hurd, Trustee for the Genna Ott Trust
1520 Crescent Road
785-550-7187

Sent from my iPhone. Please excuse brevity and any typos.

On Dec 31, 2016, at 9:04 AM, dcronin@lawrenceks.org
<cityoflawrencewebmaster@gmail.com> wrote:

Here is the information you submitted:

Name
Genna & Greg Hurd
Email
gennahurd@sunflower.com
Address
1520 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
<p>I've lived on Crescent Road for over 35 years. Our preference is Option 3. The other options are too restrictive for getting in and out of the neighborhood. Option E is the worst - all those speed bumps would be so annoying and detract from the value of our homes.</p> <p>Genna Hurd 785-550-7187</p>

Brandon Thorngate

From: 'judithcgalas@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, December 30, 2016 11:01 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name

Judith Galas

Email

judithcgalas@gmail.com

Address

1609 Hillcrest Rd.
Lawrence, Kansas 66044
United States
[Map It](#)

Feedback

For those of us using Crescent to exit the neighborhood, the corner of Naismith and Crescent is an important OUT access for us to get to 19th and to 23rd and through campus during times that permit that. If that access is stopped, then egress must go through 15th with traffic increasing for those turning left onto 15th. This intersection already is too busy for those wanting to turn east off Engel.

The issue during heavy traffic times at Naismith and Crescent is that traffic moving west on Jayhawk and either turning south at Naismith or continuing east on Crescent is a major problem for cars heading east on Crescent who wish to turn south on Naismith. Drivers have to wait for a turn opening from the oncoming traffic that has the right of way and to keep an eye on cars to the left trying to come off the north leg of Naismith.

If a four-way stop is not considered a reasonable option, or a traffic light that operates at busy times, then I think the best solution for reducing traffic and speeds on Crescent, but giving neighborhood drivers a way out via Naismith is to do what has been done at 6th St. and Schwartz Rd--neighborhood people can drive out, but no one else can drive into the neighborhood. So, drivers get a right-turn-lane only option to get onto Naismith, yielding in that turn lane to traffic turning south onto Naismith. The few drivers on Naismith who want to continue south would have to either come at Crescent via Strong or become part of the traffic flow on West Campus Rd.

I don't see the advantages to the other options A-D, and I have no idea if speed bumps actually reduce speeds in neighborhoods. If you have data that shows that they do, then Option E slows traffic on Crescent, but does nothing to help drivers wishing to head south on Naismith.

Brandon Thorngate

From: 'rickingram101@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, December 30, 2016 8:44 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Rick Ingram
Email
rickingram101@gmail.com
Address
1510 CRESCENT RD Lawrence, Kansas 66044 United States Map It
Feedback
We prefer option A but option D is acceptable. We appreciate the idea to try this out to see if it has a meaningful impact.

Brandon Thorngate

From: 'gennahurd@sunflower.com' <cityoflawrencewebmaster@gmail.com>
Sent: Saturday, December 31, 2016 9:05 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Genna & Greg Hurd
Email
gennahurd@sunflower.com
Address
1520 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
<p>I've lived on Crescent Road for over 35 years. Our preference is Option 3. The other options are too restrictive for getting in and out of the neighborhood. Option E is the worst - all those speed bumps would be so annoying and detract from the value of our homes.</p> <p>Genna Hurd 785-550-7187</p>

Brandon Thorngate

From: Sandra Sanders <sandysanders@sunflower.com>
Sent: Monday, February 20, 2017 12:21 AM
To: David Cronin
Subject: Changes to intersection of Naismith & Crescent

My husband and I live in the University Heights neighborhood, which is greatly impacted by changes to the intersection of Naismith Dr. and Crescent Rd. We were not able to attend the November 16, 2016, meeting about this intersection and did not fully realize the impact of these changes. Now that devices to divert traffic are temporarily in place, we are beginning to see the many implications of this plan, creating a variety of concerns.

