

Old West Lawrence (OWL) Traffic Calming Survey and Public Comments

1. Summary of Lawrence Listens survey responses

Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

Summary Of Responses

Topic Registration Type: No registration

As of February 8, 2022, 12:49 PM, this forum had:		Topic Start	Topic End
Attendees:	708	January 20, 2022, 4:19 PM	February 8, 2022, 12:48 PM
Responses:	493		
Hours of Public Comment:	24.7		

QUESTION 1

What is your full name (first and last name)?

Answered	493
Skipped	0

QUESTION 2

What is your street address?

Answered	493
Skipped	0

QUESTION 3

How many adults (age 18+) live in your household?

Average	1.95
Total	947.00
Count	485
Skipped	8

Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

QUESTION 4

How many children ages 5-17 live in your household?

Average	0.41
Total	193.00
Count	472
Skipped	21

QUESTION 5

How many children younger than 5 live in your household?

Average	0.19
Total	86.00
Count	461
Skipped	32

QUESTION 6

Is more than one person in your household completing a survey?

		%	Count
Yes		11.4%	56
No		53.5%	264
I'm not sure		35.1%	173

QUESTION 7

Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

Answered	262
Skipped	231

Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

QUESTION 8

Did you hear about the project before the devices were installed on November 4, 2021?



QUESTION 9

Have you changed your driving behaviors since the devices were installed?



QUESTION 10

Is there anything you would like to add about how your driving has changed since the devices were installed?

Answered	392
Skipped	101

QUESTION 11

Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?



Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

		%	Count
No change in non-driving behaviors through OWL		84.3%	407
Decrease in non-driving behaviors through OWL		9.1%	44

QUESTION 12

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Answered	151
Skipped	342

QUESTION 13

How has traffic volume on your block been since the devices were installed?

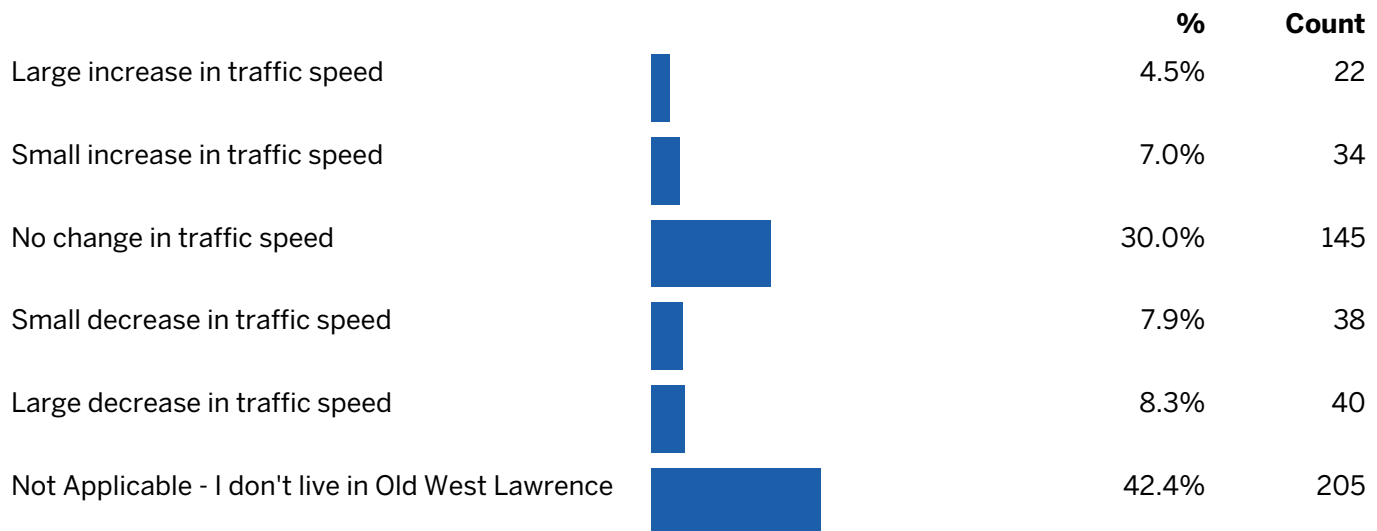
		%	Count
Large increase in traffic volume		8.3%	40
Small increase in traffic volume		5.4%	26
No change in traffic volume		19.2%	93
Small decrease in traffic volume		11.6%	56
Large decrease in traffic volume		12.6%	61
Not Applicable - I don't live in Old West Lawrence		43.0%	208

QUESTION 14

How have traffic speeds on your block been since the devices were installed?

Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?



QUESTION 15

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Answered	267
Skipped	226

QUESTION 16

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Answered	172
Skipped	321

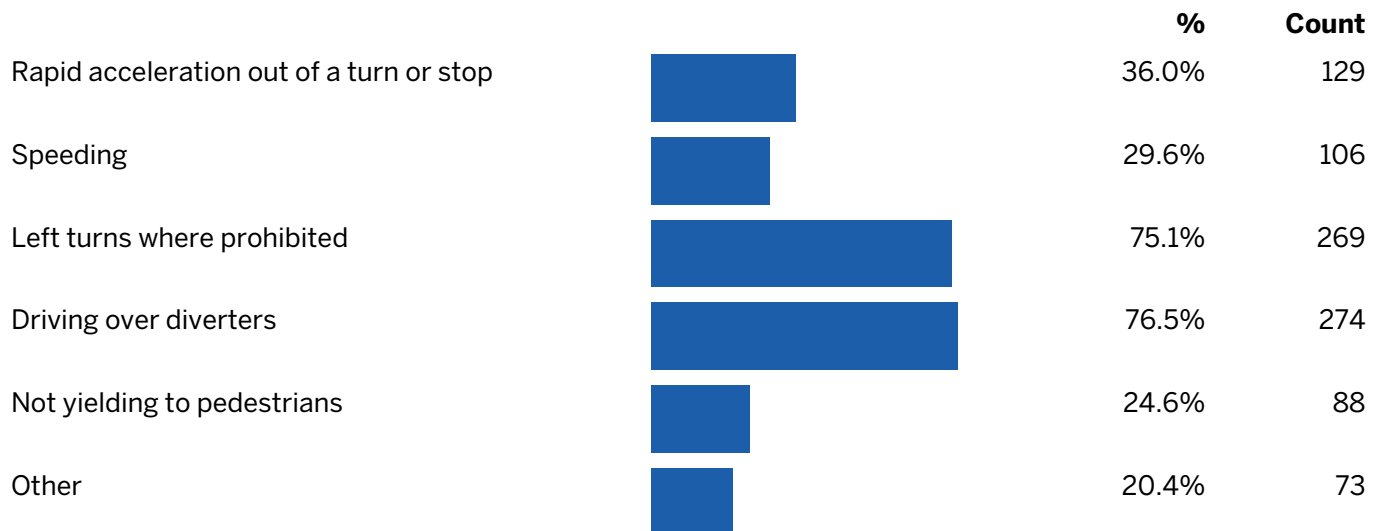
QUESTION 17

Please select all undesirable driving behaviors you have observed since the devices were installed.



Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?



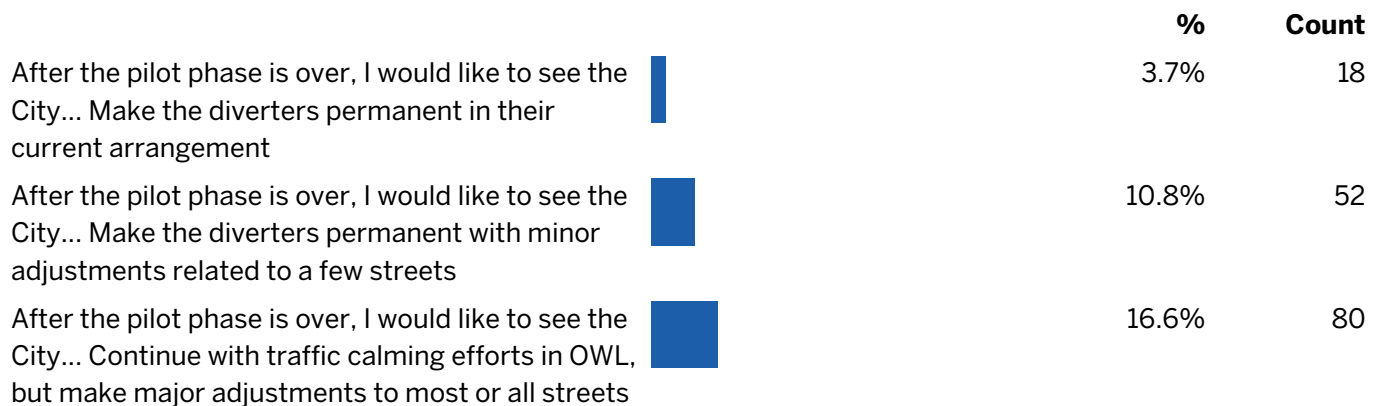
QUESTION 18

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Answered	148
Skipped	345

QUESTION 19

If you had to make a choice today, which of the following best captures your attitude toward the device installations?



Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

		%	Count
After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL		58.0%	279
Other		10.8%	52

QUESTION 20

Please elaborate on any minor or major adjustments you would like to see considered.

Answered	312
Skipped	181

Old West Lawrence (OWL) Traffic Calming Survey and Public Comments

2. Lawrence Listens survey comments

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

dog walker, occasional cyclist, regularly walk downtown

Age and possible cause of medical assistance in case of an emergency.

I walk to work.

Have friends that I visit in OWL
I'm a service person and need to get from location to location easily or I lose precious time/money.

My wife and I are dog walkers and enjoy bicycling recreationally. Also we enjoy walking to downtown and to KU
I walk for transportation and for exercise. Longtime resident. I previously lived for almost 30 years at 718

My father and several close friends live in OWL. I live in East Lawrence but I visit OWL several times each week, and my children spend time playing outdoors almost every time I visit.

I run through Lawrence

Drive to preschool in OWL
Family lives in this zone

All of the above. Daily walker (twice a day with dog); bike, bus, scooter or walk to work; child with periodic

Oversee an organization which provides door-to-destination transportation to area seniors, with an office downtown-- just a few blocks away-- which is already off a one-way street and the choices of how to get there

I work at 6th and Mississippi.
I am a long term resident of Lawrence

avid dog walker. : -)

We cannot get through the neighborhood from our house to McDonalds, taco Johns, to the stop lights at Maine street or Michigan to go west on 6th street.

I work for the City of Lawrence Fire/Medical Department. We frequently deal with these obstructions.
I have an uncle that lives by the areas where roads are blocked (so even though I dont live in the area affected,

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)
I live near this area and have friends who I travel to in OWL
I walk my dogs and I have my young nieces and nephews over a couple times a week and we play in the front
I am a delivery driver and I have to navigate this neighborhood multiple times a day to make deliveries.
Moped rider
I am a young person with mobility issues, living in the Pinkney neighborhood just across from 6th. I frequent OWL on walks w/ my dogs, and have friends whom I occasionally visit in OWL.
I walk/bike to work, I walk my dog around our neighborhood multiple times daily. I do own a car and drive semi- We walk our dogs multiple times a day. We bike regularly.
Avid walker around the neighborhood
I try to walk as much as possible to the post office, church, library, bank, downtown, etc.
I am a home health visitor for Work, including patients in Old West Lawrence.
Dog walker/Runner in the neighborhood
Work in the area through Bert Nash

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

I am a renter in the Sunset Hills neighborhood of Lawrence, and consider myself an avid walker, cyclist and general supporter / advocate of transit and mobility services here in town. I own my own private vehicle but don't use it much outside of the occasional grocery store trip. I take transit route #10 and #36 to my job at the Lawrence Public Library, classes at KU and when visiting downtown businesses on the weekdays and Saturday's. When visiting my friends in the East Lawrence & Old West Lawrence neighborhoods I frequently find myself walking through this neighborhood where the current traffic calming infrastructure has been installed and ever since the installation of this project I have felt much safer walking to my friends houses, to KU, and to the downtown district.

Prior to the installation of the Traffic Calming Infrastructure in Old West Lawrence, I always was in fear of my life walking in the neighborhood because of the way people drive their cars through this neighborhood. Prior to the traffic calming devices, cars would be going 40+ miles per hour, blow through stop signs and in the worst case scenarios, crashing their car into other vehicles because they are distracted, speeding, and texting while operating their private vehicles. As neighbors, pedestrians, and families we should be able to walk or bike in this neighborhood without the fear of being killed by a car or having a car strike us in the middle of the street.

Here in the Old West Lawrence Neighborhood there a variety of options when it comes to getting to your

I drive to local homes for pet care.

I work home health so frequently drive all over town for patients

Leisure walker through the neighborhood and to downtown.

Avid walker and cyclist. My Non-car commute for my previous address passed through old west Lawrence from

I work in that area and travel through there often.

I go to school and work on the KU campus

Some mobility limitations for me and often for my passengers

Avid walker; 65 yrs old

We walk in the neighborhood almost every day.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)
I have owned 728 Ohio for 30+ years.
As a person who was falsely lumped in with those requesting speed bumps on my street, I sympathize with those in OWL who didn't ask for this stupidity to be built in their name.
OWL residents who chose our house based on being in a neighborhood near downtown and KU
Regularly walk through oWL on my way to work at KU; Occasionally drive through OWL.
I bike, walk, drive a car and a motorcycle walking daily in the neighborhood.
Long time owl resident
I visit this neighborhood weekly for friends/family
I'm a frequent dog walker
I'm a plumber
- Walk in OWL daily
- Carpool daily to local school with kids who live on OWL (across 6th street from us)
Used to live in old west Lawrence. Have friends who currently live there.
I drive through this neighborhood a couple of times a week. I also walk in this neighborhood from time-to-time.
I have lived in OWL for over a decade and co-own a downtown business. I have walked, biked, and driven my car
I deliver food
We have a rental property that is on 8th and Mississippi. These barriers make it difficult to drive to the property. And others have driven THROUGH the YARD of this property to avoid the barriers
Delivery person for work
Walk through OWL all the time
I have lived in Lawrence most of my life until recently, and will be moving back when I retire.
I drive do school at the university every day, sometimes weekends as well
I'm am avid walker.
Nurse
Regular walker through the Pinkney neighborhood especially, but often through OWL and campus

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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

I bike all around Lawrence and frequently walk to destinations, in addition to driving.

Why are all you city employees so damn stupid. You put those in just to spend money and piss people off. This is

Provided tours of Lawrence for faculty candidates at KU for 30 yearsâ€”these driving tours always include OWL and were a positive influence on candidates

my husband works off 7 the street

Avid dog walker. Also a civil engineer and transportation is one of my specialties.

Work address is adjacent to Old west Lawrence.

My vet is around there. My friends live around there so often we walk thr neighborhood with them.

My parents live in owl on Ohio st

I am a former chair of the city's Traffic Safety Commission.

Avid dog walker; avid walker. Both of us are over 70, so having walkable and safe sidewalks and streets are

important. As we age, may need to use our cars more.

No

Drive this way to work everyday

I drive for Uber.

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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)
I take this route to and from work on KU Campus everyday.
Before the diverters were put in place I drove through OWL four times each weekday going between my home and workplace, as I have done for the last 26 years.
I'm interested in this effort as my daughter's best friend lives at 800 Ohio, so we are in the neighborhood
Work near OWL
I run and bike throughout Old West Lawrence.
walk/bike occasionally to work (KU main campus) and often to downtown
Dog walker, street parking resident
Christmas lights I like to take my grandchildren out to look at the lights around Christmas
I am an avid runner in this neighborhood.
I live on the corner of 8th and Ohio and have many young children.
I walk and bike to work often and also bike/walk around the neighborhood.
Avid dog Walker and biker.
Avid runner and walker—my husband and I run/walk about 30+miles per week
Our daughter attend LCNS 7th and Alabama. 5 days per week.
I walk a lot (3-5 miles a day), mainly in OWL
My parents own 411 W. 6th St. They are in their 90s and have been planning to move here but have been isolating in their home in St. Louis (and may never move). The house mostly sits empty but I go over every week (so drive around OWL) and family members sometimes stay there. It was a nice, low-key short-term rental, only
I am an avid dig walker.
Daily dog walker in neighborhood.
We live here specifically because of all the children my son has to play with as he is an only child. He is outdoors playing in the neighborhood majority of the time.
I like to go in long walks through the neighborhood with my family and I also generally run outside 3-4x week
Walk to work.
44 year resident of OWL, avid walker within neighborhood, retired environmental engineer
individual and dog walker
Downtown employee
I visit OWL frequently by e-bike & car as it is one of the loveliest neighborhoods in Lawrence and I go downtown daily. I also have many fiends who live in OWL and it is decidedly more difficult to navigate getting over to see them - some of whom are quite elderly and need to have as much social contact as possible. Curious, has anyone

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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)
None
Have lived here for 30 years.
I'm an avid dog walker and walk for exercise in OWL.
I walk my dog regularly in the neighborhood. I also ride my bike.
I run through OWL daily and live on a high-traffic corner.
They are extremely inconvenient and confusing, especially when in a hurry.
Walker and dog walker.
We own Old Towne Square at 9th and Illinois.
My husband and I have chronic illness and some mobility concerns related to the health conditions. We walk our dogs around the neighborhood, enjoy visiting with our neighbors and walk downtown.
no
Picked to live in OWL in part because of ability to live a low-driving lifestyle for adults and children in our family. Speeding in the neighborhood has been a real concern as a parent.
I've lived in OWL for 41 years and am a retired city planner.
I walk a few miles a day through the neighborhood
I ride a bicycle around the neighborhood. I also own 615 Ohio and manage a rental property at 746 Missouri, so I frequent 3 locations in Old West Lawrence.
I walk and bike a lot with my kids. We bike to school most days and walk our dog around the neighborhood at We bike to work through OWL in nice weather
I am a long term biker that regularly uses this neighborhood. I also frequently walk dogs near this area with no issues existing before the traffic devices were installed.
Home owner for 12 years, have dogs, work from home during pandemic
We live on one of the busiest corners in OWL and that 4 car wreck that happened last year was right in front of our house. We get a lot of action in regards to speeding and running the stop sign so our location is really
N/a
I have many friends who live in Old West Lawrence.

