

City of Lawrence

Traffic Safety Commission

Website: lawrenceks.org/boards/traffic-safety-commission

E-mail: traffic@lawrenceks.org

Telephone: 785-832-3034

March 7, 2016 Agenda

7:00 PM - City Commission Room, City Hall

COMMISSION MEMBERS: Ryan Devlin, Chair; Chris Storm, Vice-Chair; Dave Crawford; Travis Harrod; Jason Hoskinson; Tony Jones; Steven Koprince; and, John Ziegelmeyer Jr.

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

ITEM NO. 1: Review and approve the minutes of the Traffic Safety Commission meeting, December 7, 2015.

ITEM NO. 2: Consider request for an INTERSECTION REPAIR PROJECT at the intersection of 10th Street & New Jersey Street.

Staff Report:

1. Intersection painting is permitted by the Federal Highway Administration, as long as none of the design encroaches within the crosswalk area.
2. Letters of support have been received from Lawrence Public Schools, the East Lawrence Neighborhood Association and the Lawrence Organization for the Advancement of Visual Arts.

ITEM NO. 3: Consider request for TRAFFIC CALMING on Kanza Drive between Harvard Road & Wagstaff Drive.

Staff Report:

1. Kanza Drive is classified as a "local" street in a residential area with a speed limit of 30 mph, as provided by state law.
2. The City's Traffic Calming Policy permits traffic calming devices to be placed on local streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit; or, if the 24-hour 2-way volume of traffic is greater than 1000.
3. Traffic data obtained during September 2015 found that the criteria for consideration of traffic calming was not met.
4. At the October 2015 Traffic Safety Commission meeting, the Commission requested that traffic data be collected again.
5. Traffic data obtained over a 72-hour period November 13-16, found the 85th percentile speed of traffic to be approximately 39.7 mph and the daily volume of traffic to be approximately 350.
6. Therefore, this location meets the minimum criteria for consideration of TRAFFIC CALMING.

ITEM NO. 4: Consider request for an ADULT CROSSING GUARD at the intersection of 6th Street & Schwarz Road.

Staff Report:

1. The current School Crossing Control Policy requires a minimum of 10 elementary school students using a crossing during either the morning or afternoon crossing period in order to consider an Adult Crossing Guard.
2. Currently, there are no elementary school students crossing at this intersection; however, next school year, some students living north of 6th Street will be attending Sunset Hill Elementary School.

ITEM NO. 5: Consider request for TRAFFIC CALMING on Crestline Drive between Peterson Road & Princeton Boulevard.

Staff Report:

1. Crestline Drive is classified as a "local" street in a residential area with a speed limit of 30 mph, as provided by state law.
2. The City's Traffic Calming Policy permits traffic calming devices to be placed on local streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit; or, if the 24-hour 2-way volume of traffic is greater than 1000.
3. Traffic data obtained January 26-27, 2016, found the 85th percentile speed of traffic to be approximately 36.8 mph and the 24-hour 2-way volume of traffic to be approximately 290. Therefore, this location meets the minimum criteria for consideration of TRAFFIC CALMING.

ITEM NO. 6: Consider request for TRAFFIC CALMING on Missouri Street between 8th Street & 9th Street.

Staff Report:

1. Missouri Street is classified as a "local" street in a residential area with a speed limit of 25 mph.
2. The City's Traffic Calming Policy permits traffic calming devices to be placed on local streets if the 85th percentile speed of traffic is 5mph or greater over the speed limit; or, if the 24-hour 2-way volume of traffic is greater than 1000.
3. Traffic data obtained January 27-28, 2016, found the 85th percentile speed of traffic to be approximately 35.3 mph and the 24-hour 2-way volume of traffic to be approximately 570.
4. Therefore, this location meets the minimum criteria for consideration of TRAFFIC CALMING.

ITEM NO. 7: Public Comment.

ITEM NO. 8: Commission Items.

ITEM NO. 9: Staff Items.