Although this intersection can occasionally be problematic when turning west onto Crescent off Naismith, we've been doing so for 30 years with no significant problems. The only reason I've heard for the additional change of totally preventing westbound traffic on Crescent, even that coming east from Jayhawk Blvd., is that some residents along Crescent aren't happy with the traffic. However, the changes now being tried involve far more problems than solutions, especially when you take into account other considerations, such as 1) the relative number of residents on several other streets that now have increased traffic volume; 2) increased vehicular congestion at already very busy intersections; 3) more vehicular traffic at intersections having even more KU foot traffic than the intersection being reconfigured; 4) increased traffic at dangerous intersections recently reconfigured at great expense in order to be safer; and 5) increased difficulty for residents on several streets to get in or out of our neighborhood.

Eliminating a left-hand turn onto Crescent at Naismith diverts northbound traffic westward at the intersection of Naismith and 15th St. or at the intersection of Naismith and Irving Hill Rd. The increased traffic turning west on Irving Hill Rd. and north on Burdick Dr. has to use an intersection at 15th that's often more problematic to cross than Naismith and Crescent. It will be even worse due to traffic diverted onto westbound 15th because of no left turn at the top of Naismith and more eastbound traffic due to travel east on Crescent being blocked at Naismith. Increased traffic at 15th and Naismith is problematic in and of itself due to both vehicular and foot traffic already being heavy there many times during the day. If concerns for pedestrians is a major concern, there's significantly more foot traffic at virtually any time of day at 15th and Naismith than at Crescent and Naismith. More vehicles diverted south to 15th and Naismith increases the risk for pedestrians using that intersection.

Blocking left-hand turns at Naismith and Crescent also results in more westbound traffic going through the intersection of 15th St and Engel Rd., which has always been a very dangerous intersection due to poor visibility for seeing oncoming traffic at the crest of the hill. When traveling east on 15th and turning north at Engel, westbound traffic on 15th is only visible to eastbound traffic needing to turn north onto Engel when you are literally about to turn across the westbound lane. That intersection has been highly problematic for the 30 years we've lived in this neighborhood. Some problems were successfully addressed in the past couple of years by eliminating one arm of the four-way intersection and by adding a left turn lane onto Engel. However, nothing was done to alleviate the poor visibility situation just described. One reason there have not been more accidents at the crest of the hill is it's not a highly traveled section of street, because many people trying to get home in University Heights or nearby neighborhoods have usually gone up Naismith to Crescent and turned west. With the option of going west there eliminated, more traffic is going west on 15th, increasing the potential for accidents at 15th and Engel. The added westbound traffic is also causing eastbound traffic needing to turn onto Engel to back up while waiting for a gap in westbound traffic. This interferes with both eastbound traffic on 15th and westbound traffic trying to turn south onto the recently relocated Engel Rd. that goes to the student dorms. In short, a very challenging and dangerous intersection--15th and Engel--recently improved by multiple expensive renovations, is now going to return to being a challenging intersection because of additional traffic flow that has to use 15th instead of Crescent to go west from campus or to get to University Heights when coming from the south on Naismith.

Another problem with the current configuration is that by blocking westbound traffic from using Crescent, west of Naismith, anyone wanting to go into streets that used to be easily accessed by going west on Crescent and turning north onto Strong, Spencer or Hillcrest now must be accessed by going east to W. Campus Rd., north to University, west to Strong, Spencer or Hillcrest and back south. This also applies to people living on Crescent itself. In addition to being time-consuming it takes the traffic flow off Crescent, which has very few residences, and puts it primarily on University, where there are far more residences--and residents--impacted by the traffic volume than there are on Crescent. If traffic calming bumps were to be considered a solution to the speed, if not the volume of traffic on University, why not use that solution on Crescent and leave the westbound lane open? Even if residents go west on 15th to get to the above streets, it's a circuitous path and puts more traffic on Engel, which already tends to have more traffic than Crescent.

In addition, people who used to go west on Jayhawk Boulevard and follow Crescent, in order to access Engel and turn south for easy

access to Iowa or Bob Billings via 15th, now must go south on Naismith and get caught up in the congestion at 15th and Naismith in order to go west to Iowa. Alternatively, they get to Iowa by going north on W. Campus Rd. and west on University or Stratford, both of which are more heavily residential than is Crescent. An additional problem is heavier traffic flow on the circle around Chi Omega Fountain, where traffic could easily back up on Crescent, Jayhawk Blvd, and W. Campus Rd.