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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)
I am a runner, biker, and walker; and we own Go Driving School.
Uber and Lyft driver
No
Work at 9th/Mississippi, often walk around OWL on breaks. Former OWL residence and frequent visitor!
We often walk our son to and from Pinckney elementary school. We are avid dog walkers and whole family bikers in nice weather. We love walking downtown. We also love driving downtown when it's not nice out
Walk, bike and drive in OWL. Have a garden plot in community garden
I walk my dog around Lawrence neighborhoods every day and ride my bike to work & for leisure.
I run regularly and walk with the dog.
Hate to turn against traffic.
I'm an avid proponent of the fact that everyone lives together in a neighborhood.
Along with two cars, I have a motor scooter and bike frequently in the neighborhood.
walk and bicycle reglarly
While I do not live in the area of the barricades, I do frequently go to that area to enjoy time from work, walk my dog down town, and I am an avid member of the community. I like to experience down town lawrence.
Drive both car and motorcycle, run for fitness all over Lawrence
I ride my bicycle to school from N. Lawrence to KU.
Walk and drive to work
I both walk and bike in the neighborhood. I frequently walk downtown from my house.
I'm a former resident of Old West Lawrence (8th and Miss.) and still frequent businesses along 9th (now I live on
daily dog walker
Dog walker, knee problems
As a walking challenged person, I often avoid the brick sidewalks and walk in the streets. This has become very dangerous as cars squeeze through intersections with diverters or barriers

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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)
I bike through the neighborhood frequently on Michigan St and 7th St
I commute to work on my motorcycle and walk throughout the area multiple times a week.
Our child care is in owl
I walk and bike the neighborhood a lot
No
I bike to work through this neighborhood and I also walk regularly in this neighborhood.
I used to enjoy playing Pokemon Go in the OWL neighborhood as they often had good nests and spawn points. It became to dangerous to play this game in the OWL neighborhood as drivers are incredibly rude by running stop signs and speeding through the small roads and intersections. This was all BEFORE the traffic devices were installed. I avoid going through OWL not because of the traffic devices but because Lawrence drivers are rude
I'm an avid dog walker, I walk and bike to school, work, for enjoyment, and exercise.
I walk down 7th St between Alabama and Louisiana multiple times per day with my two children, going to the
WE are avid walkers, drive a moped, walk/bike to work and as a way to extend life
My brother lives in OWL.
None
I have lived in this house for 21 years. All three of my children grew up in this house, on Tennessee Street, where traffic volumes (and speeds) have always been relatively high. All of us are avid walkers, and know the
I deliver with DoorDash and it has effected some of my deliveries due to not knowing off streets where I cannot continue down one way and has caused me more trouble having to circle all the way around to access a house
I work downtown.
I do part time delivery
When the members come to church they have to go around and around trying to simple get to the church. I also drive for senior wheels and those street blockers are a pain in the neck.
No
Parent with children

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)
Frequently walk, bike, and drive through core neighborhoods, and also push a stroller often. I serve on the Multimodal Transportation Commission and previously served on the Lawrence Association of Neighborhoods.
Avid dog walker. Also grandchildren live on Maine and bike and walk to and from our home and theirs.
We are active walkers and bikers
Loved in Lawrence my whole life.
I walk to work at KU and live in OWL
My parents live in OWL so I visit them frequently.
I drive a car exclusively.
I walk my dog daily, and I a student at KU. I work in the neighborhood as well.
NA
Work, shop, go to entertainment, kids in school in Lawrence
Drive car
I enjoy biking around the city and enjoy walking my dogs through my neighborhood
...3rd generation to live in Lawrence, Kansas.
I drive to and from work
Bike to work/around West Lawrence
I've lived in this neighborhood for 35 years in a couple of houses and have raised children who also rode bikes and attended the Little Red Schoolhouse. I have and have had pets, which we do walk. I own a rental house on my street, which is now difficult to get to because of the new barriers. I do business with neighborhood businesses like the Lawrence Veterinary Hospital and others. I hold the OWL neighborhood association in low regard and they do not represent me. I also want to state up front that the new barriers are a terrible
Technically live in Baldwin but work in Lawrence and do a lot of driving for my job
This is my second survey response subsequent to the 1-25-22 Zoom open house and the information presented
I walk my dog from Michigan St, up 8th to Tennessee St or Ohio St and back down 7th St three times a day
I walk my dog 3 times a day from Michigan St down 8th St to Tennessee St or Ohio St and back up 7th St.
I work downtown. I cycle often. I'm an architect.
I already use my car as little as possible, walking most places.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)
I don't live in OWL, but I work at Lawrence community nursery school, at 645 Alabama st, so the traffic structures have impacted the school employees and families.
We are regular walkers in the neighborhood, both to work and to downtown for leisure.
Architect, former OWL resident, children at LCNS
Bike Rider
My 91 yr old mother takes her walker for walks around the neighborhood, mainly on the streets.
Don't want accidents, injuries, or fatalities to occur in our neighborhood.
Walk to school with kindergartner
walk and bike
We walk our dog everyday in the neighborhood, and I also walk to work every weekend through the
Walk a lot and work at KU
WALK TO WORK
Walk kids to Pinckney
I commute to Lawrence and am in charge of the Senior Wheels program. I also spend a considerable amount of
I walk all over the neighborhood
Avid dog walker
Dog walker
I drive daily and sometimes walk a dog in the neighborhood
We walk our dogs frequently and play with them in our front yard.
I have lived in my house for over 50yrs and I was born and raised in the house next door since 1937. I consider the traffic calming devices as just the opposite of calming-more like frustrating. I never imaged my neighborhood looking so un-Old West Lawrence. The devices are ugly and a huge nuisance for me as a elderly person-now people speeding in the alley-alot more traffic in the alley. Neighbors doing u-turns in the middle of the street-almost hitting parked cars, neighbors using other people driveways to turn around. kids now feel like they can play in the middle of the street-then a car comes !! The navigation of the devices are ugly - frustrating and makes driving in my neighborhood a daunting task. I can only image people leaving due to the appeal of
I drive my children to and from school each day and have kids at hilltop and Googols and I work on the south
I walk and bike around the neighborhood regularly, including commuting through the neighborhood by bike 2x
Mobility limitations
I walk the neighborhood at least once a day with my dog. I run the neighborhood once or twice on the weekend.
Walk frequently
avid dog walker

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Avid walker of dog; also I work in my house, so I have a good feel for traffic levels and speeds during the work
Have bad back pain so like to park in front of house. We don't have a garage to put the cars in.
i use mobility devices such as walkers and a wheelchair. When I am feeling well, I walk and bike.
I enjoy biking all over Lawrence, including in OWL.
walk to campus/bike/drive/walk dog
I primarily work from home and the road noise on the brick streets is out of control.
I have grandchildren visit several times a week. One is not quite 3 yet. My concern is since Alabama is well paved some people drive like they are late for something. I think a speed bump or two may help.
I walk my dog twice daily, at around 9:30am and 2:30pm.
I do a lot of walking through the neighborhood for exercise. We love living near downtown and walk or bike
I do a lot of walking through the neighborhood for exercise. We love living near downtown and bike or walk
I walk my dog in the neighborhood several times a day. I sit on my front porch most days for 1-2 hours and can observe traffic behavior and the intersection of 7th and Louisiana.
No
Walk downtown and garden in front yard, visit with walkers and neighbors, observe speeders and friendly
Avid dog walker.
2 very active children. We like to bike, walk, play in OWL.
I walk to work, and I enjoy riding my bike around town.
I started permanently working from home in the past year. I walk and bike the streets of OWL just as much or
A resident of OWL since 4/1984.
N/a
Walk, bike ride in my neighborhood
I am an avid walker, I walk to work every day.
Walk to school
no
We do a lot of walking in the neighborhood
walk to work and downtown as well as in the neighborhood for exercise
Dog walker
Avid walker, carpool driver, KU college student, dog walker, walk to middle school
We walk our dogs and my husband rides his bicycle in the neighborhood.
Have lived in the area for approximately nine years. About half of those years were on foot and half have been
I walk to work (KU campus) up Maine St.
We walk our dogs daily, and walk to visit neighbors.
Walk the dog.
I own a house in OWL on Illinois Street between 7th and 8th Street. I walk and jog the OWL neighborhood multiple times each week. Thus, I have observed traffic flow on a regular basis.

Old West Lawrence (OWL) Traffic Calming Questionnaire

<p>Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)</p>
<p>30 years in residence</p>
<p>I've lived in OWL since 1985 and am a regular dog-walker. In this time, I've seen some traffic calming measures, such as my corner (at 7th and Maine) becoming a four-way stop instead of two-way. I participated in the effort to get speed bumps on Maine St., which was facilitated by OWL's president at the time.</p> <p>I took this survey previously but was bumped out of it and couldn't get back in to complete the last three questions. No one responded to my request for help to simply finish what I'd begun, so I'll fill it all out again.</p>
<p>I and my family do a lot of walking in the neighborhood, and to and from the Yellow Deli Market on Vermont.</p>
<p>Dog Walker. The cat is too stubborn.</p>
<p>My wife and I love walking the neighborhood and downtown in the evenings but we are also dependent on our vehicle to get to work. My children are also drivers. I guess all this to say that we fully utilize the neighborhood.</p>
<p>I am mobility disabled</p>
<p>My primary mode of transportation in the neighborhood is walking. My family and young children (ages 2 and newborn) walk the neighborhood every day. I also walk with my dogs 3 times a day.</p>
<p>I work near Old West Lawrence and often have to drive through the neighborhood.</p>
<p>No</p>
<p>Kids walk to/from school without an adult</p>
<p>Avid dog walker. Parents live in Oread neighborhood.</p>
<p>Often bike or drive through the area and visit family as well.</p>
<p>Avid dog walker, birder. 40 year OWL resident.</p>
<p>I'm a mom of two young boys who often are playing, riding bikes, walking our dog and walking to school. It is imperative that our street remain safe for them and all others that live on our street.</p>
<p>I'm an avid dog walker, ride my bike in the neighborhood, and felt quite safe with things as they were. Drivers were almost always courteous towards pedestrians. The diagonal on my corner has made walking less safe, because drivers don't stop like they used to, and they tend to hit the gas at the end of rounding that curve. The</p>
<p>Lived at this address for over 30 years.</p>
<p>I have been a staunch advocate for safer bike paths around Lawrence</p>
<p>Daily walked the neighborhood past 18 years</p>
<p>I have been in the neighborhood for almost a year. I walk quite often, particularly to downtown.</p>
<p>I walk every day through our neighborhood with my dog. I have many friends in the neighborhood I like to visit. I take my kids on bike rides through the neighborhood.</p>
<p>Avid dog walker and I run in the neighborhood.</p>

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

It is much more convoluted

These are not traffic-calming devices there traffic infuriating devices. I treat them as speed bumps which actually are quite effective.

I can't reach my house from points downtown by driving through OWL. I now have to go on 6th Street or 9th Street unless I begin the the journey at a specific spot on 8th Street

Required only minor changes to routes

No change as I have no choice since I live in OWL. I now have to go out of my way just to get to my house.

I end up driving many more blocks out of the way to get where I'm going.

I drive through more because I keep having to turn around trying to get down a single Road. It increases frustration trying to get to my friend's house.

I am now routing immediately to Tennessee and Kentucky

Outstanding idea, only adds 2-3 driving minutes to adapt to new temporary barriers.

I decreased driving to see friends because it is such a hassle to get to their houses and get on the correct side of the street to park.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Due to the "traffic calming devices" I now have to "loop" around the block to get to my sister's house which then puts me on the wrong side of the street for parking and there are no driveways in the immediate location so I have to do a three point turn to park in front of her house. When time is a concern, as it was when our father died recently, I use the alley because it's faster and less of a headache to get where I need to be. So I would say I'm driving "more distance" in OWL and while my speed isn't a safety issue, the extra distance driven there and the necessity to turn my car around in the middle of the block and use the alleys when time doesn't permit driving in loops may end up being as much if not more of a safety issue as the occasional speeders coming

I have to think a bit more prior to my trip so that I efficiently navigate the traffic calming devices.

I shifted one turn by one block to coordinate with barriers. I avoid Mississippi. I never use Maine, as I previously did, to make a left turn onto 6th Street.

I have to drive further and longer in the neighborhood than previously.

This stupid program has made it all but impossible to get where I want to go.

I avoid OWL, because the devices have made it a confusing maze. I get stuck in a loop and so frustrated. You have to know your route beforehand and take exact turns. I made this mistake trying to show a family member my daughter's preschool. I hate the devices and think they'd be a terrible addition to OWL. I've lived in OWL in the past and would have hated them then too.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

It's caused a lot of issues for my elderly relative. It's a nightmare for delivery vehicles and I'm concerned for first responders access

It is now more inconvenient to visit friends in OWL.

Yes, it is very frustrating to try to locate and travel to locations in Old West Lawrence. I have never "cut through" the neighborhood but have several friends who live through it, and trying to get to their homes is an exercise in frustration - seemingly random forced turns with no logic or predictability. I cannot imagine what it would be like to be a delivery driver or someone who has to regularly locate addresses in the neighborhood.

Driving through OWL is a hassle and I avoid it at all costs, because I don't know where my route is going to have to change dramatically. Visiting friends in the neighborhood is a hassle.

I got stuck there during the Christmas Parade and it was an absolute disaster. No street went through and it could have not been a more frustrating experience. I don't know how you expect anybody to get anywhere. It must be absolute hell for those living in OWL because they can't get anywhere in a reasonable fashion without turning right constantly. Might as well not have any streets at all if this is the plan.

Increased frustration. It's difficult to get to 6th Street from 9th Street.

I don't drive through OWL a lot. The few times I have tried in recent months I've ended up not being able to get where I needed to be b/c of the traffic devices.

I have to loop around a few blocks to get where I'm going, especially to take kids to school, head downtown for weekly errands, etc.

This is the most restrictive and ridiculous abomination ever.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

My driving through OWL has not changed, but my curse-words-per-block ratio has increased a lot! I still need to go where I need to go in OWL, regardless of devices.

Additionally, it is my understanding from the drivers of our senior transportation program that the devices have made routing more difficult to get to the homes of seniors/ get them to their destinations efficiently.

Working at 6th and Mississippi is incredibly harder now. I was able to go through Mississippi to 9th street to go home at 5:00. I will not turn left onto 6th street from Mississippi at 5:00. Not safe and very difficult. Now if I want to go 6th street at 5:00 I have to turn east at 7 & Miss and go down to Louisiana to go back to 9th or another street over for 6th. This is not convenient and I would assume there are many workers trying to navigate this difficult street arrangement. Other areas in Lawrence have their own traffic issues, not sure why OWL is any different and should not close off routes of travel.

I forget the "calming devices" are in place and then I become agitated when I see them.

i do not dare enter the accursed labyrinth. the roads in old west lawrence are not a means of conveyance, but a trap built to bewilder and frustrate motorists. like a matador circling a bull, these obstacles slowly whittle down your mental fortitude. you might enter old west lawrence a human, but you leave in an altered state, a beleaguered minotaur escaping from it's maze.

I have not personally had any issues navigating normal routes through the area.

I hate them!!!! It is so difficult to get where I need to go to in that neighborhood. I can't even begin to think how people who live in that neighborhood thinks of them and let alone people who are visiting from out of town. These are way worse than round-a-bouts and one way streets. Heaven help them when there is an

I used to drive from North Lawrence to 6th street. Then right down Louisiana to the banks at 9th street. These devices prevent that from being convenient. Requiring a longer, more frustrating drive to 9th street.

If I lived down any of those roads, I would be furious!

I cannot get through 7 th street going west nor can I get to ninth street without many turns or driving thru alleys.

I used to drive through OWL to access parts of 6th street without having to drive on 6th street. Now the routes I took are completely impassable due to the "calming" devices. In my four attempts to navigate the neighborhood I failed to get to my destination.

I now take a different route to work and no longer frequent any of the businesses I did before, on 6th street and 9th street.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I work in Old West Lawrence a lot, both for the fire department and on my days off doing construction work. These traffic control devices, while well intentioned, are not the ideal solution for the OWL speeding problem. They are a massive headache for the fire department, and they force you to take an unnecessarily excessive route to drive through OWL, even when you are obeying speed limits.