Lawrence, Kansas Intersection Repair Proposal 2015



Example of Intersection Repair in Portland, OR

'We can be grateful for what one person can create, but when we create together, it will baffle the intellect and arouse our spirits to celebrate the oneness of humanity and the need for cooperating in neighborhood community'

▲ Ken Norwood, Shared Living Resource Center

What is Intersection Repair?

Intersection Repair is the community driven transformation of a street intersection into a safer, more beautiful public space. In 1996, after being inspired by plazas in foreign places, Portland, Oregon organization City Repair, founded by architect Mark Lakeman, started painting murals directly onto residential intersections within a neighborhood. These engaging collaborative artworks are intended to create a sense of identity among neighbors while helping to calm traffic, promote local culture, and serve as a central gathering space for a community.

Who is Participating?

It takes a whole village to create usable, inclusive public spaces. Lawrence Intersection Repair consists of community members who, together, will brainstorm and develop the vision and design of the intersection mural. Everyone is welcome. Leading the team is Lawrence based artist, Alicia Kelly, the instigator and inspiring force of Lawrence Intersection Repair, who will act as a facilitator. Katy Clagett and muralist Dave Loewenstein will assist Alicia in her efforts.

New connections and positive feedback have already materialized after flyering and speaking with different facets of the East Lawrence neighborhood. As it stands currently, the East Lawrence Neighborhood Association as well as Nancy DeGarmo, principal of New York Elementary School are in full support of Lawrence Intersection Repair and its endeavors. In addition, the Percolator will act as fiscal agent to the group.

Where?

After considering multiple intersections for the location of the inaugural Lawrence Intersection Repair, a group of community members decided upon 10th & New Jersey. With its proximity to Massachusetts Street and Haskell Avenue alike, this intersection is a central node within the community, and on a more localized level, it serves as an

introduction point to East Lawrence as a whole. In addition, the group felt that the proximity of New York Elementary was vital for the mural's success for a multitude of reasons. For one, the project could allow school children to participate in the actual development of the intersection, and the existence of the mural could serve to create a slower stream of traffic closer to the school.

Why paint an intersection?

There are so many reasons for Intersection Repair to occur. For one, it helps to create a sense of identity among neighbors thereby strengthening local culture. Intersection Repair also empowers the community in that it provides a central gathering space for communication, ideas and art to flourish, and it promotes a healthy relationship between automobiles, bicyclists and pedestrians. These factors and more, lead to a more beautiful, livable and safe place for everyone.

Layout Design

Lawrence Intersection Repair will host 3-4 meetings in which a team of volunteer community members will solidify the design and layout. Throughout the design process, the team will consider state and local history, mottos, and nature-based material. There will also be a particular emphasis on neighborhood history/identity and special events that happen annually. The first design meeting is at at The Percolator on Wednesday March 4th and will be focused on narrowing down ideas. The second meeting is planned to for the end of March. Lawrence Intersection Repair will be sure to keep the public updated.

How is the intersection painted/maintained?

Painting an intersection is straightforward. There are 4 main steps, all of which can be completed in one day:

Step One: using stiff brooms, sweep off intersection and loosen road debris. This prevents rollers and brushes from clogging up and contaminating the paint.

Step Two: Washing the intersection is not essential but will remove a film of dust, which in turn allows for good adhesion of the paint. Using a power washer, intersection is washed in the morning, to allow time to dry.

Step Three: The layout design is then drawn onto the intersection with street chalk, so that many people can paint at the same time. This makes it simple so that the painter just needs to stay within the lines. While laying down design, community member will use different techniques depending on design such as: a big compass using a spool of string, making equal divisions using string and/or cardboard and using X's to mark the spot needing to be painted.

Step Four: Painting is the most fun part of the project! Using paint rollers, painting trays, brushes, and small containers, volunteer community members will participate in creating this piece of art together.

A volunteer based, one-day block party in conjunction with East Lawrence Neighborhood Association is proposed to happen at the time of initial painting and thenceforth annually as a means of maintaining the intersection and also continuing community interaction.

When Will This Happen?

It only takes one day to change a neighborhoods identity. The proposed Intersection Repair will ideally take place in the Fall of 2015, depending on the schedule of construction planned surrounding New York Elementary School on New Jersey between 9th and 10th street.