In summary, the changes currently in place at Naismith and Crescent are essentially taking a major, branched artery and making it dysfunctional with three blockages: diverting northbound traffic eastward on Crescent; blocking westbound traffic on Crescent from continuing west; and blocking eastbound traffic on Crescent from continuing east. These multiple blockages lead to multiple streets having increased traffic, multiple intersections becoming more congested and dangerous for both vehicles and foot traffic, and multiple residential streets being significantly more difficult to get to or leave from. Although turning west at Naismith and Crescent sometimes requires a wait, very rarely has there even been a significant backing up of traffic while waiting for someone to turn west at the intersection. Plus, making it impossible to travel west on Crescent, even when not coming up Naismith, appears to be giving more importance to the residents on Crescent than those on University (and Stratford and Engel), even though there are very few residents on Crescent compared to other affected streets. It also seems to be giving more consideration to the residents on Crescent than to all of the residents on nearby street who must take longer routes, often via more congested or dangerous intersections, to accommodate some of the current changes. If the only change at Naismith and Crescent were to divert all traffic eastward at the intersection but allow westbound traffic from Jayhawk Boulevard or W. Campus Rd. to continue west on Crescent, that would be better than the current elimination of westbound traffic on Crescent added to the other domino effects of diverting all northbound traffic eastward and all westbound traffic southward.

Thank you for taking these concerns into consideration when making final plans for the intersection of Naismith and Crescent. Changes to the intersection as now configured have a wide range of consequences. From the perspective of someone who's lived in this area for decades, many of the consequences will result in problems elsewhere that are at least as dangerous or undesirable as any trying to be remedied by creating multiple blocks to traffic flows at Naismith and Crescent. The left-turn off Naismith at Crescent could be ended with a no-left-turn sign instead of blocking eastbound traffic on Crescent from continuing east toward campus. Add speed bumps on Crescent and leave traffic alone otherwise.

Sandy Sanders

1640 Hillcrest Rd.

Lawrence, KS 66044

Brandon Thorngate

From: 'jsheldonsherman@gmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Friday, December 02, 2016 4:16 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name

Jenna Sheldon-Sherman

Email

jsheldonsherman@gmail.com

Address

1508 Crescent Road
Lawrence, Kansas 66044
United States
[Map It](#)

Feedback

David,
Thank you very much for providing these options. Given the amount of traffic and the speed at which cars go, some solution is desperately needed. My husband, Steve Munch, and I are not opposed to Options A and D. We believe the others are not sufficient enough to calm traffic. We also spoke at the meeting about putting in some speed bumps in addition to Option A or D. Given the number of children in the neighborhood (we ourselves have a 6 month old), this would be greatly appreciated.

Thank you again for taking the initiative on this. Please let us know if there is anything we can do to assist with moving the process forward.

Best,
Jenna and Steve

Brandon Thorngate

From: 'kevin_mccoll@hotmail.com' <cityoflawrencewebmaster@gmail.com>
Sent: Thursday, December 29, 2016 11:20 AM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Kevin McColl
Email
kevin_mccoll@hotmail.com
Address
1519 Crescent Rd Lawrence, Kansas 66044 United States Map It
Feedback
Prefer option D

Brandon Thorngate

From: 'ppeery@lane4group.com' <cityoflawrencewebmaster@gmail.com>
Sent: Thursday, December 29, 2016 2:41 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Pat Peery
Email
ppeery@lane4group.com
Address
1605 Crescent Road Lawrence, Kansas 66044 United States Map It
Feedback
<p>We support the installation of traffic calming at the intersection of Crescent Road and Naismith Drive. Restricting West bound traffic is of primary importance to reduce the number of vehicles using Crescent Road as a shortcut between campus and 15th street. This is already a heavily used pedestrian route between main campus and the Daisy Hill dorms without adequate sidewalks. The pedestrian safety is in peril in conflict with vehicular traffic. Reducing the number of vehicles is needed and will only be a minor inconvenience for residents along the street. Option D is our preferred solution, but we will also support any of the other options. Doing nothing will prolong the problem and pedestrian will get hurt.</p> <p>Thank You</p> <p>Pat Peery</p>

Brandon Thorngate

From: 'grant@3kansans.com' <cityoflawrencewebmaster@gmail.com>
Sent: Thursday, December 29, 2016 7:14 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
grant eichhorn
Email
grant@3kansans.com
Address
1620 Crescent Rd Lawrence, Kansas 66044 United States Map It
Feedback
Please note that Option D is my proposed desire for alleviating excess traffic onto crescent road