I have sped through this town for my entire driving life (I grew up here). The only thing that has ever deterred me from speeding are speed bumps because they physically damage my car (... and as I've aged, I'm in less of a hurry too, but that's a moot point). If you want to decrease the number of people speeding through the area, add a bunch of speed bumps that will damage cars if they speed over them. This will allow normal traffic to go through the area, as well as fire trucks/ambulances. The diverters are problematic.

I have to avoid streets getting to my uncle's or friends' houses because of the devices. If I make a wrong turn I can't get to the right house for several mins or have to attempt a left on 6th

I spend a lot longer driving in old West Lawrence and in a more distracted way when trying to get my kids to friends houses in OWL or visiting my friends in OWL. One time my son was being harassed by someone while walking home and I was trying to quickly get to him and just kept being diverted in circles around him without being able to get straight to him. There is no good way to turn from a Pinckney neighborhood and go east into downtown. Often time residence over here turn right onto sixth and left into OWL rather than trying to make a dangerous left turn onto sixth. I have seen an increase in people turning left onto 6th in dangerous situations or to avoid the diverters.

It has been horribly difficult to get to places I need to go to in OWL. I am getting dumped onto 6th or 9th and forced to turn left in busy traffic with no street lights. I HATE them. The amount of streets I am forced to drive down in OWL has skyrocketed.

I go through the alleys instead of circling around blocks to get where I need to be.

I still have to drive through from time to time but it's just awful. Takes twice as long and constantly having to turn around and go a different way. It's stupid please make it stop!

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have certainly reduced cut-through traffic in the neighborhood. Navigating to a specific address in OWL is not as direct as it used to be, but I do not find it has been made extraordinarily difficult.

Instead of being able to go down ninth and take a left on Mississippi to get to a family members house, I got completely lost and ended up somewhere near 6th and mass.

I avoid driving through OWL now.

I am a frequent driver and pedestrian through OWL, approximately 5 of 7 days per week, on average. While I am not a "member" of the OWL neighborhood, I live just across 6th in the Pinkney neighborhood and have been significantly impacted by the traffic barriers. While I am often traveling through OWL, I had not previously considered myself "thru-traffic" as I previously felt somewhat apart of it. Now, these barriers to travel have completely tossed that out the window. I am still in OWL just as much as I was, but now I feel like an "outsider" having to sneak and snake my way around a place where I am unwanted. So no, my frequency of driving through OWL has changed minimally to none. My frustration level however, has increased exponentially. "Just look at the map and find another route" -- what map? A map I learned was online, after I was spun in literal circles trying to navigate the maze. It seems only logical that one who WANTS to travel North through OWL, who is then forced to turn East/"right", would then seek to turn left at the next cross street. Only to be met by another forced RIGHT turn, thereby sending them back South-- the opposite of their intended direction of travel.

If my driving frequency has decreased through OWL at all, it is a product of my desire to avoid frustration (I'm pregnant, but like that needs to be an added reason?), and my fear of other drivers moving through the neighborhood who have no idea what they're doing-- the ALLEY driving increase has been INSANE, not to mention the level of rolling stops, if stopping at all at stop signs... Not to mention the damage to my vehicle via a drain cover on the corner of one of the forced right turns, as a result of the nonsense barriers (via my absolute confusion and frustration while simply trying to reach a friend's home)!

I could go on, but I'll save it for another section.

I largely avoid driving anywhere else in OWL it since I now have to drive to 9th St to drive to the library.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I grew up in Lawrence and have my driving routes to downtown and the bank well established. I like to drive on Ohio to go to the bank when there is a lot of traffic on Tennessee. I have twice driven from 6th street to Ohio and driven south on Ohio. At 8th street I am forced to drive West, and I turn around in someone's driveway and then proceed East and then South on Ohio. I find it to be maddening and inconvenient, but don't plan to change my driving route. My route now includes Turing around in someone's driveway. I grew up in old West Lawrence and still don't see much traffic or anyone speeding on the side streets. I don't like the maze, and don't understand what prompted it. I don't plan to change my driving routes, but it makes me angry when I have to drive out of my way to get to where I am going.

It is difficult to visit people who live in OWL for those of us who don't live there and aren't accustomed to the patterns. It requires a lot of driving in circles.

Soooo frustrating when I was just trying to go down the block to my parent's house from 9th street - didn't know it had happened and couldn't get there without going at least six blocks out of the way.

Getting to and from my house in OWL is extremely frustrating. I often have to drive for longer distances to get to and from my home, particularly to try and park on the side of the street my house sits on. If I can avoid driving through OWL, I will. I have to strategize how to get to and from my home using 6th and 9th streets, and my routes are much longer and less efficient than they used to be.

It takes a very minor change in route to drive south since we don't make illegal turns.

I have to go 1 or 2 blocks farther to get from home to 9th Street, which I consider only a minor inconvenience.

I think the devices force more traffic onto more streets because the old through streets are no longer available. It forces exits from the neighborhood at uncontrolled intersections which is less safe than exiting at a light. We don't often go through the neighborhood, but do have errands at the edges and would like to be able to get to and from them.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have had to re-route since I am not able to get to downtown through my normal route

Driving is the same, but now I spend more time in the neighborhood because of being routed somewhere other than the direction I want to go.

I previously had a direct route between work and home and with the devices I have to drive through the neighborhood making multiple turns or take an alternate route out of the neighborhood. Perhaps the devices stop traffic from those commuting outside of the neighborhood but it is highly inconvenient as a resident.

I used to cut through the neighborhood I live in to reduce traffic stress on 6th and 9th. Now I cannot do so. Further, I have to drive out of my way, spending more fuel and emissions, to run six blocks away.

Other than making three-point turns to get from home to the bank when I drive, not much else has changed.

I spend more time trying to get from point a to point b in owl.

So frustrating trying to get from 6th to 9th. I used Mississippi due tho there being a stop light at 9th/Mississippi, but instead was sent on a wild goose chase trying to get out of the maze, which made me backtrack to 9th/Maine. Darn near just jumped the barriers I was so frustrated.

It's terrible and causes more traffic

Previously I was able to drive directly to the houses that I was visiting for work. The traffic diverters have increased my driving through additional streets as I try to get to/from specific addresses.

I have never cut through OWL on a regular basis. I only go there to visit residents.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

No way to plan visits to friends homes

Makes it super difficult to navigate those neighborhoods when seeing clients and no warning before hand.

Once these traffic devices were installed, as a driver, we have no choice but to drive slower and to look out for our fellow pedestrians and cyclists in the street. It's no longer an option for a driver to choose whether or not to blow through a stop sign, to stop for pedestrians, or to drive reasonable speed limits of 20 miles per hour or less and I think that's a good thing when we talk about reducing vehicular related deaths and collisions. At a certain point, we have to stop convincing neighbors and citizens who live outside of this neighborhood to drive like decent human beings and beg them to stop for pedestrians.

At a certain point is it up to you as city officials to actually take action and build traffic calming infrastructure so that children, families and pedestrians can walk in this neighborhood and feel safe without the fear of a car killing them. There's always going to be vocal minority of residents who oppose action that reduces car ridership but as civic leaders you have to be ready to withstand that criticism and make a decision that is for the better good of most people in this community, not just those that have a privilege to own a private vehicle.

It takes much longer to get out of my neighborhood to where I'm trying to go than before the devices were installed

I have to drive WAY out of my way, wasting more gas (costing me money & harming the environment) than I would otherwise to reach my clients in OWL

They are super inconvenient and not traffic friendly

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

They are very inconvenient and cause me to burn more fuel

Since I live in the neighborhood I can no longer take the most direct route to/from Ninth St. or Sixth St. so I can say I have to drive farther than previously.

The devices required a few minor adjustments to my driving habits, trivial changes.

I avoid the area at all costs. I missed out on showing my daughter holiday lights there

I used to drive north on my street, Arkansas St., from my house in the 800 block to 6th St. now I go south on Arkansas to 9th to Iowa going west and to go east I go north on Arkansas to 7th, then east to Maine, then left to 6th.

They are annoying and unnecessary. There wasn't that much traffic through those streets to begin with so I don't see how they were needed.

The road blocks have made my commute to school annoying and longer. There was no broad, public announcement since when it first happened I was very confused and didn't know how I could get from 6th to 9th to get to campus. I think it's caused more traffic in OWL

This doesn't help anyone! spending wasteful money on this when for at least 8 years the 7th and Maine intersection floods or ice over and that is a new main road. I feel one asked the permission to do this and it's very elitist for this awesome community.

I don't drive through Old West Lawrence very often but I have dear friends that I visit. I have had such trouble even getting to their address to park. But the real difficulty for me has come in trying to leave and then get to a point at 6th Street where I have a light. Each time I've ended up in a dangerous situation at 6th where I want to turn left and go west and I have to stomp on the gas and hope I can make it across busy lanes of oncoming traffic just to get on to 6th Street. This is a terrible dangerous situation and an unnecessary accident waiting to happen.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

It is more difficult now to get to 2 friend's homes; I have to nearly circle a block for one.

I am avoiding the entire area

I use 6th street to commute to work and school at KU. I live in West Lawrence, and so being able to navigate through OWL is crucial for me, depending on the direction I'm coming from.

It takes significantly longer for me to get around the neighborhood

It is aggravating, and dangerous.

Completely avoid it, it's not navigable with the dividers.

It is very inconvenient to get from point A to point B.

I sometimes have to drive a block or two to go to and from home. Nothing too onerous.

I will drive thru just to admire the diverters or refute others claims of impossible routing.

I go up and down the alleys more often. I have trouble directing people to my house. i.e. repair people. I am concerned that prospective tenants for my house will be discouraged, and so the quality of tenants will go down. The traffic calming devices are too confusing, and too numerous. It is a daily struggle to get to my property.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I am confused as to what streets are open and therefore avoid all except Tennessee/Kentucky and Maine, which I know are open. I don't visit this neighborhood often, but I consider it highly inconvenient and unnecessary.

I do not intentionally spend more or less time driving THROUGH the OWL neighborhood. However... because of the devices, I actually spend more physical time driving within the neighborhood because I spend extra time pulling into alleyways & driveways so I can turn around on the streets and get where I originally planned to go.

I avoid OWL and miss being able to drive through on occasion to see the lovely homes.

We don't often drive in the interior neighborhood but now avoid it as it requires a lot of thinking ahead about which way you can go

Makes it very hard to get to work and home from LMH Hospital and I was hit by another car due to the devices

It used to be simple to occasionally drive to campus or to businesses on 9th st via Mississippi. It is now basically impossible to drive through OWL from 6th to 9th in a reasonable way.

Not much has changed that has been difficult to deal with because of the diverters. The good far outweighs the bad in my opinion.

I have to use the alleys to get around

I'm angry about the lack of ability to get around

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I avoid visiting friends in OWL and now take a different route to and from my vets office.

I'm a plumber and have to move around that area. The devices make it very difficult to get to where I need to go.

My experience is frustrating, overly time consuming and inconvenient. By the time I figure out how to navigate to where I'm going I drive FASTER than I ever did before.

It's so hard to get through OWL after I pick up kids to carpool. I end up having to go back out to the main streets or cut through alleys to get to the next location or house. Otherwise, I end up being diverted in circles.

I don't mind the devices.

My neighborhood has been cut off from downtown from these changes and barriers on 7th and 8th streets. My seven-block commute is now 14 blocks, with a huge increase in traffic. I used to see one or two vehicles max every day, and I'm routed to 9th or 6th depending on which direction I was coming from.

It hasnt

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Again, these make it difficult to manage one of our properties that is literally a straight shot from our house to it but these devices force us to have to go around another block to even get to it. Not to mention the tire marks IN THE YARD from people driving THROUGH the lawn to avoid going around. Also.. what about emergency vehicles or snow plows?! Not to mention people are also now just using the alley as a street. Yup. They drive 30mph down the alley to avoid these damn things.

Making it harder in larger vehicles to maneuver the turns.

Have to plan to drive out of the way to get to my friends house

It is very difficult to figure out how to get through OWL now.

I think it has made driving owl confusing and honestly creates confusing between drivers causing possible accidents

I have to drive through OWL to get to and from school. To avoid OWL to get to my designated parking area would take a lot of extra time.

It has become extremely difficult to navigate through OWL if heeding the traffic barriers. The entire neighborhood has turned into a maze.

It takes me longer to get to work

This is truly the worst idea and only contributes to more congestion on main roads and throughout the neighborhood

We also live right by 7th and Michigan and used to be able to shoot straight home from work on campus or straight to the post office. But not now! We have to divert onto 6th or 9th street at 530 pm. Try that and see how much you like it when you live straight up 7th.

I have to drive clear around the block down mass coming home from my night shifts to park in front of my house when I'm already half asleep. If dont take that route i still have to drive 2 to 3 blocks out of my way to get in front of someone else's house to park which should be a space for their families. I have seen more traffic jams and 3.5 turn than ever. People also just go on the other other side of a barrier to turn which I ended up doing as well. Game days are a complete cluster of cars everywhere. It's ridiculous just take them down. Also as a nurse EMERGENCY vehicle CANNOT make efficient rescue calls with all that shit in their way.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have been very frustrated that one neighborhood is receiving special treatment and that roads I pay to upkeep are not open for people to use in the way they are meant to be used: to get from one place to another efficiently. Unfortunately for the people in that neighborhood, there are vets, businesses, dorms, schools, etc that often require commuting through the neighborhood. If the people living in old west Lawrence want private streets, they need to move somewhere with a private street.

It was difficult if I turned too early to reach 7th street

I have changed my routes and used Maine St to get to 6th. It is ridiculous to drive the maze to get from my house to 6th St. The people who initiated this give the impression that OWL is a exclusive neighborhood that they do not want outsiders driving through. It is ridiculous to drive in circles to get around this area.

Only that I have needed to use alleyways almost every time

Putting more miles and emissions on my vehicle

I avoid OWL like the plague.

I loved driving through Old West Lawrence every once in a while to admire the beautiful houses. Now, it is an absolute nightmare trying to drive through there.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

These things suck!! Get rid of them!! They make it impossible to get anywhere without taking a million turns!

I often get delayed many minutes because I mistakingly drive into the OWL trap.

It has add 5 more minutes and \$.53 cents of fuel spent per trip

After spending 15 minutes driving in the neighborhood and getting increasingly frustrated at not being able to get from 6th to 9th, I now totally avoid the area

feels like a maze. not fun to just be trying to get to my husbands work and have to get rerouted back to enter i started

Over time I will likely restrict my driving through OWL to 6th, Maine, and 9th and avoid the streets inbetween.

I no longer can enjoy the calm beauty of OWL houses & trees or share that with visitors.

I didn't often use OWL as a bypass or short cut - just when my stops on either side necessitated it or when I had specifically local personal business in the area. Now I avoid it like the plague!

Because there is no good way out of OWL, I end up circling around and around.

It adds more driving time if I. Trying to get to and from my friend, downtown, and the vet.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

The devices are confusing for those who are visiting the neighborhood. They increase the difficulty immensely of navigating within the neighborhood.

The danger has increased as we are using 6th/ 9th st more. Trying to make a left hand turn on 6th in the middle of the day is very difficult and dangerous

I now take Maine street to get from 6th to 9th

I try to avoid OWL.

I now have to go around the barn to get to the outhouse. Streets are meant for people to use to get to destinations, not to establish mazes.

I get frustrated when I drive in Old West Lawrence and end up wasting time and fuel trying to figure out how to get where I am going!

My 91 yr old Mother lives at 817 Illinois and I check on her 3-4 times a week. My route has had to change to get to her house and I now have to drive on 8th street where the brick roads are the worst. Please remove these obstacles so that I can go back to my old route that I've taken for years.

I have to take convoluted route to go anywhere south or west of my home

Significant added frustration when driving to my daughters house who lives in that neighborhood

I've been inconvenienced, that's about it.

Have to think every time I leave my house about the best way to get where I'm going. Biggest concern is how to turn west on 6th St. Busy and dangerous turns. Previously, used light at Maine St. but now impossible to get to.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have to take some different routes, but it doesn't bother me. Game day is harder but that is only a few days per year. We own I full size pickup. It is tricky to turn right at 8th and Arkansas. However, I don't mind going slowly. Most vehicles in OWL are smaller.

It is confusing.

No

I can't use Mississippi Street to get to 7th Street when I am going to volunteer at the library and want to park on 7th west of Tennessee so that I don't have to bother with parking apps or coins to fill meters especially if I am going to be at the library (book sales etc) for more than 2 hours. I am uncomfortable sometimes using the parking garage even the roof because of safety concerns. I am in my 70's and don't think I could outrun a

Yes. You have barricaded my right to drive on a public street that does not belong to you or Old WestLawrence.

Streets are for movement through an area. These devices are a hinderance to efficient movement meaning that I have to actually spend more time navigating to my destinations and spend more gas over time. Terrible solution to a non-problem.

I got turned around trying to go the bank for about 6-7 blocks. It was absurd.

The devices are so confusing that I avoid the area altogether.