Funding of Intersection Repair?

The anticipated budget of the project is \$2000. Lawrence Intersection Repair intends to apply for the Lawrence Cultural Arts Commission grant to raise part of the funds. There are also several other grants Lawrence Intersection Repair will be applying for. Community donations and fundraisers will additionally serve an integral role.

The Future of Intersection Repair

This process of community building doesn't culminate with the painting of an intersection mural, instead, it just the beginning, a jumping off point of sorts. It is the hope of Lawrence Intersection Repair that 10th and New Jersey will be the first of many more intersection repairs in Lawrence.

Contact Information

Alicia Kelly- akellyit@gmail.com

Katy Clagett- katy.clagett@gmail.com

Dave Lowenstein- dlowenstein@gmail.com

<https://www.facebook.com/lawrenceintersectionrepair>

Additional Reading

<http://www.cityrepair.org/>

<http://daily.sightline.org/2011/11/28/coloring-inside-the-lanes/>

<http://www.yesmagazine.org/issues/what-is-the-good-life/998>



February 23, 2015

To the Lawrence Cultural Arts Commission,

I am writing in support of the proposed Intersection Repair project as outlined to me by Alicia Kelly. The project as I understand it will be to paint a mural on the street at the intersection of 10th and New Jersey.

This unique idea will complement the New York School renovation. It will add interest to our new parking along New Jersey. It will slow traffic at this intersection.

The New York Elementary neighborhood loves our unique and quirky style and this intersection, where student cross on a daily basis, will add to our sense of individualism. Anytime you can show children that art doesn't have to be on a canvass, opens up their minds for other ways to be creative. The mural at the corner of 9th and New Jersey, coupled with the intersection repair will remind students that art can be anywhere you decide it needs to be.

I look forward to seeing this project fully developed and completed.

Sincerely,

Nancy DeGarmo

Principal

New York Elementary

East Lawrence Neighborhood Association

P.O. Box 442393
Lawrence, KS 66044
eastlawrence@yahoo.com



Attn: Lawrence Cultural Arts Commission

3/3/15

The East Lawrence Neighborhood Association would like to formally show their support for the Intersection Repair Project being headed up in East Lawrence in 2015. This would be the first project of its kind in the state of Kansas and we feel the east side would be the perfect place as a means to help strengthen and enhance our rich artistic neighborhood. These types of projects not only create almost a town hall type meeting space, and a space that we can return to year in and year out to celebrate and touch up the project, studies have also shown that by painting these intersections a natural traffic calming occurs at the intersections.

Alicia Kelly has spearheaded this project from day one. She is an active member of the Lawrence Arts Community (seven years), we have seen her work at the Social Service League Benefit Auction, at Seed Co Studios, the curator for flash spaces on Final Fridays. She is also a teacher at the Lawrence Arts Center in special education printmaking. In addition Alicia lives and works in our neighborhood

We would love to have Alicia lead the way with the first ever intersection repair not only in Lawrence but also in Kansas. She has the experience, she's done the research, always been in constant contact with our neighborhood and knows how to use her talents to motivate a neighborhood to create art.

Thank you for your consideration of this artistic project

Jacki Becker
ELNA Vice President

March 10, 2015

To the members of the Lawrence Cultural Arts Commission,

As Co Chairman of the Lawrence Organization for the Advancement of Visual Arts, (the Percolator), it is my pleasure to offer a letter of support of the 10th and New Jersey Intersection Revitalization Project.