Brandon Thorngate

From: 'mwood@stevensbrand.com' <cityoflawrencewebmaster@gmail.com>
Sent: Thursday, December 29, 2016 8:32 PM
To: David Cronin; Kevin Powell
Subject: Feedback: Crescent Rd & Naismith Drive

Name
Molly Wood
Email
mwood@stevensbrand.com
Address
1344 Strong Avenue Lawrence, Kansas 66044 United States Map It
Feedback
<p>Gregg Smith and I have lived here since 1988, and the traffic IS heavier and faster, of course, which is especially problematic for pedestrians. Compounding the danger to pedestrians are narrow sidewalks -- one person almost has to jump into the street to pass another on the sidewalk. Crossing the intersection at Crescent Road and Naismith on foot safely is a challenge, and there are lots of people walking to and from campus. Rightly so.</p> <p>I think either Option A or Option D would be longer term solutions, IF I understand the proposals. I'm not certain, however, how much of a barrier the green areas represent; if they are easy to drive over, as they probably need to be for emergency vehicles, they don't seem as though they'd be enough of a barrier to other vehicles.</p> <p>I look forward to the temporary installation of whichever proposal you've selected as most promising to see how it works. The neighborhood will benefit from the improvement. Thank you.</p>

Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: David Woosley, Transportation/Traffic Engineer
DATE: 17 February 2017
RE: Agenda Item for Transportation Commission 3/6/2017:
Traffic Calming Priorities for 2017

Background

In 2004, the Public Works Department began keeping a list of approved traffic calming projects and ranked them in accordance with the City's *Traffic Calming Project Priority Ranking System* policy. Some projects have been completed when other maintenance work has been performed or when special funding has been designated by the City Commission; and, a number of projects will be constructed this year using funding provided in 2016; however, there are currently 19 projects on the approved list (attached).

Details

The City's 2017 Capital Improvements Program budget includes \$200,000 for traffic calming.

It is recommended that the following projects be programmed for construction this year:

PROJECT LOCATION	RECOMMENDED TRAFFIC CALMING DEVICES	ESTIMATED COST
Crescent Road Engel Road to Naismith Drive	Partial Diverter	\$24,000
*9 th Street & Schwarz Road	Speed Humps	\$16,000
*Kanza Drive Harvard Road to Wagstaff Drive	One (1) Speed Hump	\$8,000
West Lawrence Neighborhood Harvard Road Summerfield Way to Stoneridge Drive.	Speed Cushions	\$32,000
Atchison Avenue Clinton Parkway to 26 th Street	Speed Humps	\$32,000
*Crossgate Drive Clinton Parkway to Alvamar	Speed Humps (privately funded)	\$0.00

27 th Terrace Louisiana Street to Missouri Street	Speed Humps	\$24,000
Lernard Avenue 19 th Street to 23 rd Street	Speed Humps	\$32,000
Arkansas Street 8 th Street to 9 th Street	One (1) Speed Hump	\$8,000
25 th Terrace Kensington Road to Surrey Drive	Speed Humps	\$16,000
Crestline Drive Peterson Road to Princeton Boulevard	Speed Humps	\$16,000
	Total =	\$208,000

*Adjacent property owners/residents approval complete

It is recommended that the following project on the attached list be passed-over this year for the following reasons:

#3 – This roadway has been designated as a possible Bike Boulevard, and, as a result, would possibly be incompatible with traffic calming; this project was deleted from the recommended 2016 traffic calming projects by the City Commission.

Once a list is approved for construction in 2017, staff will contact each neighborhood to determine if they still want to pursue traffic calming, what types of devices they want to see constructed, and what locations the adjacent property owners will approve (this work has already begun with some of the top projects, and, in some cases, be completed). Therefore, even though the total estimated cost exceeds the amount of funding available, the actual cost for each project may vary significantly; there may not be enough funding to construct all of these projects this year; or, additional projects may be able to be funded.

Action Request

It is recommended that the Transportation Commission concur with this list so that it can be forwarded to the City Commission for approval; so staff can complete consultation with the neighborhoods; and, so design and construction can take place this construction season.