Traffic wasn't an issue in OWL before. I really don't understand where the concerns come from. The roads are rough, people can't drive fast down them anyway. Now you've managed to create a labyrinth that makes zero sense. If you want to calm traffic put in bumps, otherwise, you've made a complete mess of flow in that neighborhood. This appears to me the classic case of fixing something that wasn't broken. It's okay to admit that the whole thing doesn't make sense and pull them out. For sure, these barriers make me not want to visit people that live in OWL. Too much effort to figure out how to get there.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I live in the Pinckney neighborhood, two blocks from OWL, and I work at KU. I have been driving on Mississippi St from 6th St. to campus since 2007. I still have to drive through OWL to get to campus, but I had to change my route to Maine St. After 15 years, that was an adjustment for me, but I will say that the day the road blocks were installed, I went down Mississippi St not knowing about the installation. I ended up driving in circles, through more streets of OWL just to get out of the maze. If Mississippi had been open it would have been only 3 blocks of driving, but the devices caused me to drive much more. I also have concerns about how this would affect first responders and their ability to respond to residents in the area.

Instead of using Indiana after school pick up, I have to turn left against traffic on 6th St to head west towards home instead of being able to drive to a stoplight.

I am unable to drive the most efficient route. I now have to go blocks out of my way.

Longer times to pick up residents in the area due to having to take an alternate route to pickup putting passengers at risk for missing important events if I'm having to use more time to arrive.

arrive on campus on Mississippi. I have taken Maine Street with the speed bumps as well and feel like they are sufficient in keeping speeds in check. How are these streets and neighborhoods any different from other locations in Lawrence where speeds could just as easily be increased? Most of these streets already have vehicles parked on both sides which already requires you to be more cautious about your speed especially with oncoming traffic in the other lane. I feel like these devices just make people irritated and probably end up driving faster after having to detour around them. I don't see them decreasing traffic volumes. People have the control to determine where they live based on lots of factors, one of them being possible traffic on surrounding streets.

I drive on sixth and ninth streets more. It's not pleasant to drive in OWL any more.

I have avoided my long-time route to work through OWL. I have however on occasion taken a modified route through OWL that utilizes a mix of streets and alleys. I still drive through OWL to get home from work because that part of my trip is not affected by the diverters.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I live just off 9th street, and will sometimes drive through OWL when heading towards (or from) 6th street. I have a good friend whom I walk with many days and we often meet at her house on the 500 block of Louisiana. I know I can turn on Maine or Michigan, but I do feel like those living on Maine and Michigan then bear the brunt of everyone else who has to travel north and south. I used to live on Maine street and there was already enough traffic on that street. When I would drive through OWL, there never seemed to be a lot of traffic, and it is difficult to travel very fast because of the narrow brick roads and stop signs. I understand wanting less traffic, but we all have rights to drive on city roads, even if the people living on those roads prefer we don't.

I have to ask the best way to go to a house, or I just try to avoid the neighborhood all together. It's like going around KU campus when campus is closed. It can be done, but it's inconvenient. Is OWL a gated community now? If they wanted to live in a gated community why did they choose this part of town?

I have not increased or decreased my driving through OWL, though I have made slight changes to the routes that I take to access or leave my own residence.

I live in OWL, and it has significantly and negatively impacted my ability to drive through my neighborhood

Driving through OWL is the most direct route to downtown from my house, and I frequent our downtown for shopping, dining, etc. If anything, I have increased my driving through OWL because the route is now more circuitous (i.e. I can't drive straight down seventh street anymore). I live on the western edge of the neighborhood, and find that the barriers have generally made my life worse.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

The largest changes for me (diverter installed north of my residence) is access to/from 6th street. To be clear, I am in favor of the diverters and haven't encountered meaningful problems. I understand the desire to direct traffic to the collector streets, but a mid-block diverter (on Arkansas) rather than at intersections would allow me to exit OWL north via Michigan rather than drive a few blocks east to Maine. I'm sure there are other problems with a mid-block diverter, but it might alleviate some of the complaints I hear from the vocal

I now have to drive several block away to turn left on a non-signalized street to make a legal left turn so I can get onto Mississippi to park in the correct direction for street parking.

I think it's a shame that we can not drive around as we used to be able to. I like to drive and look at the beautiful houses in old west Lawrence.

Yeah. I can't drive where I need to without taking a complete detour.

It took a few weeks to get used to the new traffic patterns. I've adapted more to going out to 9th street rather than driving over to 6th street, or down 7th or 8th when trying to get to my destinations.

I have to drive at least 2 more blocks through OWL (and 2 more not in OWL) to reach the front of my house where I park.

Some routes are the same, but I have modified my routes because of the changes and I try to avoid actually driving through OWL.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have appointments on 7th and Missouri. I often come from downtown or the east lawrence business park. The devices force a circuitous route that is dangerous and unnecessary. Traffic calming through the area makes sense.

forcing roads to not work as designed expected behavior like this causes issues. And since I don't live there, and my appointments are monthly I forget where they are.

Just simple redirection

My driving has not changed much since these were installed. I drive to work during the week and like to leave my car in the garage and walk the neighborhood and downtown when I am not working. It is better for my overall health and the environment.

There are many times that I have to pick up our daughter at preschool and then travel somewhere on the other side of Old West Lawrence. The traffic devises make getting across the neighborhood extremely difficult, I find that I'm spending much of my time trying to figure out how to get over just a few blocks. I have almost been in several head-on collisions with other drivers heading the wrong direction at the intersections. I have noticed pedestrians often have trouble discerning the proper way to negotiate the intersections.

If I attempt to go through OWL to get from downtown to my house or to get from my house over to 6th, I have to drive a bit more. It's a minor inconvenience, but the impact over time (environmentally and on people's gas expenditures) adds up. At least half the drivers I see, especially at night, drive past a barrier, turn around in an alley, and then drive back in the direction the barrier prevented them from going.

I went around in circles a few times and ended up driving down an alley to get to 9th St. the first time I was over there after the devices were installed. Just my opinion, but traffic slowing devices are certainly in order, but it would be nice to be able to turn where you need to.

I have decreased access to my driveway (via alley).

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

In order to get to my house, I now have to drive down streets I never used to drive down. (Hello, 800 block of LA!) I am also having to drive down alleys in order to make it back to my house. I am in a school carpool with a house I can see across the street, but in order to get there, I have to drive away from the house, go several blocks in the wrong direction, and then circle back to the house. That does not make sense to me.

Weekdays, I drive a neighborhood group of kids to Free State High School. Previously, I turned right from seventh and Illinois to get to sixth and Maine, where I could use the stoplight to turn left onto sixth and head west. Under the current configuration there is no way to get to sixth street without being first shunted to ninth street first. Previously, it was 3 blocks (400m) to get to sixth and Maine, now it's 11 blocks (1600m) for the same trip. That's crazy.

I now have to drive a couple extra blocks to get to my bank and other businesses I do work with.

I use the main streets more, 6th & 9th.

I typically take the same streets I did before and just try to go around these stupid barriers and when that it not possible, it feels like end I up driving in circles and taking an extended route

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have had to make some small alterations to the way I enter and leave the neighborhood. Overall, it does not inconvenience me and after some adjustment in figuring out the routes in the first week it has not been a big deal at all.

The barriers force driving trip lengths through OWL that are significantly longer than necessary. It pushes vehicular traffic toward places that are less safe for both drivers and pedestrians: alleyways with poor visibility and more heavily-trafficked streets like 6th Street and TN/KY.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

If I were to follow the plan I would have to go on 12 block wild goose chases to get from 100 feet from the front of my house to the front of my house. Instead I do the only reasonable thing when confronted by an idiotic traffic plan and that is to make a left turn up the right turn only lane or jump the barricade like 40-50 others do at my interesection alone every day. They also blocked me and my neighbors from the dedicated left turn lane and turn arrow at 9th & Mississippi which forced more vehicles into my alley and increased safety hazards due to the blind exit from the alley at 8th.

cannot get to my front door from garage any longer due to diverters - have to go onto 6th Street

What used to be a leisurely and wonderful experience driving through that neighborhood has become a nightmare.

It is hard for delivery drivers that do not know the streets and it is confusing when you can't turn down a street that you need to and then when you hit another street you can't even try to go down another block so it takes you out of your way I think it is stupid to even have them.

Because of all the barriers and diverters increased driving is required to get to my destinations. Approximately 6 to 7 additional blocks are added to each trip within the neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have chosen different routes in and out of the neighborhood. I miss being able to take seventh Street to Maine and then use the light at Main to turn onto sixth Street. I am the kind of driver who likes to use stop lights to gain access to busy streets.

The 800 block of Missouri where I live was not impacted as much as some other blocks. Mostly I still come and go as I used to. One thing that has changed is that I no longer drive to and from downtown on 8th or 7th street, instead I drive down 9th or 6th. I can no longer drive down Missouri from 6th street to my house. Instead I turn onto Maine or Michigan.

I now have to use alleys to get around OWL, or drive around the barriers.

I have increased my driving through OWL because the barriers make me take illogical turns through the neighborhood instead of driving straight to my destination

I get lost and so do other drivers around me

I NOW drive my big truck MORE through the neighborhood, wasting MORE FUEL and MORE TIME because I don't like being pushed out into 6th street and back again. The contraptions are ANYTHING BUT "calming" as the intention HAS BACKFIRED.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I still get where I'm going but end up frustrated and feeling increasingly impatient with each unnecessary turn

My driving has always been careful however I am not encountering people speeding as much which makes driving in the neighborhood safer for everyone.

I have to drive 3 extra blocks to access my alley garage from 9th street (now have to use Louisiana rather than Mississippi). To access 9th from my garage, I now have to use Indiana rather than Mississippi, losing access at a traffic lighted intersection. Accessing 6th has not changed, can still use Mississippi.
To travel east to Mass, Library, etc, can use either 7th or 8th, so no change there. I try to avoid 8th if possible, due to the really bad road surface, (corrugation, pavement chunking off, etc.). The section of 8th from Tenn. to Indiana is in serious need of repair,

These are the major changes for me.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Because the blocks are not properly positioned through the streets I use more gas getting through.

These are terribly confusing, and although my driving TO and through OWL has not changed in frequency, it redirects me and other drivers pointlessly while creating potentially hazardous confusion.

The diverters on Mississippi St have made my drives longer to my daughter's residence at 808 Missouri St.

I don't think "traffic calming devises" is the proper term for what has been installed in OWL. The devices that have been set up prevent the direction of travel I want to take. They are not calming devises, they are re-routing devises. My driving has changed because I can't take the same and direct route to a location in OWL.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I drive down alleys more to avoid the roundabouts.

I think traffic should be able to access the streets either direction at any time. That is what a street is for.

For me, it's one extra turn. Most others have a longer route now.

The devices have added several blocks to my trip every time I attempt to visit a friend in OWL.

I use 6th St (when going east) and Tennessee and 9th (when going west) more than I used to. I almost never turned left (west) on 6th St, even before the devices were installed.

I still drive through the OWL area the same as I did previously, but access to existing lights at 9th and Mississippi specifically has been greatly curtailed. This is forcing added traffic to Maine that already has a high volume of traffic at certain times of day and is often overly congested with the existing traffic and parking.

Confusion sense I never remember what streets are closed.

While I had several routes to get home depending on whether I was coming down 9th or 6th street, I have fewer now BUT I AM FINE WITH THAT. adjusting my own driving to accommodate the traffic calming devices is a small ask for people living in OWL and it truly is not difficult. This is a neighborhood, not a cut through to go from north to south or east to west. The minor inconvenience is worth the increased safety, walkability, and decreased noise pollution and trash.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

In order to park in front of my house the direction I park, I have to drive up the back alley and turn up my street to park. Once I got my routine down from whichever direction I was coming from, it's been pretty easy to maneuver through the devices.

Please get rid of these. These are inconvenient and it makes it so hard to go to and from downtown!

I waste gas and time going from point A to point B.

I drive with students who live in Old West Lawrence. We used to practice driving with these students in their home area. Now, we get out of Old West Lawrence as soon as possible.

I used 7th St a lot weekday mornings to get to and from downtown. Now I have to take 6th there and 9th back. Taking a left on 6th street at that time in the morning is not handy at all. I took that route because it was a slow relatively traffic free route.

I go to Michigan more often to head south from 7th to 9th instead of using Missouri or Arkansas.

I own a house in the area so I'm forced to drive through and the current setup is inconvenient, undesirable, irritating, and visually unpleasant.

I now have to spend an extraordinary amount of time driving in circles.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I took 6th street south down ohio before to get home. Now I can't and it adds time to my trip cuz ohio turns into a 1 way street so there's a limited number of routes.

I have burned additional fuel driving further out of my way to access the areas of the city in a less direct fashion. I find the new measures visually unsightly and inconvenient.

It has been difficult to get to passengers in a timely manner.

It is confusing and while I've only accessed the neighborhood a couple of times, once to go to a holiday homes tour and once to pick up an item from an address, it was a crazy quilt!

Very rarely visit OWL. Used to be my preferred neighborhood for walking and have many friends who live there but now I almost never go unless absolutely necessary. Also, driving to my job is more of a pain now (not allowed to park in in business lot and parking on Mississippi/8th St is much harder now. Also coming to my job from any street except 9th is a pain).

Longer to take to destination.

Most of our driving through OWL is going east to Tennessee st or Mass st. Now, because of the diagonal diverters we go to 9th street. There has long been an argument between myself and my husband about the better route, through OWL or on 9th. I love driving through OWL because it's beautiful and there is always a chance to waive at a neighbor. I drive slow and use the stop signs. He doesn't like the stop signs and always takes 9th (even before the devices were installed) Now, we are forced onto 9th and it's not terrible but it takes the joy and fun out of living in OWL for me and I honestly feel disconnected from our friends on the E side of OWL.

I have been doing a lot more U-turns in the middle of the street or driving the wrong way to get around these devices when I am in the neighborhood. I know it isn't safe but it is very frustrating to be directed so many blocks out of my way.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Now driving in alleys (other than the one behind my home) and making 3-point turns. Must leave neighborhood streets in order to get to a neighbor's house or to/from downtown.

It has made my life for more difficult and stressful. I am a community case manager so not only do I live right beside this mess that has been created I have clients that live in the area as well. The fact that I cannot simply drive south on missouri to get to 9th adds extra time to my drive time between client sessions. And the fact that I often have to use 6th and deal with the traffic instead is also incredibly frustrating.

I changed my route.

I used to enjoy driving thru my neighborhood. Now I have to leave via 9th st. But would prefer not to. We have property at 6th & Alabama. Hard to get back and forth.

I am being diverted to a major road, namely Tennessee st, to drive to a gas station a few blocks away at 9th. It's a waste of my time and money, and it diverts me onto a more dangerous street that is already congested enough as it is.

I only drive through there infrequently to begin with, and not when I drive through it's a complete head ache.

I find it very annoying to try to maneuver them, and I also see crazy manuevers by other drivers because they are confused by them.

The barricades make it difficult to get around my own neighborhood, which can be annoying from time to time.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

The drives to reach my destinations take longer.

I only have street parking available. On my side of the street I can no longer approach my curb from 3 of the 4 former possibilities. This was a major headache for me as now I can only approach my own home from the busy intersection of TN & 8th to park northbound in front of 742 Ohio (my home).

I no longer visit friends in OWL because it is difficult to navigate to their homes. I also have decreased my patronage of businesses in 9th street since they are difficult to access from 6th

These devices make traveling to friends homes or down town nearly impossible in a timely manner. Many locals like myself use those streets to avoid traffic during busy times such as game celebrations, events on mass, and more. I don't drive through old west lawrence anymore and do not go down town where many of the local shops and restaurants are located because of the devices.

I live across 6th street on the same street as Pinckney school. During rush hour, sometimes I can't turn left onto 6th. I also can't turn left onto Maine or cross it because of the traffic. This leave turning right onto 6th and going through OWL as my only reasonably safe way to get to Tennessee Street. These prevent me from driving through OWL. I'm disgusted that while anyone and everyone can drive through my neighborhood, we are not allowed to drive into OWL. It's gross.

It makes it incredibly inconvenient to get to work on campus, to the health center on campus or to visit friends in the neighborhood

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I frequently find myself taking an alley to get to Maine from my house. I frequently drive over the diverter at 7th and Mississippi to get to 6th Street.

These diverters are untenable. They must be removed. They literally trap people in the neighborhood, which seems antithetical to the goal (and we don't need more people angry or confused while driving).

I have to drive several blocks out of my way

my routes are much less convenient

Incredible increase in our street traffic since the "calming" thingies were installed. We have to go miles out of our way to go anywhere

I often need to drive 4-6 blocks to cover what is really a 2-3 block trip

I was dismayed by how the diverters changed the direction I was driving .

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I live outside of owl but we drive daily into owl as my parents live there. We have to take indirect, less convenient routes when going between their home and to any other destination. Getting to sixth street from their house is a nightmare.

I am unable to access downtown primarily the library and post officewithout going to a busy street ie 6th and 9th

I haven't increased or decreased my driving, but I have changed my routes (which others should also be able to figure out)

I have cut through alleys to get home, frequently.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Much more cursing. But I'm figuring it out.

I'm more careful in the neighborhood and more conscious of my speed

I am forced to be very alert since on one has a clue as to what is going on. Two close head ones at 7th and Miss as someone ran the stop sign

I've driven down more alleys in OWL than ever before. I've driven in more circles and squares in OWL than ever before. I only drive in this neighborhood so I can visit my brother who lives there.

It is challenging to get from point A to point B, and increases time driving through the neighborhood due to not being able to get to my final destination.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I feel less connected to my neighbors & I feel like I live on a nondescript cul-de-sac in the suburbs. Holiday light viewing in our neighborhood this year was a total no go so we went to other neighborhoods that were more accessible instead. It's just plain depressing.