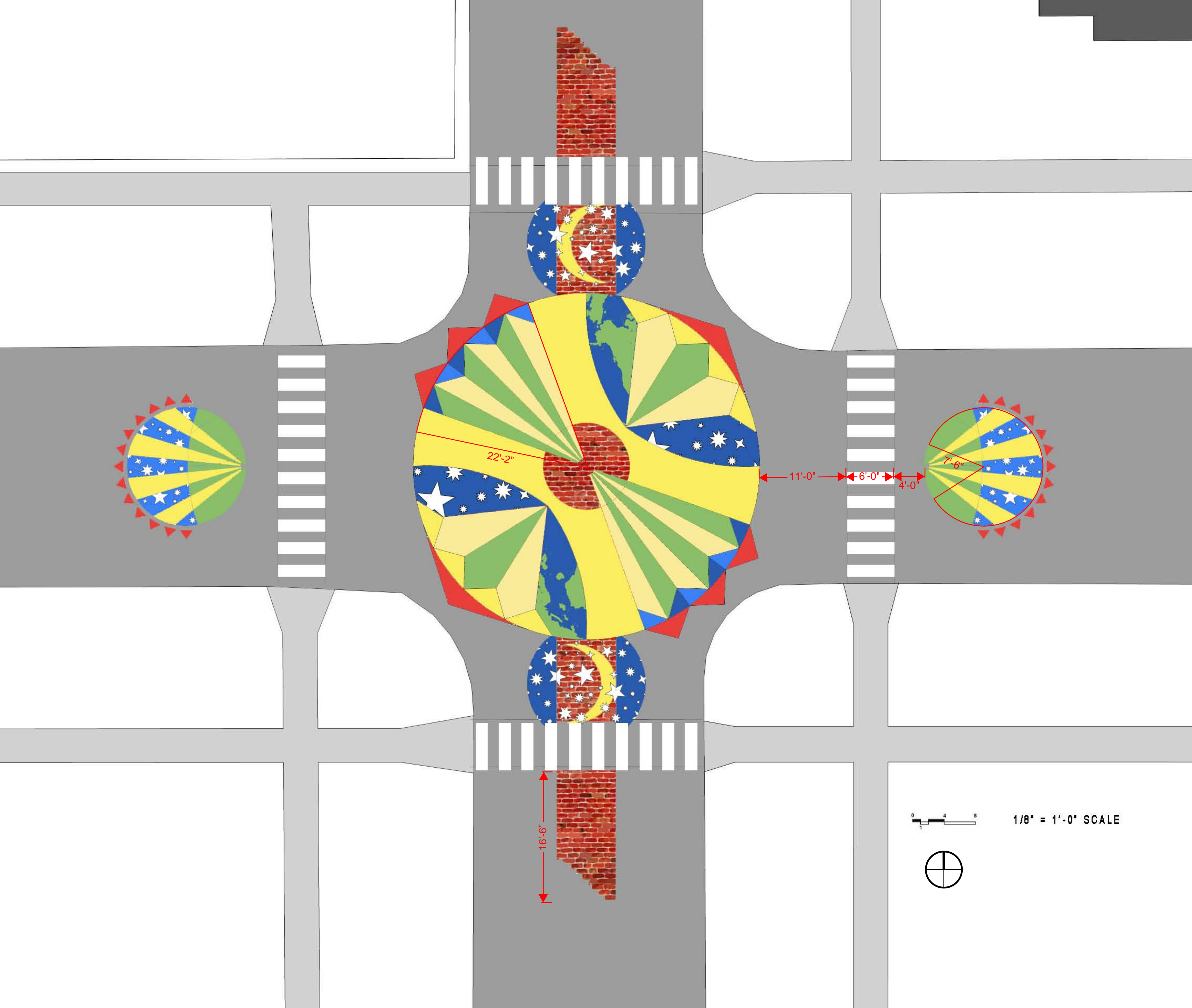
I believe that the goal of the project to create public street mural strongly represents the mission of the Percolator to promote public art and foster community involvement. As part of our commitment to the project we have agreed to be a fiscal agent to distribute grant funds as needed. In addition, we have offered the project organizers use of the Percolator as a meeting space to engage community members

Alicia Kelly is an asset to the art community and has been active with the Percolator since its inception. She has had two exhibitions at the Percolator, curated group shows throughout Lawrence and taught classes at the Lawrence Arts Center. The Percolator board has full confidence in her ability to shepard this project to completion.

The 10th and New Jersey Intersection Revitalization Project will create a beautiful public space that will inspire community pride with public art. The Percolator is excited to be involved with a project that has great potential to become a permanent sight in the Lawrence cultural landscape.