City of Lawrence Traffic Calming Project Ranking

TRAFFIC CALMING PROJECT LOCATION	SPEED		VOLUME		CRASHES		SIDEWALKS		SCHOOL CROSSING		PEDESTRIAN GENERATORS		TOTAL POINTS
	Measure	Pts	Measure	Pts	Measure	Pts	Measure	Pts	Measure	Pts	Measure	Pts	
1. Crescent Road	31	55	1105	11	3-P	3	none	10	none	0	KU	5	84
Engel Rd to Naismith Dr; 8-Nov-11	May consist of speed humps. Planned for 2017.												
2. 9th & Schwarz	37.6	38	7130	24	2-P	2	2-sides	0	adult guard	0	school	5	69
Adjacent to school; 18-Nov-08	Consists of speed cushions.												
3. 13th Street	38.2	41	2065	21	6-P	6	2-sides	0	none	0	none	0	68
Connecticut to Haskell; 7-Mar-06	Consists of diverters and speed humps (one speed hump installed adjacent to Burroughs Creek Trail).												
4. Kanza Drive	39.7	49	350	4	0	0	1-side	5	no	0	none	0	57
Harvard to Wagstaff; 24-May-16	May consist of speed humps.												
5. West Lawrence (neighborhood)	37.3	37	1856	6	6-P 2-I	10	2-sides	0	none	0	none	0	53
Throughout; 15-Feb-05	May consist of speed cushions and possibly a traffic calming circle and entrance treatments.												
6. Atchison Avenue	37.4	37	232	2	2-P	2	1-side	5	none	0	none	0	46
Clinton Pkwy to 26th St; 23-Jun-15	May consist of speed humps and possibly a traffic calming circle.												
7. Crossgate Drive	36.1	31	855	8	1-P	1	1-side	5	none	0	none	0	45
Clinton Pkwy to Alvamar; 6-Sep-11	May consist of speed humps; may be constructed as a part of Alvamar expansion.												
8. 27th Terrace	34.9	25	838	8	1-I	2	1-side	5	none	0	school	5	45
Louisiana St to Missouri St; 22-May-07	May consist of speed humps and possibly a traffic calming circle.												
9. Learnard Avenue	35.25	26	700	7	1	1	none	10	none	0	none	0	44
19th St to 23rd St; 19-Nov-13	May consist of speed humps.												
10. Arkansas Street	32.9	40	395	4	1-P	1	both sides	0	none	0	none	0	44
8th St to 9th St; 19-Jul-16	May consist of speed humps.												
11. 25th Terrace	34.4	22	1369	14	2-P	2	1-side	5	none	0	none	0	43
Kensington Rd to Surrey Dr; 17-Aug-10	May consist of speed humps and possibly a traffic calming circle.												
12. Crestline Drive	36.8	34	290	3	0	0	1-side	5	no	0	none	0	42
Peterson to Princeton; 24-May-16	May consist of speed humps.												
13. Lyon Street	35	25	497	5	1-P	1	none	5	none	0	park	5	41
7th St to 9th St; 13-Jan-15	May consist of speed humps and possibly a traffic calming circle.												
14. 24th Street	35.2	26	1700		5-P	5	no	10	no	0	no	0	41
Kasold to Crossgate; 1-Nov-16	May consist of speed humps												
15. 3rd Street	34.4	22	500	5	1-P 1-I	3	none	10	none	0	none	0	40
Lyon St to North St; 17-Jan-17	May consist of speed humps.												

City of Lawrence Traffic Calming Project Ranking

[illegible]

SPEED: 5 points will be assigned for each mile per hour that the 85th percentile speed exceeds the lawful speed limit

~~Blue strike through indicates in process or completed.~~

VOLUME: 1 point will be assigned for every 100 vehicles per day on local streets; 1 point will be assigned for every 300 vehicles per day on collector streets

CRASHES: 1 point will be assigned for each reported property damage crash along the project corridor during the previous 3 years; 2 points for injury; 5 points for fatal

SIDEWALKS: 5 point will be assigned for there is not a continuous sidewalk along both sides of the project corridor; 10 points if not on either side

SCHOOLS: 10 points will be assigned for each unprotected official school crosswalk that crosses the project corridor

PEDESTRIAN GENERATORS: 5 points will be assigned for each pedestrian generator such as a park, school or recreation center adjacent to the project corridor