I have to avoid the area

My daily commute to KU has changed; I now primarily use Tennessee and 9th St. Coming home, I used to enter the neighborhood on Mississippi, so I could avoid left-hand turns off 9th St.

Driving through OWL has become more complicated due to the devices installation. It is exceptionally more difficult to simply get to 6th st with the devices essentially forcing you drive through a maze. This is why I have opted to take a different, but unfortunately longer, route if I need to do anything on 6th st.

Difficult if not impossible to navigate my way through the neighborhood on public streets.

As an OWL resident, I consider the adjacent streets to be part of my local community. The fact that I cannot pass reach my house from other destinations on the fringe of the neighborhood (e.g., the Kwik Shop gas station at 9th and Mississippi Street) strikes me as unnecessarily cumbersome, and almost provocative. At times, I have driven through alleys where diverters have blocked my path -- always at 10 mph, never premeditated, but sometimes necessarily to avoid 3-block detours.

I find my usual quick drives through old west Lawrence are increased making me drive down 2 or 4 streets and then around blocks to get to my destination

More of a hassle to deliver to residents that live in between the road devices.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I am distracted and frustrated by devices in streets redirecting me and sending me in circles.

I think they are about the dumbest thing I have seen.

I have been thoroughly annoyed by them!

These devices are a nuisance.

We enjoy driving through all neighborhoods of Lawrence. So much to see and enjoy about Lawrence. We enjoy the history and architectural features of each neighborhood - old and new. We drive slowly and enjoy the neighborhood if no one is following. If someone follows, we just repeat that street so we can see the individual touches to each house and neighborhood. The devices installed are confusing and we seem to miss some streets. OWL has so much history and now we miss it as we go round and round. We feel it is more dangerous to maneuver these devices. Speed bumps would slow traffic.

I think it is less safe than before

I have to plan for more time out of my busy schedule to get my kids to things downtown on roads no one is driving on anyway.

I drove there once specifically to check out the pilot, got diverted a few times, realized it was working, and have since avoided driving into Old West Lawrence.

Once I figured out how to get from Louisiana to Maine where I have family, my driving habits really didn't change much at all.

In order to get home, I have taken the alley between Ohio and Tennessee in the 700 block instead of Ohio street.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I think about where I am going and adjust my path accordingly. We keep a map on the refrigerator and in our cars.

Driving to other parts of OWL is very frustrating. The diagonals on Mississippi are particularly bothersome.

These installations are obnoxious. The ones for bikers only are equally obnoxious.

I take a left at Illinois and 7th, going north, when nobody else is at the intersection.

I cannot drive directly to the streets I would like to and have to stick to main streets.

It works in the fact that I avoid the area, but only because I was forced to drive in an effing circle to get from 9th to 6th at an intersection that has a traffic light.

Driving in a rat maze instead of a neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Not only has my desire to drive through an area where the flow of traffic for VEHICLES is impeded, since roads were designed/built for them, we are also looking to move completely away from Lawrence.

It takes me longer to get to my home, work, and school.

Yes, I no longer have easy access to lights to access 6th and 9th with a light and I have to drive 2-5 blocks further to reach home

Waste of: money, energy, peoples time/gas. Put in 4 way stop signs everywhere. You don't need to reinvent the wheel. You do need to trim the trees around many current stop signs.

Plus every emergency service loves a maze when trying to get to an emergency.

My driving has been more dangerous in trying to figure out how to get through my own neighborhood. I'll have to frequently stop to see if the route I'm taking will lead me to the direction I'm going, and I often have to drive through back alleyways in order to get to basic locations I used to travel with ease to.

The barriers have made it more difficult for traffic to move through and out of the neighborhood.

This question is only appropriate for NON-residents. Since I live in OWL, why would the volume of my driving in and through OWL change? I have to travel to and from my home in the same way as I always have.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I really hate this. I really REALLY hate this. It takes me far longer to get anywhere and limits the amount of time I have for my lunch break.

The project has inconvenienced the residents, increased the driving distances for people in the neighborhood, shown no overall reduction or benefit. It forces some residents out onto busy 9th and 6th streets just to make turns back into the neighborhood. It has unfairly burdened some residents with higher volume traffic. It proves the OWL association's involvement is a complete disaster!!! Mind your own backyard and stay out of mine!

It was very difficult to navigate through the area/neighborhood and I have avoided the area since my initial encounter

I have to drive even further through OWL when I have to go through there. It is very confusing and very frustrating to drive through. I find myself driving over the devices because I cant figure out how to get to my destination.

I only have to go through owl occasionally. I have been so confused by the traffic devices and ended up driving in extra circles through the neighborhood. Once I did make an illegal turn across the barrier because I'd been forced to wind through the neighborhood and the only option was that or a left turn on 6th at 5 pm. I don't know the area well enough to adjust my driving around the odd configuration.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I generally don't drive much since I mostly work from home, but I do drive to run errands or visit friends. Since I live at the west end of Old West Lawrence, it has become incredibly inconvenient to get to downtown (e.g., to drop a package at the post office, meet a friend for coffee, go shopping, etc). I drove up 6th St on my way home from the post office recently, and I tried to make a left turn onto Maine St. I sat at the light for 5min waiting for an opportunity to turn into my neighborhood. Previously, I would have moseyed up 7th St, and the total driving time would be less than 3min.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I don't drive much since I mostly work from home, but my driving habits have been disrupted when I run errands or visit friends. It has become very difficult and inconvenient to get from my home on Arkansas St. to downtown and back. For example, I went to the post office recently. To get there, I drove down 7th as far as I could go, but I couldn't remember which intersection was the last one I could (legally) make a left turn from 7th to get to 6th. I ended up making an illegal left turn. On the way back, I took 6th St and tried to make a left turn at Maine St to get into the neighborhood. I had to wait at the light at 6th St and Maine St. for 5min before I was able to safely make a left turn into the neighborhood. Prior to the installation of the traffic calming devices I could drive straight up 7th St, stopping at every stop sign and make the full drive in less than 3min.

I had two frustrating days trying to get around. Then I figured it out and feel it's not a big burden.

It took me only one day to work out how I needed to get out of the neighborhood after diverters were placed.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

It's difficult to get to the street parking facing the correct direction if I'm coming from 9th street. I've had to make left turns onto 6th st during rush hour to be able to get to work if I don't remember to go a new route or if I'm coming from downtown and don't remember which street I need to turn on. I've gotten stuck driving around OWL trying to find my way back out, and sometimes ended up on narrow streets with cars parked on both sides, with basically no room to maneuver past oncoming traffic. Parents have been late to pick up if they've gotten lost in OWL. Food deliveries can be tricky because unless you know exactly where you're going and which streets you can turn which way, it is extremely unintuitive to navigate. Countless times, I've witnessed people just subvert the structures and drive on the wrong side of the street to go around them. And I've been frustrated enough to consider doing that myself. It seems like some OWL streets have increased traffic in them, while all of the other OWL streets are so convoluted to reach, especially if you need to be facing a certain direction on that street to be able to park.

I understand the desire to reduce traffic to OWL. However, the consequence seems to be either impaired navigation for those with an OWL designation, or increased left turns onto 6th and Iowa on street without lights, which is a safety issue. I think traditional techniques for slowing traffics (speed bumps, etc) would be more effective in the desired outcome of safer OWL neighborhood streets.

This devices are extremely frustrating and irritating. I have to go further to get to the same places, I have to constantly be watchful for other drivers ignoring the devices or being distracted by trying to understand what they need to do in a given situation, and there is not enough room for two cars to turn at once through the diagonal dividers.

Just have to adjust my routes a little to get in and out of OWL

For me, I just have to remember to drive up one street and down another to get home, it hasn't been a struggle.

I have to drive way out of my way to get to the traffics c light on 6th and Maine that I need.

It's a pain in the rear end to get through our neighborhood. That is great! Keeps traffic level and speeds down. Doing what it's supposed to do.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I do try to take Iowa and Sixth street, turning south on Mississippi St to enter the neighborhood instead of coming down Ninth and turning north on Mississippi, though I will admit to doing more cutting through alleys on occasion.

I am having to drive longer routes to get around the barriers

Confusion of how to get to 9th

It has been extremely inconvenient and frustrating trying to take a quick trip from 6th to 9th street that would be about a minute, and instead turns into 5. My spending has switched from using stores on 9th street to stores on 6th street.

I spend more time driving in OLD now as I make turns and drive down alleys\ and pull into places and back up and turn around, etc.

They haven't affected my driving pattern much

Its awful!! It turns you around and makes things take too much time

It's inconvenienced me greatly, that I cannot drive through my own neighborhood I pay to live in.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

For work we are having to be much more strategic when planning our routes because we can't always go directly to a customer or get directly from 6th St to 9th St or vice versa. We definitely have to remember not to send our larger van as it doesn't necessarily fit around or through the devices.

I have to spend more on gas and the ensuing emissions increase are insupportable

I break the rules more because it is harder to get to my house

As a resident of the neighborhood, I often travelled east-west on 7th and 8th Streets to downtown. I am no longer able to do that, so I mostly use 9th Street. Also, I would often use Mississippi Street, or other streets, to enter the neighborhood from 6th Street, avoiding the 6th & Maine stoplight. This is because the light is very long. I am no longer able to do this at all. I am fine with not having entry from 6th Street, but I am not OK with not being able to use 7th or 8th Streets to get downtown.

I always enter off 9th street

I avoided driving around the neighborhood with family to look at holiday decorations this year, which makes it seem less like a cohesive neighborhood--that's a social aspect of this change. I avoid driving eastward through the neighborhood toward downtown.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Since now unable to get to traffic light at 9th and Mississippi, I have to drive several more blocks to Tennessee since I only like entering 9th St. at a traffic light.

I found new routes to 6th St once the barrier on our block was installed. While I do have to travel to Maine St now, I do not feel inconvenienced by this change.

Changed BIG TIME-I feel like a foreigner in my own neighborhood ! so do my children and my childrens children who all grew up here ! As a homeowner I feel like I am no longer welcome!! out with the old and in with the new - people who want this !! I can't even get home from Mc Donalds anymore or make a quick run to Burger King - I have to go all around to Maine and then up to all my stores. McDonalds, Burger King, Dollar, Caseys--now as a home owner I have to go all around or do a u turn in the alley driveway !! RIDICULOUS and Frustrating. I no longer can drive straight up Missisppi to 9th and thats a main street and it loops around not giving you and option to turn right so I can go home--NO I have to drive all the way to Tennessee to 9th to come home to Missouri !! I HATE IT !!

I am so frustrated by the devices. I live near downtown and love the ability to walk and enjoy the amenities of life downtown. Where I live that also means dealing with some of the things that are not as ideal about being near downtown. I take my child to and from school on campus and the devices have made that very difficult. I have always loved driving through old west Lawrence - admiring the homes and yards. Now it's a complete headache.

I still take trips when needed - they have not discouraged me from driving. However, I now will more often use 6th or 9th St to travel E-W rather than going down 7th or 8th.

I actually walk more. The fact that I have to go one block out of the sus to get downtown does not bother me compared to the lack of traffic on my street.

I just make sure to access Illinois St via 6th. It is not out of my way.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have to drive all over the neighborhood to get where I'm going. I usually use the 9th street light, which I can no longer access. The light at 6th and Maine is unusually long. That's where I have to go to get onto 6th street now. I have had numerous brushes with near wrecks because of people driving through the alleys as though they have discovered a new street. It is now a very unwelcoming and frustrating experience to drive in. I am worried about response times for emergency vehicles. I have witnessed several situations in which police, firetrucks and ambulances I have had to slow down and reroute. I cannot understand why emergency services were not informed of the new routes. Slower response times can make a life and death difference. We now have an unusual number of law breakers driving our streets. More damage has been done to corners, curbs and drains. I'm sure my taxes will pay for that damage. This has been a terrible idea from the start and I would like to see them all removed. The data showed it had done more harm than good.

I have changed my driving habits but don't prefer the new routes I am forced to take.

it has made driving ridiculously difficult. Consider how these efforts affect the elderly driving in inclement weather conditions.

Selected alleys have become fundamental to efficiently getting out of OWL going west on 9th street. Going west on 6th street actually now requires LESS driving thru OWL -- but that is because we can no longer go west on 7th St, so our entry to 6th is now much more dangerous.

I have to go to Maine Street from 8th and Alabama via 9th street to get to 6th street to shop and go to medical providers.

The barriers make driving through the neighborhood confusing, frustrating, and unsafe. I have to take several deep breaths before I make the short trip from my house to my friend's house, now that it is like a maze to get across my neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

It forces unnecessary detours and makes driving to a place you need to get longer. So people are actually driving in OWL for more blocks than if they could efficiently get to where they're going without the devices.

they have forced me to drive several blocks out of my way to get or leave home

I either have to use 6th Street or Main St. to enter or exit since the rest of it has been rather confusing.

I park on Tennessee St and it is a pain for me to get on 6th st from 7th. Instead of driving down 7th to safely turn at a stop light, I have to turn at a stop sign left onto 6th. During busy hours this is a pain. I never drive anywhere in OWL anymore.

I admit that I used to cut thru on Ohio St, between 6th and 9th. I just prefer seeing what's going on in the neighborhood than driving fast on Tennessee. 15-20 mph is fine to admire the spring flower beds or fall colors.

We used to travel through the neighborhood on 7th to access the light at 6th and Maine when traveling to or from points west of our house. We now use the light at Kentucky. This was a quick and easy adjustment for the three drivers in our family.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

We used to drive through the neighborhood on 7th Street to access the light at 6th and Maine when heading to points west of our home. Now, we use Kentucky. This change was easy for the three drivers in our family to make immediately when the diverters were installed.

More frequent use of alley's to avoid intersection diverters; more frequent travel on Maine St between 6th St and 9th St; more frequent unprotected left turn movements off of 6th St and 9th St. Every trip to or from my home adds roughly two blocks for travel and at least two additional stop stop signs.

I easily have doubled to tripled my mileage in OWL. Having a barricade at my intersection means I head in the wrong direction when trying to head northwest out of the neighborhood.

I have to drive through alleys to get to my house. The dividers won't allow me to go down Ohio Street. I usually go down Ohio and pull into my alley.

I have had many difficulties figuring out routes to usual easy to find destinations such as Dr appts and Dillons on 6th street.

When I leave my driveway to get to campus I used to just take Mississippi Street straight there. Now I have to go three blocks to Maine and then go to the stop light (which eventually turns green thereby letting me pass but stopping all vehicles on thee main artery-9th Street) and then back three blocks to Mississippi. Also, I damaged my car when I made contact with the culvert at the SE corner of 7th and Illinois-this is a vary narrow turn and it is obvious due to debris that many cars have also been damaged by making contact with that culvert

I support the devices 100%.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

We don't have a garage at our home, so we park on the street. We have started parking across the street sometimes, instead of always in front of our house.

Minor changes and inconveniences.

It takes at least 4 extra blocks to be able to go north from our house (800 Alabama) unless we use the alley between Alabama and Illinois. Also, we no longer have easy access to downtown (an access we have enjoyed as a neighborhood perk since we came here in 1984) because of the diverter on 8th and Mississippi.

GET RID OF THESE! They are awful

Hate driving thru the neighborhood I live in.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

The changes are not an improvement. As many, I had to use the back alleys more. The back alleys are in very back conditions and it is dangerous to increase traffic in the back to clean up the front, so to speak.

I have to drive extra blocks to get to and from my home. No longer a direct rout. It adds several minutes and blocks to go anywhere.

I used to drive very rarely on 7th and 8th streets but now must use them multiple times per day in lieu of 6th streets so I can maneuver around the barriers when approaching our neighborhood from the north to get to my home in the 800 block.

Use more alleys. Takes longer to get from 9th to 6th & vice versa. Keep wishing there was a light at 6th & Mississippi.

I have to drive further to get out of the neighborhood to go down town. Trips take longer. It is much easier to get out of my driveway because of the much reduced traffic on Mississippi.

I have have more limited routes to reach my house if I do drive to or from East Lawrence or to get to 6th St.

Just had to change the streets I use to leave and enter the neighborhood to get to and from my home.

We have to drive a longer route to get home. Four drivers in our home creating additional emissions to drive a longer route. We cannot turn right onto Indiana from 6th. We have to go all the way down to Ohio. Causing wear and tire in our vehicles driving on the brick road. Ohio is more slippery after the snowstorms. Using my alley more which, as a new resident, causes neighbors to yell at us for using the alley when we actually live here and own our home.

Have to go several blocks out of my way to get places

I find the devices minimally intrusive as a resident of OWL. It is easy to find the most efficient route around them.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have basically learned how to get around, where to use alleys, turn around etc.

I still have to drive through OWL because I live in OWL, but now I have to take less direct routes.

I have had to drive MUCH farther, and much more dangerous routes to go to the library. I have also started driving in alleys, which I never used to do.

I have to drive in the alley in order to get to the closest gas station on 9th and Mississippi

It has become slightly more complicated to get around the neighborhood when visiting other households via automobile.

Frustrated pain in the butt to get from one street to another. A 5 minute trip is now always 15 minutes.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I have to spend more time on more streets to get where I'm going. Very counter to the idea of reducing traffic. Easily 6-8 blocks of added driving in OWL

I have used Michigan more often when heading south to 9th instead of going down Missouri or Arkansas. I think Michigan is part of OWL.