Best Regards,

Matthew Lord
Percolator Co Chairman



22'-2"

11'-0"

6'-0"

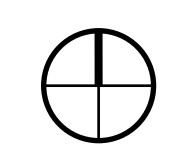
4'-0"

7'-6"

16'-6"



1/8" = 1'-0" SCALE





New York Elementary
School



Connecticut St

E 10th St

New York St

New Jersey St


Pennsylvania St

Delaware St

David Woosley

From: Thad and Whitney Rawls [<mailto:whithad@hotmail.com>]
Sent: Monday, August 24, 2015 7:56 PM
To: David Woosley; David Woosley; trafficengineer@lawrenceks.org
Subject: Speed Hump/Traffic Study Request for Kanza Dr.

Good Morning,

My name is Whitney Rawls and I live at 1126 Kanza Dr., in Lawrence, KS 66049. We would like to request a traffic study be done along our street in order for a speed hump to be installed. Kanza Drive is now a feeder street for Wagstaff Drive, Warren Ct., and Bowersock Drive which has drastically increased traffic flow, and eventually once the Kanza Drive extension is complete traffic flow will increase even more. Currently cars traveling down Kanza Dr. on a regular basis exceed the 30 mph speed limit at all hours of the day. There are numerous school age children that live and play along Kanza Dr. and we feel it is imperative for the safety of our children that a speed hump be installed as soon as possible. Please feel free to contact me with any additional information that you may need from me or steps that I need to take to further initiate this speed hump request process with the City/Traffic Department. Thank you so much for your time and consideration in this matter, we really appreciate it. If you need to reach me by phone my number is 785-218-8077 .