I have used the 700 block of Mississippi more often to go to/from downtown via 7th and 8th. I do still choose to use 6th and 9th when that better fits my destination.

The barriers impede point to point travel, forces turns at inconvenient locations, it directs away from a stop light on 9th and Mississippi. It directs traffic to poor turning intersections at 6th st.

There are no convenient routes from 6th Street to my home. To park in front of my house, I have to go up to 9th Street, regardless of where I am coming from or how much out of the way it is.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

For the most I dont utilize the intra-neighbor hood roads to get from place to place. I have ben forced to venture out of the neighborhood even if my destination is within the neighborhood. when I do need to traverse the neighborhood I find I also utilize alleys more often, make left turns at the barriers and other behaviors I would not normally do. (keep in mind left turns were leagl until recently)

My spouse drives because I can't drive due to my disability. We have found it very hard to navigate the barriers, especially at night - we found ourselves in a tough situation at first when we drove into the neighborhood when our gas was running low, and then could barely get out. We resorted to Google Maps in desperation (despite being very familiar with the area) but the barriers were not included on the maps. The traffic changes wrt the bike boulevard on 21st where we live have been there for a while and Google Maps is still unaware of them.

We have just been avoiding OWL altogether since the barriers have been installed, because we only had negative experiences.

It is more difficult to drive where I need to go.

Changed routes. The barriers on Mississippi mean that I am less able to use the light at 9th and Mississippi

I have increased my driving because there is no logical way to know how and when you're going to get stuck in a loop from hell. If the idea was to keep people from driving in these neighborhoods, this has made me do the opposite because I can't easily reach my destination and have ended up circling blocks trying to find an exit. And I admit, I find my speed inadvertantly increasing as the time of my trip is prolonged and my frustration is rising. I would call these devices the very opposite of calming.

Inability to use 7th to get to a traffic light to turn west on 6th means either going east to go west or turning left onto a busy street with visibility challenges.

It takes me nearly 20-25 mins to get from 6th and Mississippi to my parents on 9th and Illinois. Completely ridiculous. My husband and I have watched(on more than a few occasions) delivery drivers, postal service employees, Amazon drivers, UPS, etc get stuck and end up driving in Tetris like patterns all around OWLA without any luck. This "solution" is no solution.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Getting used to the changes forced a few turnarounds or circling a block or 2 to get oriented. Used to it now.

I personally think they should be removed immediately. They are a nuisance and you cannot get to where you want to go without many silly detours

If I accidentally drive into OWL and forget that it is now a random maze, I spend 2x the amount of time in the area trying to get out. I make more turns and drive more distance in the neighborhood than I would have if was just allowed to drive straight through.

I now get lost due to the restrictions. I don't take the alley direct route

Accessing 9th Street and 6th Street require driving two additional blocks. Most of my new traffic is on the 800 block of Louisiana. It took a little time to sort out the most efficient routes but it is not a problem.

I cannot easily get through our neighborhood any longer. I used to be able to drive right up 7th to the library, to the pool and to get to downtown Lawrence...but I can no longer do that.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

I live at the corner of 7th and Mississippi. The diagonal at my corner currently cuts me off from the other two blocks of my street, and direct access to 9th Street. Now, I cut through the alley to go west on 7th, and go up to Maine Street. In the past, I was not part of the chronic Maine Street traffic. Coming home from a west direction, I now pass my street, turn on Indiana and drive down that block (which I never drove on before) to come up to my house. I park in front of the house, as we have a detached garage and room for only one car in the back (my husband's spot). The only saving grace is I'm not cut off (visually or actually) from downtown. However, the powers that be intend on reversing the direction of the diagonal, which means I will still be cut off from the other two blocks of my street, but forced to go east on 6th street any time I drive in that direction -- pushed out of my neighborhood onto a busy street. I will then be cut off, visually AND actually, from access to downtown on 7th. Going west, I will be able to drive down 7th to Maine without cutting through the alley, to (unfairly) continue to add to the overuse of Maine.

No longer have direct access to 6th and 9th. Now feel I no longer live in a neighborhood, but live in a rat maze.

My driving has increased as I end up driving more in order to get to my residence.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

My home garage is located in the alley between Indiana. Mississippi. It cannot be accessed from 9th st without traveling 1/2 mi to Ky street, then 7th and back to Mississippi

It makes me think about my driving instead of driving mindlessly.

I still drive through the neighborhood, but use Maine to get to 8th more than before the installation of the calming devices.

I marked increased my driving because I now drive on more streets to get to the same location. It has not changed my number of trips, just the distance/street usage each trip takes.

Sometimes I get lost in my own neighborhood and can't find my way to a neighbor's house through the traffic diverters.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add about how your driving has changed since the devices were installed?

Sometimes I get lost in my own neighborhood even after months of the pilot.

In order to get home from KU (where I work) and park in front of my house on Mississippi, I now have to drive four blocks from 9th & Mississippi to Maine, 3 blocks to 6th, 5 blocks to Indiana, one block back to 7th, one block to Mississippi, and then turn right. That is 14 blocks, as opposed to 3 (straight down Miss from 9th) prior to the devices. This is an unconscionable and unacceptable waste of gas and terrible for the environment. It flies in the face of all wisdom about climate change and reducing our carbon footprint.

In addition, I feel the devices cut off the 600 block of Mississippi from the rest of Mississippi in an elitist manner. I moved to this house because I wanted to live on THIS street (even if not on the nicest block). Now I can't drive down my own street and enjoy my own neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Walking the dog along one of the straight through two diverters I never know if somebody's going to make an illegal left turn on the wrong side of the road when I'm crossing. The diverters are not safe. I don't think there's really any changing maybe a small increase in traffic volume

I now have to look out for cars running through the barriers and driving erratically.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

No

Neighborhood seems quieter and safer with somewhat less traffic. The traffic coming through appears slightly slower near our house.

Extra cautious at some intersections (esp. Mississippi) as more drivers than previously disregard stop signs.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I already drive as little as possible, so I haven't changed that.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I often run through OWL, and it has not changed (increased or decreased) my running patterns/ paths.

My transportation to work is my vehicle. Too far to walk and need access to my vehicle during the day.

i have spent a lot of time commiserating with other people about how horrible the devices are.

No current non driving use through the area

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

N/a

Biking / walking is the same except dodging confused and annoyed vehicle drivers.

I am not as worried about speeding cars going through intersections as I cross.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I walk through OWL just as much as I did before, though perhaps slightly less due to the increase in unsafe driving I've witnessed (e.g. rolling stops, not stopping at stop signs at all and simply turning, minimal turn signals, drivers not using barriers correctly/turning left when it's "forbidden", or simply driving over barriers, not to mention the ALLEYWAY SPEED DRIVING).

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I prefer to walk and particularly to bike elsewhere since the traffic diverters were installed. Drivers are confused and frustrated by the barriers, and they often drive right over them or do risky and high-speed turns to circumvent them. This has made my experience as a cyclist and a pedestrian feel much less safe. These barriers have had the opposite of their intended impact and have actually made traffic more unpredictable and dangerous.

They are much more enjoyable and less dangerous.

It is more pleasant to walk around with the obvious decrease in traffic.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

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Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

The cars seem to be speeding around in frustration and the mood is more erratic. Not as pleasant of an experience.

Running the streets was difficult in bad weather due to clearance problems.

N/A

I actually find myself wanting to walk, rather than drive, to friends who live in the Old West Lawrence neighborhood now that it's more convenient & safer to walk. Plus walking is so much more cheaper and efficient than having to drive over to friends who live in the neighborhood especially when I am leaving campus or the downtown district.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Avoidance

This doesn't help anyoneâ€¦ spending wasteful money on this when for at least 8 years the 7th and Maine intersection floods or ice over and that is a new main road. I feel one asked the permission to do this and it's very elitist for this awesome community.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I take slightly different routes, usually coming into the neighborhood on IL, IN, or 8th Street

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Much more enjoyable to walk and have extended the time doing it.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

The devices are dumb and need to be removed. They make it easy to difficult to get to homes in the area to work. I've had to apologize to people cause I had to circle around 3 blocks to get back to their house

Walking is more of a pain because alleys have blind spots, and we have people cutting through alleys. We have had a few near-misses from people ignoring or rage driving through stop signs or barriers. If there is no stop sign, I have seen people drive through the middle of the barriers. Overall, I don't think this is safer.

No

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

This makes us have to walk to our other properties. Which when having to do yard work or shovel snow is very inconvenient. And with people using the alley ways as streets to avoid these things, you have to really watch when you walk to not get hit by someone zooming down them.

They're a waste of money

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

If anything I have purposely driven through the streets more in my car to be petty because it is infuriating that the city and neighborhood is trying to control traffic on a public street by diverting us out of it.

I used to like to pass through and admire the neighborhood. They make the neighborhood feel unwelcoming to outsiders, which is likely an objective. So it feels polite to run/walk outside of OWL, which I now do.

N/A

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

the city commissioners they need to piss off

I sometimes would park there for 15-20 minutes to enjoy the shade & calmness during lunch breaks.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

It is easier to get in and out of our parked cars on Arkansas St. It is easier for our guests, especially older guests with less mobility to get in/out of their cars. We don't have to rush to get in/out and shut the car door. It is easier to walk the dog and cross streets.

It is confusing.

No

Sometimes in the past I might have used the bus but again because of my age and Covid I am uneasy about riding the bus.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

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No

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Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Having the barriers on seventh and eighth means that more people are turning right/left while traveling east/west on those streets, which I find increases pedestrian risk while walking east towards downtown.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

When crossing streets in OWL I have to be extra cautious because drivers are not stopping at the stop signs especially on the L diverters in Mississippi. Additionally, I turned right onto 9th street on 1/23/22 and someone in the Big Mill parking lot crossed almost colliding with me to go through the alley between Mississippi and Indiana. So now I have to watch three streets to get out of the neighborhood on the larger busier streets.

It feels much safer to run and walk in the street in this neighborhood, which I now often do in order to avoid snow/ice, or on blocks where there are no or unsafe sidewalks

Have to be more careful because you don't know if people will actually follow the traffic direction or go the wrong way. Have to be a lot more careful walking the dog or bike riding in my alley because traffic has gone way up and people drive fast through our alley.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Love walking the quiet streets and alleys

I find that I am enjoying walking around the neighborhood more since the traffic calming devices have been installed. I used to try and get out of the neighborhood to walk (go to south park/downtown) but now will walk around more with my son and dog.

I've always walked a lot, and this has not changed.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

When walking my dog, I see cars every day just ignore the directional signs or actually drive over the diverters. I see cars making U-turns, not stopping, and making reckless decisions.

I don't trust people to stop at stop signs anymore. It's even worse than before.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Prior to the traffic calming devices, the traffic on my street was very worrisome. Ever since they have added more apartment complexes on campus (HERE, hawker 2, etc.), the traffic has been getting worse and worse.

A parked car in front of my house was totaled by a cut through speeder, my wife witnessed a biker get hit by a car on the 8th block on Indiana, and my neighbor was in a motor vehicle accident with a cut through speeder at 8th and Indiana.

Given these experiences over my five years in the neighborhood, I worried that my little boy was going to be hit by a car whether he practiced good road safety or not.

Ever since the devices have been added, it has made walking through our neighborhood feel safe. I don't feel the need to be constantly scanning for potential car accidents that could overflow onto the sidewalks.

In addition, there is so much less traffic and street noise that it really has encouraged me to run and walk outside more around the neighborhood instead of on a treadmill!

I used to fear the day when my child would want to ride a bike in our neighborhood as drivers are very aggressive and impatient with bikers in the area given the cars parked on the side of the road. I have considered moving to a different part of town to give my family this opportunity. Now I feel that I will be able to have family bike outings in our neighborhood.

This is a game changer for a young family!

I've always thought OWL was one of the safest places to walk in the entire city. There's sidewalks everywhere and the streets are huge and have great visibility for drivers and pedestrians.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Biking through the neighborhood is decidedly more dangerous in my opinion as the level of driver confusion AND frustration has increased so dramatically.

Walking has been slightly endangered due to increased number of stop sign runners

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I enjoy my walks in the neighborhood and walking to get downtown much more since the calming devices have been in place because they have eliminated the reckless speeding and careless cut-through drivers that were a regular threat on 7th and 8th streets.

Running in OWL has become noticeably more dangerous. Because of the extremely poor condition of the sidewalks on some blocks I run in the street. Before the barriers were installed cars would give me plenty of room. However, since the barriers were installed cars have been tightly hugging their lanes meaning that I am sometimes forced off the road.

I'm afraid to walk through the alleyways as traffic has dramatically increased on them.

I now speak even more derisively about our local city leaders for their having allowed something so foolish for seemingly no other purpose but optics, WHILST MAKING THE NEIGHBORHOOD MORE DANGEROUS.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

no

no

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I get frustrated with the barriers.

Yes. It's much less stressful to walk or bike or get the kids in/out of the car on our street. Embarrassingly, my 2yo was so used to hearing her dad and I yell at cars to slow down on our street, that she does this now (regardless of how fast cars are going).

I have stopped giving my friend rides to church, and we are no longer interested in buying our next home in that neighborhood.

I feel safer walking in the neighborhood because I don't have to worry about drivers running stop signs when I am crossing streets at a high rate of speed. It slows the cars down and creates a sense of safety. I also spend more time outside because there is a decrease in speeding cars and trash resulting from cut through traffic and the noise of cars driving/playing radios is a nuisance.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Whenever I go on walks, there is a lot less traffic in the neighborhood. Huge difference in traffic I would say.

I'm concerned about mu biking and running while contending with the traffic devices.

We continue to walk the same paths but it feels more dangerous with the new diverters.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

None

One of my favorite things about OWL is how walkable it was. Now that I no longer live there traffic barriers make it a pain to park and stroll. This was particularly sad during the christmas lights season!

I think this question is hard to answer fairly. The devices were installed in November and because it's winter, we naturally walk less in the evenings and on the weekends. However, I don't think adding the devices would have changed our patterns in nice weather, we are happy being in an urban area and take caution around cars / busy roads.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

My decrease in biking and walking is due to winter, not because of the devices.
Because of uneven (or nonexistent) sidewalks, when walking for exercise I walk against oncoming cars in street.
With diverters in intersections, requires more yielding at intersections since we are sharing the lane. When biking have needed to yield twice to cars coming head-on to make a left turn where diverter blocks turn.

I feel MUCH safer and tend to walk and jog more. THANK YOU for putting in traffic calming. We have a speed hump, but all it does is make low riders bottom out. The new traffic calming Actually works. It's Great!

No

No, since it's been too cold to walk anywhere for most of the time these devices have been here, I've had to drive to anywhere I need to go on 9th st.

I quit taking my grandson for stroller rides because it is not safe to try to out maneuver people who are pulling uturns and crazy things like that since they were installed

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Seems quieter and safer when walking or biking through OWL

I used to take my dog to that area to walk with a friends dog. I avoid doing that now because the time to get from point A to B is greatly increased.

When riding my bicycle, these devices are an annoyance at best and dangerous at worst. I typically go south on Mississippi to get to campus and I've nearly been struck a few times by cars.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

My behavior has changed due to the cold weather and not to the traffic diverters. I am currently not walking and biking as much, but I don't think the diverters would change my walking/biking behavior.

I don't walk in the neighborhood.

My truck was hit: 11,000.00 worth of damage due to the "calming" at the end of our street.

see above

Riding through the neighborhood feels much safer now with less traffic and directions to worry about cars coming from at the intersections

Drivers are likely to drive over or around the barriers, and mostly ignore stop signs, so I prefer walking outside the neighborhood more now.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I do worry when I am walking about the noncompliance of drivers. Not stopping, turning left where you are not to.

I think there is less traffic when biking down 7th towards Mass.

I've decreased riding my bicycling on Maine, it's not safe with a 41% increase in traffic and increased rates of speed. I've lived here two years at 6th and Maine. Maine is paying the price for the barriers throughout the rest of the neighborhood by a significant increase in traffic and nothing is detouring the rates of speed on Maine. I've seen many people drive over the barriers and an increased use of alley driving.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

Much scarier, because the cars are now unpredictable. I walk with a double stroller up and down 7th St (because the sidewalks often aren't usable), and I never know if cars are going to follow the rules, or will ignore the barriers and take illegal turns right at me. Both happen with equal frequency.

Riding my bike with my 6 year old more.

No longer comfortable stopping to smell the flowers!!

None

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I have to drive through Pinckney drop off now because of narrow window between drop off and having to get to work.

These are public streets, paid for by tax dollars. The streets are not private driveways. I am not a resident of the neighborhood but I am a resident of Lawrence. I do not appreciate the hassles created by the traffic barriers at every intersection.

No.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

When walking my dog, I see many drivers rollover devices, make uturns in streets, roll through stop signs, etc.

I don't do much non-driving in OWL

Since I've moved further away from OWL, I no longer walk through the neighborhood as often.

I walk my dog 3x a day and find the lack of traffic on some streets refreshing.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

For us, the ice and snow, and cold weather, have led us to decrease our outside activities.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I haven't been able to walk my reactive dog because of cars searching for ways around the neighborhood.

It is so much safer visiting my grandson in the neighborhood now. I am able to walk safely with him outside. I also don't have to fear unloading him from the car anymore.

It's made it much more difficult to bike because the distances are longer and the other drivers are more erratic in trying to figure out how to get through the neighborhood too- so I feel much less safe biking on neighborhood roads.

No

Irrelevant question. The traffic barriers were installed to slow CARS, not pedestrians or bikers.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

The barriers present dangers and more than simple inconveniences in many ways. In my own situation, I live at 9th and Alabama and I own a rental property at 6th and Alabama, which ordinarily was a quick travel to check on or provide service. Now, however it requires getting into what is usually heavy traffic on both 9th street and 6th street to get there. The control devices have also stood as an impediment several time to my getting to and from health care services at LMH and the other associated officesâ€¦ again requiring travel on 9th street. There are several locations in the neighborhood that require traveling through the neighborhood such as my veterinarian's office, The Animal Hospital of Lawrence. Once again requiring unnecessary travel and left turns on and off busy streets.

These have made this part of town difficult to navigate. I frequently run through this neighborhood, and these barriers distract drivers and cause unsafe environments for pedestrians.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I walk my dog throughout Old West Lawrence several times a day. Since the devices have been installed, I feel less safe as a pedestrian. It is dangerous to cross intersections where the devices are located because: a) drivers no longer attend to pedestrians because they are confused about the traffic patterns (don't know who has the right of way or whether they should stop), and they are focused on trying to figure out how to get to their destination, and b) drivers drive over the barricades and drive around barricades (e.g., U-turns and 3-point turns, illegal left turns), so I can't trust that the barricade is sufficient to prevent vehicles from going through the intersection while I'm crossing the street. I've nearly been hit several times since the devices were installed, and I've witnessed other neighbors out walking who nearly got hit trying to cross the street.

There is also more traffic in the alleys, and drivers often cannot see pedestrians who are approaching alleys and pedestrians often cannot see vehicles coming down the alleys.

Traffic has also increased noticeably on Michigan St and Maine St. I have stopped walking down Maine St entirely (one less walk per day) because of this. I also have changed my walking route - I used to walk up Michigan St to get back to my house (driveway on Michigan St), so I could throw the dog turd in the curbside bin and avoid the inevitable confrontation between my dog and the neighbors dogs who bark at the fence that borders the sidewalk on Arkansas St. There is so much traffic on Michigan now, that it is unsafe to cross the street from the sidewalk (west side of the street) to my driveway (east side of the street). I almost got hit today when I decided to take Michigan St instead of Arkansas St.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I walk my dog throughout the neighborhood at least 3 times a day (before work, lunchtime, after work, and sometimes in the evening). Since the barricades have been installed, I feel much less safe as a pedestrian in the neighborhood. I do not feel safe crossing the street at intersections with the devices because: a) drivers do not pay attention to pedestrians since they are trying to figure out the rules of the intersection (who has the right of way, who is supposed to stop, what direction can they go) and how to get to where they are going, and b) drivers do not comply with the barricades (drive over them, make U-turns to go around them, make illegal left turns), so I don't trust that the barricade will stop traffic from entering the intersection while I'm crossing the street.

Traffic on the alleys has also increased - and it is difficult for pedestrians approaching alleyways to see vehicles driving down the alley, and it is difficult for vehicles driving down the alleys to see pedestrians.

Traffic on Michigan St and Maine St has noticeably increased since the barricades have been installed in the neighborhood (this observation was confirmed by the 'before-and-after' data presented at the town hall on Tues, Jan 25). I used to walk my dog down Maine St in the evenings so he could do his business before bed, but I have stopped taking him on that route due to the increase in traffic. I have also changed our other walking routes. I used to return home via Michigan St so that I could throw the dog turd in the curbside bin by my driveway on Michigan St and avoid the inevitable confrontation between my dog and the neighbor's dogs who bark at the fence adjacent to the sidewalk on Arkansas St. It has become very challenging to safely cross Michigan St from the sidewalk (west side of the street) to my driveway (east side of the street). I nearly got hit by a car today when I attempted to take this route - but generally, I have stopped going this route and instead walk up Arkansas St.

Partly due to COVID social distancing and partly due to my dog's reactivity to other dogs, I generally try to yield the sidewalk to other pedestrians, but with the diverters, it is not safe for me to walk in the street - cars do not have enough space to safely pass pedestrians in the street. I now have to walk through neighbor's yards or cross to the other side of the street to avoid passing next to someone else on the sidewalk.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I am moderately more concerned about being struck by a passing car when walking because of drivers being distracted or frustrated by the devices.

I have 3 kids that either now ride bike or scooters. With the devices installed I feel much safer with the two little ones than I did before.

No change. Walked a lot before. Will continue to do so.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

the diverters do not affect my walking behavior, except that when walking, I do get stopped by irate drivers asking my opinion of the barriers and diverters.

no I am riding bicycle less but because of the weather, not because of the diverters.

Yes all the cars backing up in the alleys and making u turns make walking dangerous

People no longer stop at the stop signs along Mississippi St where the diagonal barriers are. We have to be extremely careful walking now.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

No

I feel safer crossing Mississippi at 8th since the cars cannot speed through it

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

The weather has turned drastically colder since the barriers were installed, so our walking has decreased. Several sidewalks are also currently torn up.

its an unwelcoming feature that sends the WRONG MESSAGE-this is not about calming traffic - its about CONTROL ! of the people because you already know people do not want this !! the Cyclist, dog walkers and now Halloween will NEVER be the SAME !!

I always love to walk through OWL. I also need to drive through OWL twice a day. Now that has become a terrible pain. How can you choose to live in the middle of town and expect that you can demand no traffic down your street? If you want that the. You should move to west lawrence.

I still am able to take the same routes through the neighborhood as I always have.

It is much nicer to walk with less traffic in the neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

No

It's winter so my walking habits have been more affected by weather than by the new devices

Walking requires more vigilance since cars are more likely to do unconventional things to avoid barriers, eg turning where they shouldn't, turning around in mid-block or using alleys.

I am extremely careful crossing near the devices because unsafe driving habits have increased at those intersections. Drivers get confused and angry and make unsafe choices that make it less safe for pedestrians to cross.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

They don't force me to detour on my bike but are still mildly annoying.

8th street was previously a major pedestrian thoroughfare that has been negatively impacted by the 50% increase in traffic

alley use just to turn around so I could go the direction I wanted to.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I have to be much more cautious walking in the alleys because of increased traffic.

No

No- very time consuming getting anywhere- I had minor accident t turning 8th and Ohio - it was almost dark and my car got stuck in the drain hole- was scary- backed myself out. Not enough space for turns.

Na

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

No change in behaviors, but much more enjoyable now.

no

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

The presence of barriers changed the neighborhood. They make it less welcoming and more ugly.

No

no

Have to be very careful when walking to watch out for drivers who make illegal turns and run through the barriers.

The devices have caused a lot of illegal driving behavior.

None

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

While my behaviors have not changed in this regard because I drive a vehicle, I would like to note the following: I was primarily on foot for about four years in this area, often times at night. I can't point to one close call because of dangerous driving during this whole time. However, because many of the sidewalks are significantly degraded in this area, I was forced to walk along the side of the street. Especially when it's dark many of these sidewalks have places where it's easy to trip. I would just like to note that fixing up these sidewalks would be a less invasive first step towards making this area better for pedestrians, and would actually make a big difference for them.

Because people jump the rubber curbs with their cars, I think it is more dangerous for pedestrians now. So unless there are police to enforce the barriers, they add a hazard.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I prefer to drive from 7th Florida to 7th Tennessee to get around town but now I can't. I don't like it and find myself making more turns and waiting at more stoplights.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

My Non Driving behaviours remain unchanges - mainly becuase traffic in the neighborhood was never bad enough to warant not biking or walking. I do walk in the streets more often now, due in part to less traffic - but i do not know if that is a possitive thing. This is primarily because of the bad sidewalks.

They've definitely decreased, because I know that if I fall and injure myself (which does happen because of my disability) or if I need a pickup for any other reason, it will be hard to get to me in a car. So for me this has made the neighborhood slightly more dangerous. I used to like walking in OWL but I haven't done this in a while.

Watch delivery and postal service workers get suck and unable to access where they need to be in a timely manner. Which then effects their entire delivery route.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I feel a bit more relaxed when biking through the area, knowing there are less directions someone in a car may approach from.

Remove obstacles

The barriers are ineffective and are constantly being driven over by frustrated drivers. I believe this is a major safety issue for my family when we are on foot in our neighborhood. In addition, more drivers are using alleys to navigate the neighborhood, which is also a major concern as they often speed through those as well.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I feel quite safe walking my dog and riding my bike through my historic neighborhood on the grid with which it was designed. I find that drivers are almost always courteous and yield to pedestrians. I'm very sorry that there was an accident in my neighborhood involving cut through drivers, but that is the exception, not the rule, and accidents happen everywhere. That, to me, does not seem like justification for using suburban tactics to alter driving behavior in a historic neighborhood.

No

Old West Lawrence (OWL) Traffic Calming Questionnaire

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

I definitely have to be more careful on my street now. Both speed and volume have increased on Maine. My kids have to be much more vigilant.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

More laws broken as people try to get where they are going

The frustration and illegal Behavior for the small amount of decrease in traffic is just not worth it and it's dangerous. There are many other effective ways than to make people unable to go where they need to.

I have seen drivers speed up, apparently to make up for lost time while navigating the diverters.

Driver's just speed up after getting past the devices or drive through them. Additionally make left hand turns against the arrow.

People routinely drive around them, including turning left at median barriers

Many people just get frustrated and drive over or through these devices. I've seen near accidents caused because of the devices.

We are pleased that our street is significantly safer! I used to use Maine a lot, but now go to Kentucky or Tennessee instead as they are intended to be used. I wish I could go straight through on 7th and 8th, but that is not a big trade-off for having a safer neighborhood. I am REMARKABLE sad that some of my neighbors have taken this issue and blown it WAY out of proportion!

Simply put , these barriers are achieving their goal and we look forward to them being permanent. Slight inconvenience, almost nobody is spending up to 7th and Missouri, and the regular cut through cars you used to see in the morning are gone! Nice job this is exactly what we need to help keep everyone safer!

Traffic volume and speed should not be the only criteria for a project of this nature. See Rod Hofer's report on this project.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

These devices are horrendous and cause far too much frustration and headaches for whatever "value" in safety they may provide. They are an over-kill solution. If speed is the real issue here, I would suggest more speed bumps be installed instead. They seem to work everywhere else WITHOUT making it almost impossible for non OWL residents to navigate their way through the neighborhood...and there are a lot of non OWL residents who DO need to use these streets.

The reduced volume seems noticeable however the speeds in the 600 block of Indiana don't seem to be reduced all that much. This is probably due to the device being located at 800 Indiana.

Seems to have subsided, but angry and confused drivers have occasionally accelerated harder, made illegal left turns and driven over barriers.

My kids play in my father's yard at 7th and Indiana at least once per week. Speeding cars has been a constant concern over the past several years. The devices have slowed through traffic and eliminated much of the through traffic.

I've actually seen more dangerous driving when people don't see or follow the special routes. My family and I have seen drivers just drive right over them, which is not only dangerous for that driver, but others and pedestrians. Also, adding significant frustration and confusion never helps drivers drive more safely.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

This doesn't slow down the driving, it just wastes fuel and makes drivers do laps down streets

I think it's decreased because no one wants to deal with these harassing road blocks.
But also I've seen folks just run stop signs because there's no cross traffic coming due to the blocks.

People disregard the signs and barriers, so people make really dangerous left turns across oncoming traffic lanes, do turnarounds in alleys, etc.

Please remove the ridiculous road blocks.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Inconvenient.

i find myself driving faster through the neighborhood of old west lawrence. the twists and turns i'm forced to take extend the travel time greatly, and this means i have to drive faster in order to get out of old west lawrence and arrive places on time.

There are two major side effects that I have observed through personal travel and forum "conversations." one, the vast majority of complaints seem to arise from those attempting to use the area to cut through to their destinations (one of the main issues attempting to be reduced). The only (2) legitimate concern informally discussed has been around emergency vehicles attempting to get quickly to certain OWL neighborhoods. However it remains unclear if this is a projected concern or if it has legitimate arguments.

I've seen other vehicles just drive over the devices instead of following where you have to go.

I am unaware of any significant traffic down any of those roads to begin with. All these devices seem to do, is increase frustration and limit mobility down already tight streets.

There has never been alot of volume nor high speeds in OWL except for Tennessee Street.

In my attempts to drive in OWL I drove on more streets and took more turns trying to figure out things out. There are no warning before you get to a special intersection and they seem to have no rhyme or reason. Just per frustration. After 13 years of living in Lawrence I found myself completely turned around and lost each time I tried to drive there. Just glad I don't have any friends or family in the area...

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Traffic speed hasnt seemed to change from what I've seen while at my uncle's. If anything it seems to be faster because people are running late bc of getting mixed up with the devices

Angry and confused drivers is not conducive to good driving. Turning left onto busy streets at intersections without traffic lights is not an improvement.

It was a regular occurrence for 1-2 near accidents a day to happen at 7th and Missouri. With the alternating stop signs there was general confusion about who stops and who does not. Lots of honking and screeching brakes. There was also a high volume of speeding cars every day

I see people every day driving over the barriers, and driving on the wrong side of them, and reversing in the middle of the street to turn around. There is no way this is safer than before.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If it's not right turn only the people turning right just pull out because they can't seem to understand that other people are still heading that direction.

My block in Pinkney just across from 6th has seen minimal to no noticeable change. I cannot speak for those who inhabit OWL, though as a driver in OWL I have witnessed several confused and frustrated drivers going in circles, as well as significant speeding through alleyways

The primary issue we have had since the diversion has been with too many people using our alley as a through street. This puts us at risk when we are pulling out of our driveway. In the nearly 18 years we've lived here, we've never had a problem with this but have had two close calls in the short amount of time the diverters have been in place.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I have to drive more on the side streets to get to where I am going. My daughter lives in old West Lawrence. She called me and asked me to come to her house when I was going home from the bank. I had to spend more time driving on the side streets to get out of the maze to turn around and drive to her house. My experience is that the maze traps me and I drove on more streets trying to get where I was going. I hate the inconvenience. It makes me angry with who ever thought of this. After living in Lawrence for 60 years, I have no plans to change my driving patterns, I will just turn around in people's driveways. I didn't see the need before you put them in and have not seen any difference in the volume of cars. I have never seen anyone speed on the side roads.

People drive much faster around the corners that have been imposed by the diverter at 8th and Mississippi. They often don't even use the stop signs and just speed around the corner. Cars drive right over the middle of the barriers, sometimes getting stuck and resulting in engine revving noises and rapid acceleration. These barriers don't seem to have reduced overall traffic in the neighborhood, they've just made drivers angrier and less predictable.

Through traffic and speed on 7th has decreased markedly.

I have actually noticed as many or more OWL residents making prohibited left turns as those traveling through. In most cases it was a matter of not being willing to drive an extra block.

Not only less volume, but no more large vehicles cutting through the neighborhood on our street!

I think reopening Maine from 6th to 9th but adding four way stops and/or speed bumps might help. I think the current devices probably make it a safer walking environment and they do address blind corners to make driving. If speeding is an issue, a heavy speeding ticket program might help.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Increased speeding on my block as well as people running the stop sign/speeding around the corner at 7th and Maine. Backing out of my driveway has become a little more difficult. I have almost been hit twice at 8th and Maine from someone running the stop sign to turn in front of me on Maine st and someone pulling a U turn at that intersection.

I do not notice any change in the speed of drivers however I have witnessed the lack of stopping at stop signs now with the devices. Speed hasn't been reduced, it's just a faster, more aggressive stop or slow down at the devices.

People are speeding once they get through the barriers. People are also ignoring those barriers, using alleys, and I've seen two people turn around in my corner lot driveway

There's already a big dip on Louisiana Street at 7th (or maybe 8th) and that keeps my speed down as well as brick streets and cars parked everywhere.

How are emergency vehicles getting thru this maze in a timely manner? Seems like safety should come before people complaining about to much traffic.

It is the worst idea and doesn't solve whatever "problem" there was to begin with

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

As stated, vehicles charge stop signs and speed around trying to make up for the lost time. Also, stop signs aren't observed.

People still drive around the barriers.

People ignore them making intersections even more unsafe

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Much of the traffic seems to be speeding but slows near the intersection of Eighth and Indiana as the diverter is approached.

Nice that there are no longer large delivery trucks (in particular beer trucks, bound for Rick's Bar) that drive on my streets.

I see people driving right over the road blocks so I don't think these are solving anything

This doesn't help anyoneâ€¦ spending wasteful money on this when for at least 8 years the 7th and Maine intersection floods or ice over and that is a new main road. I feel one asked the permission to do this and it's very elitist for this awesome community.

To get to my friend's house on Louisiana Street we had to pull into an alley and back out to get to a place where we could turn to their house. Just that act could cause an accident with oncoming traffic but we couldn't figure out any other way to get to where we were going. We had already driven around several blocks multiple times.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

This has made more traffic on Maine street

People drive around like they're lost.

It just pushes the traffic to other residential streets. How is that fair to them?

These create more hassle than benefit. They should be scrapped.

I have enjoyed seeing the decrease in traffic and appreciate the safety gained by these devices. We can now walk, bike, and scooter in the neighborhood with less fear of a catastrophic accident from unnecessary traffic.