Thanks again,

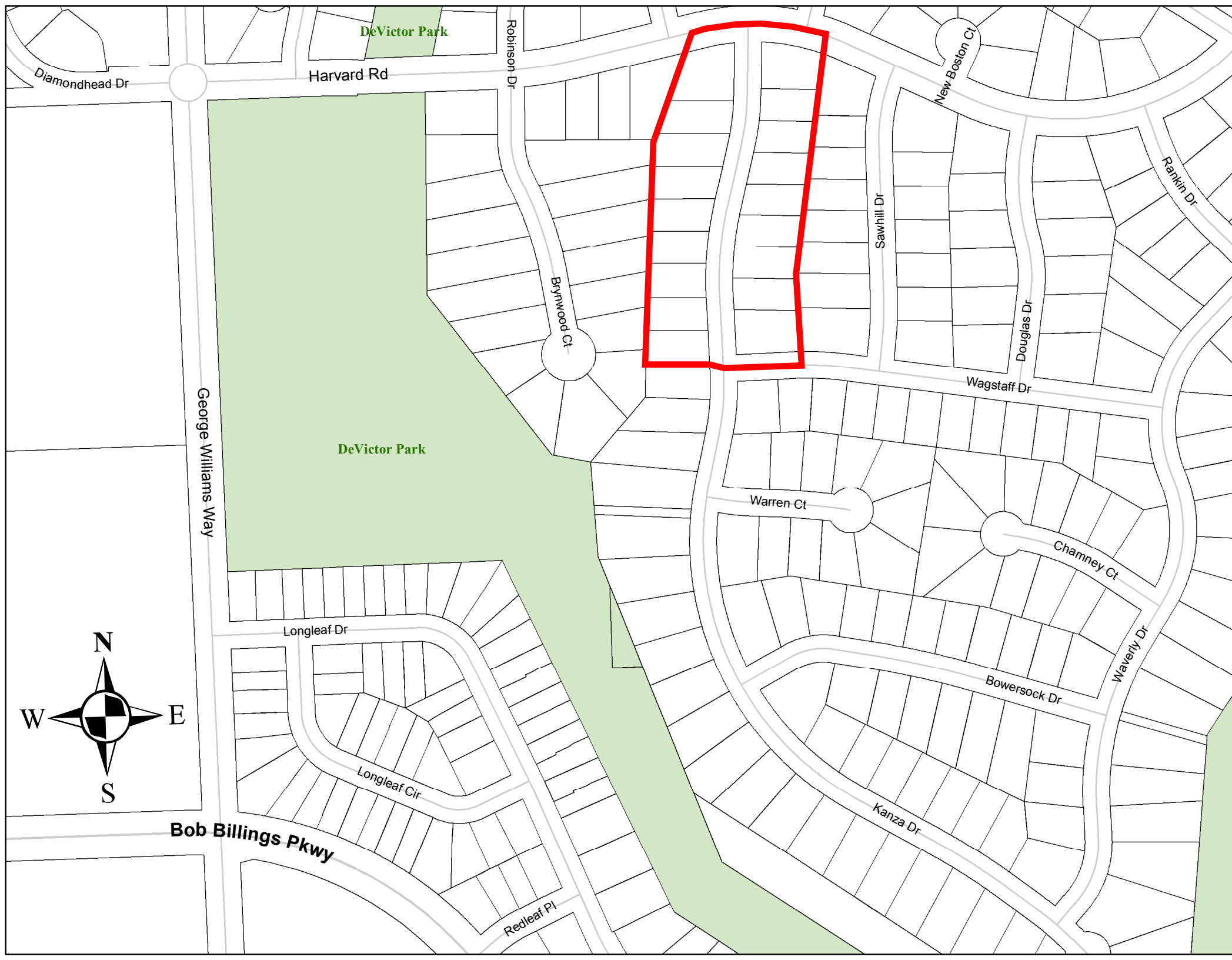
Whitney Rawls



TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

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



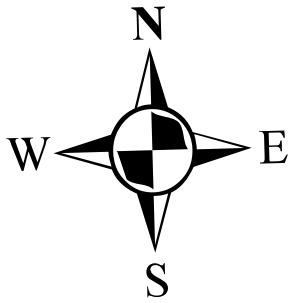
DeVictor Park

Harvard Rd

DeVictor Park

George Williams Way

Bob Billings Pkwy



Longleaf Dr

Longleaf Cir

Redleaf Pl

Brynwood Ct

Warren Ct

Chamney Ct

Bowersock Dr

Kanza Dr

Waverly Dr

Sawhill Dr

Douglas Dr

Wagstaff Dr

Rankin Dr

New Boston Ct

Diamondhead Dr

Robinson Dr

David Woosley

Importance: High

From: Ron May [<mailto:RKMay@usd497.org>]
Sent: Thursday, October 01, 2015 1:49 PM
To: Mark Thiel
Cc: Kyle Hayden; Rick Doll; Darcy Kraus
Subject: Crossing Guard Request
Importance: High

Mark,

On behalf of Lawrence Public Schools USD #497, I would like to formally request adding a crossing guard at 6th street for the 2016-17 school year. Next year a boundary change will go into effect that will send two groups of students, those residing north of 6th street and west of Kasold along with students residing north of 6th street and west of Graystone, to Sunset Hill Elementary. We understand that a traffic study will need to be done, the traffic commission will need to make a recommendation to the city commission, and the city commission will need to approve the addition. We would like to request the process begin ASAP so we can begin informing families in the spring as to the safest routes to use to their school. Please feel free to contact me with any further questions or clarifications. Thank you.

RON MAY | Director of Administrative Services

Lawrence Public Schools www.usd497.org | 785.330.2584 rkmay@usd497.org



CITY OF LAWRENCE, KANSAS SCHOOL CROSSING CONTROL POLICY

Resolution No. 5777, March 19, 1996

Resolution No. 6604, August 16, 2005

Resolution No. 6748, January 22, 2008

Resolution No. 6777, July 22, 2008

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

SCHOOL ADVANCE SIGN

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

MARKED CROSSWALKS

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

REDUCED SPEED ZONE (20 MPH)

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

REDUCED SPEED ZONE (20 MPH) WITH FLASHING BEACON

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

STOP SIGN AND TRAFFIC SIGNAL

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

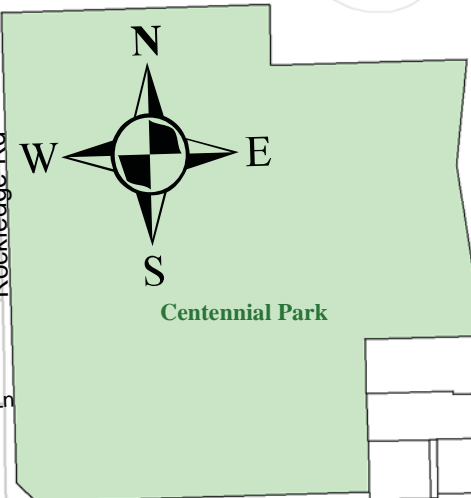
ADULT CROSSING GUARD

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

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

Elementary students in this area to attend Sunset Hill Elementary School beginning Fall 2016

Sunset Hill
Elementary
School



David Woosley

From: Karen Anderson Troutman <kdkjat@gmail.com>
Sent: Thursday, October 08, 2015 12:44 PM
To: David Woosley
Subject: Traffic Calmer

Hi David...

I live on one of two cul-de-sacs off Crestline Drive located between Peterson Road and Princeton Blvd.

In the last year, the morning and evening work traffic on Crestline has gotten out of control. My particular concern is the speed at which vehicles drive. The problems seems to be primarily cars coming FROM Peterson, turning down Crestline to shortcut going up to No. Iowa and the turnpike intersection. And then probably the opposite at night.

We have several pedestrians who walk their dogs and children on Crestline. Also, the neighborhood is "turning over" and we have several families with young children who have moved in, both on Crestline, Bond Place, and Pickwick Place.

This morning I was walking my pup and truly, you could almost use a stoplight at Pickwick and Crestline!!! It's ridiculous.

I talked to a police office and he suggested this route. He suggested perhaps a couple of small speed bumps on Crestline. It's a long enough street that I agree two would be needed.

I would be happy to take around a neighborhood petition or whatever. I think as long as the bumps were "ridiculous" I don't think the residents would care. There are too many kids playing on the sidewalk.

Thanks for getting back to me.

Karen

Karen Anderson Troutman
2605 Pickwick Place
Lawrence, KS 66049

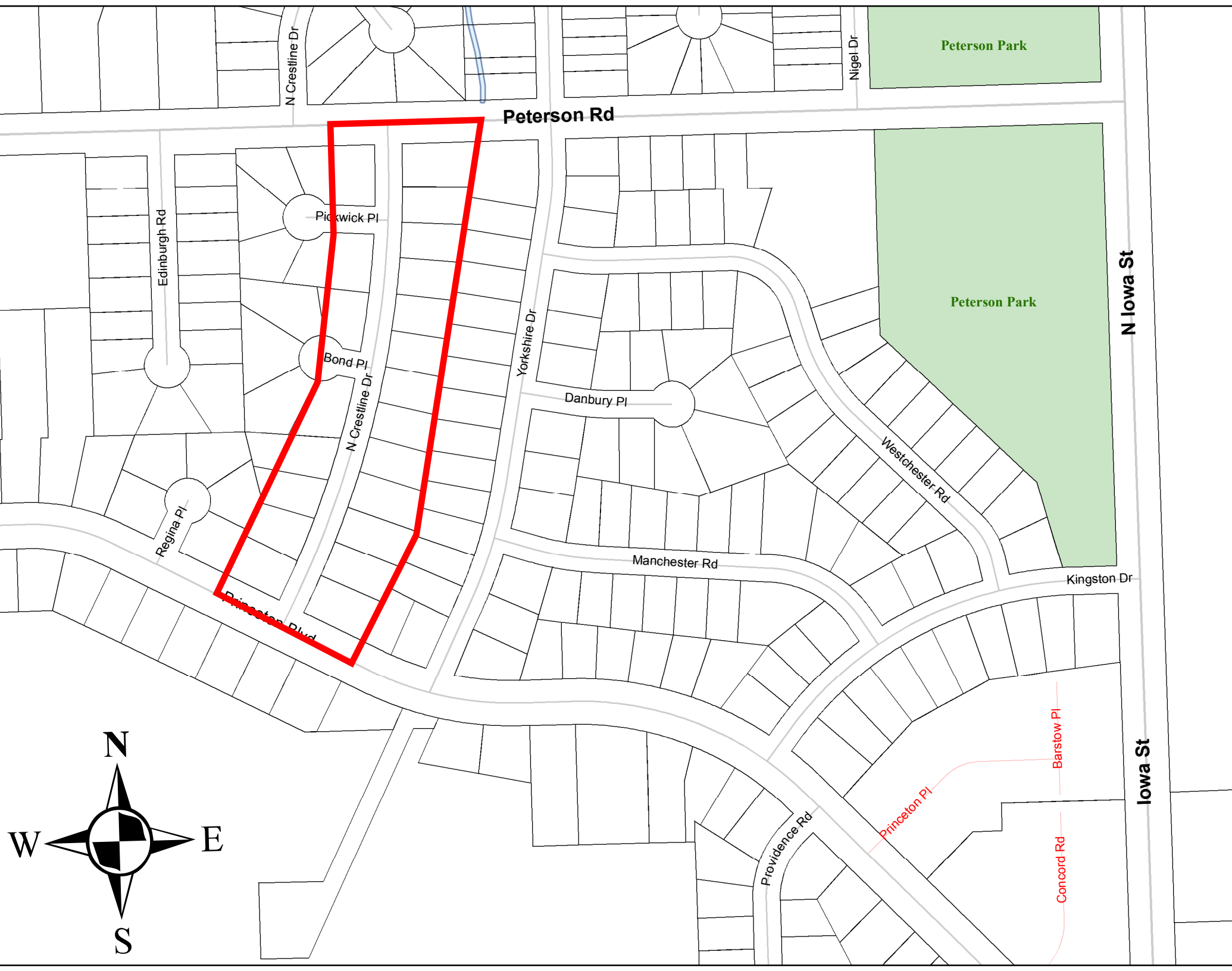
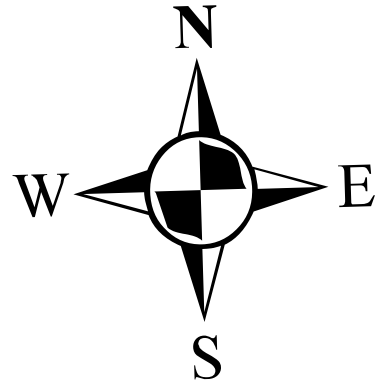
"If you think you're too small to make a difference, you haven't spent the night with a mosquito."African proverb



TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

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 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
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 - B. The 24-hour two-way traffic volume is greater than 3000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
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David Woosley

From: Stuber, Amy <amy.stuber@pearson.com>
Sent: Friday, January 22, 2016 1:54 PM
To: David Woosley
Subject: request - Missouri Street traffic

Hello,

I write to submit a request to initiate traffic data collection for the 800 block of Missouri Street. We have many children living on this block, and we have a consistent pattern of speeders traveling down the street and failing to come to a full stop at the corner of 8th and Missouri. I work from home and throughout the day see speeders racing down the street, traveling well above the posted 25 MPH speed limit for the street. Since the two parallel blocks now have traffic calming devices in place (speed bumps on Maine and traffic circle on Arkansas) we on the block have noticed increased traffic on our street. This stretch appears to be a favorite (and fairly unregulated) cut-through for students traveling quickly from campus to 6th street. Many on the block have reported the problem to police dispatch, but I've yet to see a regular speed trap of any kind on this stretch. I'm hopeful we can initiate a study.

All the best,

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TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

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



40-59

W 6th St

Florida St

Michigan St

Arkansas St

Missouri St

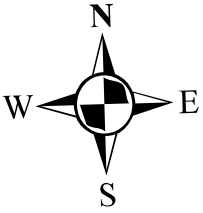
Lynch Ct

W 7th St

Mississippi St

Alabama St

Michigan St



W 8th St

Maine St

Illinois St

W 8th St

W 8th Ter

Canterbury Ln

W 9th St

Emery Rd