I like the new arrangements. We no longer have two rush hours a day on Mississippi Street, and I think fewer drivers going over 30 mph.

We are using the alleys more. They are already in poor shape, they will get worse. It is unrealistic to expect people not to drive in Old West Lawrence. It has been set up so you must go well out of your way to get anywhere in Old West Lawrence. It causes more pollution because of the waste of gas, more wear and tear on the roads, and is delaying response time for fire, medical, and police assistance. The traffic calming devices are also creating parking problems. Every street does not need to be blocked on both ends. The city is also neglecting street repairs. Speed bumps would be more effective, while not inconveniencing residents. Trail Road between Lawrence Ave, and Kasold is an excellent example. Traffic is considerably less since the speed bumps were put in. Making the roads less convenient, but still accessible is the answer.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Though it is not an original idea, I would suggest small roundabouts like are found in the University Place neighborhood south of KU. I drive in this neighborhood often and find the roundabouts make driving easier and more efficient.

We live on TN, so already had higher volumes and higher speeds in front of our house. This project has improved nothing on those fronts, and we perceive things may be a little worse.

They now speed thru 9th street and increased traffic on main street

It is actually much quieter now since the sound of cars racing down Mississippi at high speeds and bottoming out when they hit the bricks isn't an issue and racing down 8th has virtually ended as well. There are still people who speed around the corner but the number of cars has dropped so it is not as much of a problem. There is a problem with people running the stop signs.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I noticed people no longer coming to a complete stop, making walking more dangerous

The volume in OWL isn't high enough for those devices. Waste of money

We have always had a speeding problem on Illinois street. At best, it's remained problematic or at worse, we have more cut-over traffic. People drive way too fast who are cutting through so a speed bump or some enforcement would be nice before someone gets hurt.

They make driving in that area so much harder which means that people are gonna be distracted trying to figure out where they can drive because they have to keep detouring

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Again, people driving through yards to avoid them.

People using the alleys as streets and driving fast down them to avoid them

Making sure emergency vehicles can get through

Making sure snow plows can effectively clear the streets if there was a heavy snow.

Or people just literally drive over/through them.

You're better off just installing speed bumps.

I have noticed at least one location where traffic is sent to 6th where it must turn left with no light, then make a left to get back into OWL.

No

People still bob and weave fast through these neighborhood because now they don't have to stop really at stops signs.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

literally increases traffic because people are driving around aimlessly because those traffic things are so confusing

They are like a trap with no obvious warning (to me) about how you'll be redirected. So I saw people flipping around in places you would not want them to because the alternative is going out of their way. For example, you might end up having to turn onto 6th unexpectedly and the traffic isn't in your favor; so you go east instead, backtracking- adding traffic onto the next open right. Or, as I saw, a person gets tired of waiting on 6th street's volume and pulls out into traffic when they should not have.

More people blowing stops signs and speeding. Also more louder cars around 12am

I have noticed people do not stop at stop signs. I never noticed that there was high rates of speed on 7 th & 8th. I have noticed that cars and trucks are running over the curbs and into peoples yards because the turns are so sharp.

I live close to 4th & Mississippi and describing my use of Mississippi as "cut-through" is odd, as it is a public street and the most direct route to businesses I frequent along 9th Street. If you want to calm traffic, then use traffic circles (like those at 17th & 18th & Indiana intersections) and speed bumps. But calling these installations 'traffic calming' is a misnomer. They are traffic discouraging devices designed to frustrate drivers into giving up on using these streets. Almost like residents want the area to be private.

It is very difficult to drive through Old West Lawrence to get anywhere. Every person I have talked to hates the diverters.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

The normal streets are so much more busy and trafficked now

These devices make people mad and then they speed and rev their engines.

Take them out stupid and bring in bait pd cars or speed cameras

I have used Mississippi St from 6-9th for 40 years since I worked on Mississippi. I rarely encounter another traveling or speeding car. The biggest problem is the inconsistent stop signs which occasionally leads a driver to run a sign by not realizing they are to stop. Living in Central Lawrence is a choice that will include more traffic than more distant neighborhood. Solutions other than total frustration or avoidance should be used.

Initial driver reaction will be annoyance with the devices, but eventually avoidance as traffic moves to the main thoroughfares. For residents of OWL I assume the reduction in traffic and speeds will outweigh any minor inconveniences.

The calming devices are illogical. If you try to get from a to b they don't allow you to find your way. Frustrating. No signage on "feeder" streets that warn it is effectively not a through street.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Drivers are using the alleys instead of the streets. Exiting the neighborhood onto 6th street is no longer safe because the devices funnel you to an intersection without a stoplight.

People still cut through 6th and Ohio and turn on 7th.

I believe these "devices" should be removed. Streets are to carry traffic. These are asinine impediments.

If the neighborhood insists on continuing this experiment, I believe the neighborhood should be held as a benefit district in terms of servicing and maintaining their streets. One might as well cede all intersections also as they are virtually useless.

I have watched people just drive over the barriers or turn right and do a 3 way turn and then go left.

These obstructions are funneling traffic to Michigan which is at the back of my house. Traffic and speeds have increased there.

I have also seen numerous vehicles ignore these obstructions and either drive over them or continue to make illegal turns

Observe 2-3 people a day driving around the barriers which is a safety problem. Do like reduced traffic on street. People not stopping at stop signs.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Michigan Street is busy, as it should be, on the back side of our house. It is nice to have Arkansas St calmer on the front side. Sitting on the front porch or working in the front yard is more peaceful than it was.

Regarding roundabouts and traffic-calmer generally, these seem to create more problems than they solve (e.g., on Wakarusa) since so many people don't seem to know how to use them.

Typically when someone installs a road block it tends to slow traffic. This action has created a rat's maze. Who could come up with just a stupid idea in the first place.

When I am in the neighborhood confused drivers are a greater threat to safe driving than by just allowing the traffic to flow smoothly. The reality is that OWL may be a residential neighborhood but it is also a part of the fire between downtown, KU, two main E/W thoroughfares and high population residences. These calming devices do not calm traffic, they create anxiety, frustration, encourage faster driving to make up lost time, etc. The best calming device would be consistent and persistent police enforcement over a period of time for stop signs and speeding. Focus on the behavior, not some traffic engineer's cutesy idea of a way to protect a neighborhood.

Traffic volumes and speeds were never an issue to begin with. We have traffic police, they could patrol the area.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

These devices do not decrease speed. They in fact increase traffic of cars circling the blocks, trying to find a way out. More importantly, they block firetrucks, ambulances, police, trash...etc from doing their jobs. Someone's house is going to burn down because the fire trucks can't take a direct route to the fire.

I would be concerned if I lived in that area with medical or emergency response times due to rerouting instead of the most direct route to those homes.

I have witnessed people driving either over the diverters or making unauthorized left-hand turns onto east-west streets to get around them.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

There are barriers on the corner where I live. No longer are people able to barrel through the intersection as they once did. No matter what -- and even if they break the law and go OVER the traffic-calming device -- they still have to stop first.

This has moved to significantly more dangerous driving habits. Massive increase in alley traffic, and frequently ignoring stop signs, or making a u turn in the middle of the road

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Very happy with the changes, though I expect we'll see greater benefits in warmer weather than December.

People are driving more erratically because they are presumably frustrated by the diverters and trying to navigate through the maze.

I was setting at Pinckney the other morning at 8:00 a.m. and an Ambulance and fire Marshall were coming north on Mississippi with their lights and sirens on. They had to wait until the traffic on 6th Street noticed them and started to slow down, and the ambulance started to slowly pull out into traffic, then the cars stopped to let them out. The two emergency vehicles then drove west on 6th street until they got to Maine street, and turned back to the south. My feelings were of anger at the fact that they could not get straight thru to who ever needed the help. My daughter told me late that there had been a heart attack in owl and they were trying to get to them. What a shame, I hope they lived. This really up set me. And Seniors that still can drive, it really messes them up to try to get thru those streets now. ITS a real shame.

I have noticed a handful of people disobeying the traffic calming structures - driving over or around them to get where they want to go.

Speed has decreased somewhat, however there have been more 'traffic violations', i.e. drivers going around the devices, driving in oncoming lanes and so on. There has also been a LARGE increase in traffic volume and speed in the alley. This is EXTREMELY concerning to me as my children spend more time out back than in the front.

I have to drive much more carefully because I see a lot of people driving in the wrong lane, ignoring stop signs, random u turns, and more alley traffic.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Love this change. Far quieter and slower drivers. Much less traffic

Our house is quieter and so much more pleasant since the devices went in. I was skeptical about it at first, but after seeing the amazing impact it has had on our lives, I am happier in our house and see us able to actually stay here and grow our young family far into the future. In addition, my in laws and parents have commented on how much safer they feel loading and unloading on Indiana street. My dad said getting out of his car used to be a scary endeavor and now he feels like he's in a safe neighborhood.

I'm not sure of the volumes. I do think there are fewer cars on our block overall (800 block of Missouri). That said, I've not noticed a change in speed of cars at all. I have also noticed a lot of angry/frustrated driving, especially at night, and a lot of people completely ignoring stop signs that appear at intersections where there are also traffic barriers. This makes for some dangerous situations with pedestrians.

(see "undesirable driving behaviors" boxes checked below)

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I live on Mississippi, but never thought about the level of traffic. Now I have to think about how to get home or out of our neighborhood all the time. I am left wondering if the problems about traffic were really at the point of requiring this level of intervention. Is the cure worse than the cause?

Some of the turns are very tight with the new diverters. For example, 7th and IL. The raised curb cannot be seen easily at night and the turn is tight. I have seen two cars get caught on the curb, and I imagine do some car damage.

People still blow through the stop signs at seventh and Illinois going east/west. Rare is the person who actually come to a complete stop. Also, the sewer on the SE side of the intersection has gouged hundreds (no exaggeration) of cars on the lower right side since the barriers went up.

There are still people that can pick up speed going down the block, I'm a big fan of the idea of speed bumps. That way the slowing down happens in the middle of the block versus at the intersection.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

The traffic volume and speed have been greatly reduced. The whole neighborhood has become much calmer and pleasant since the barriers were added.

Even when cut through traffic is present, they tend to go slower as they are trying to figure out how to navigate the neighborhood instead of just racing from stop sign to stop sign as fast as they can. The stop sign at 8th and Indiana used to feel like a race track with people seeing how fast they could go from 0-60. Overall, it is even quieter in my house!

I am so impressed with the work that has been done!

The design and placement of these barriers is so significantly disruptive to driving patterns thatâ€”in my opinionâ€”it makes driving and walking through the neighborhood MORE dangerous. My personal experience has been that these barriers can significantly increase driving time through the neighborhood, creating more opportunity for incident. The barriers precipitate bad driving behaviors like u-turns that endanger other drivers and pedestrians. Visitors to the neighborhood suddenly find their mapping apps ineffective and have to improvise, again putting other drivers and pedestrians in danger as these visitors try to reroute on their phone. The increase in alley traffic means more traffic in areas of lower visibility, particularly when turning into or out of alleyways. Certain reroutings mean neighborhood residents must frequently make unnecessary detours onto significantly busier and more dangerous streets (6th street, Tennessee and Kentucky streets) in order to navigate to their destination.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Traffic volumes in the neighborhood are noticeably down but at a cost that seems way too high for the benefit. The planners concentrated on blocking traffic with no regard to the needs of the residents or those who work or visit within the hood. The plan has been likened to "killing a gnat with a sledgehammer". It was overly onerous, poorly designed, ignored the single most important safety infrastructure component, the traffic signals bordering the neighborhood, in their "design", and created some totally bone-headed features such as the Mississippi chute, a three-block, no entrance/exit, stretch that divided OWL and created long wild goose chases just trying to get to where one needed to go. Eventually traffic figures out that they can short-circuit the blockades by using the alleys and creating a much more serious safety hazard than the ones the plan was trying to reduce.

while outside on porch for 20 min I probably see 2-3 cars driving against flow of diverters making for highly unpredictable intersection - 7th/Missouri

Dramatic increase in driver confusion and frustration. Increase use of alleys to bypass the maze of traffic "calming" techniques.

Many cars and trucks now make 3 point turns in middle of block when they encounter the blockage. That is often accompanied by increased speed to make up for the forced redirection. Have also noticed a large increase in alley traffic and speed.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

The volume of traffic that comes down on Indiana Street has greatly decreased and the traffic that does use Indiana street is now driving very deliberately and mostly at reasonable speeds. Unfortunately it has meant increased traffic in alleys.

Alley traffic has increased dramatically, and many people simply go around or over the barriers.

Local residents are using the alleys more

Northbound traffic on the 600 block of Maine are speeding trying to beat the light at 6th Street. Now the barriers have diverted even more traffic onto Maine making an unsafe situation even worse. There needs to be another through street established to take some of the volume off of Maine. It is beyond capacity. We also desperately need speed bumps to slow down those trying to beat the light.

there's no difference, just people who drive over them

They have impeded 1st responder response time, as I personally witnessed during a FIRE INVOLVING THE FIRE TRUCK. People seemingly are rushing and reckless due to annoyance over this manipulation. They drive right through or around the barriers while driving faster to make up for lost time. Also, 6th Street is already bad enough, now even worse. People live on 6th street also. I cannot now drive from my garage to my front door without BACKTRACKING around the block into 6th street, so instead I go throughout the "calming" area in ways I never used to do, wasting fuel and time. Also, THEY ARE UGLY AND SPOILED THE VIEW FROM MY HOME.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

We leave our shopping center and head north on Illinois. When we get to 8th, we are forced to turn right and go east one block to Mississippi. When we get to Mississippi, we are forced to turn right, and go back to 9th street. So, if we could have stayed on Illinois, we could have gone 2 blocks more up to 6th street. Turning right on 8th, going one block over and back down to Mississippi. We added 2 blocks which burns more fossil fuels and We were still in OWL the same amount of time and made us frustrated. Now you have frustrated drivers trying to get out of OWL and frustrated drivers do stupid things. Put in all speed bumps you want. Making people drive a different route is not the solution. Our tenants have heard lots of complaints from customers who are having difficulty getting to their businesses.

Frustrated drivers are dangerous drivers. Focusing on the traffic barriers means nobody is focusing on the road, pedestrians, bicycles, etc

I have lived in this neighborhood almost all of my life and have seen a lot of traffic through the decades. While some- it seems like a smaller, vocal group- may feel the barriers are inconvenient, the impact of this pilot seems to be slower traffic, a quieter street(s), safer streets for drivers and walkers at corners and more purposeful driving through the neighborhood. For example, there is a lot less traffic cutting through the neighborhood especially between 6th and 9th streets.

We live in middle of Indiana, west side between 7th and 8th (721). Drivers going north on Indiana or turning onto Indiana from 8th have damaged the drain cover on the NW corner of that intersection. I strongly prefer another solution, roundabouts. The drain cover issue needs to be dealt with no matter what future action is taken.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

This is another expensive and lame attempt to bandaid the real problem. The main streets are too congested and slow, so people start taking side streets. If the city would ever take any clues, from the multimillion dollar studies of the past, they would recall there are too many access points to the main roads causing constant stop and go. Even if the lights are timed, traffic will always be hindered by stop and go traffic, especially when you add in the bus stops.

no

These are classist and a nuisance to the community as a whole. The roads in OWL are rough. They have large dips uneven pavement. I have never witnessed speeding as a particular problem here- ever. In fact, there are so many stop signs, I have always found traffic to be considerably slow in this area. These are a public nuisance for taxpayer funded roads, and the desires of a neighborhood association to close off their community should not be funded by the Lawrence community taxpayers they are aiming to restrict access to.

There have definitely been some unintended consequences, even just near our closest intersection (8th and Indiana). In addition to some people driving over the diverter and people turning left illegally, which are not really a big deal from my standpoint because they do so slowly, there are now people accelerating into and out of the intersection a bit more it seems.

We've noticed more unidentified vehicles using the alley ie alley traffic volume seems to have increased.

My observation is that there has been a significant reduction of traffic on all the affected streets.

I feel the previous three questions assume that the survey taker lives in OWL. I live in University Place, where we've had our own experience with traffic calming devises. I think the addition of roundabouts to slow down traffic is warranted. Preventing someone from traveling on a public road that they helped pay for does not sit well with me.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Not practical

People drive over the traffic barriers.

I believe other traffic management programs have been effective in our current neighborhood, such as posting and enforcing the new 25mph speed limit and encouraging yard signs like "We slow down for our neighbors."

It used to be that a couple times a week, I thought I would get my car door ripped off by a northbound speeding vehicle while exiting my car parked in front of my house (pointed north on the 600 Blk of Ohio). This hasn't happened since the barriers were installed. Northbound speeds in the 600 block of Ohio are noticeably slower after the devices were installed.

There has been a noticeable uptick in traffic on Michigan since one of the major streets that has been used to go from 6th to 9th in OWL has been impacted.

I have observed a significant decrease in volume and speed on Arkansas St. Even though the city installed a speed bump in the middle of 8th street, cars constantly came down from the top of Ark (10th street apts), drove fast down Arkansas to get to 6th street, and often disregarded stop signs. Have seen less drunk drivers (over years, I have called them in), significantly less trash - my street was full of trash before the devices, mostly McDonalds and liquor bottles from the businesses on 6th just dumped out the window on Ark as they drove through. The noise volume at night as reduced significantly - loud radios, engines running, mufflers etc. It was unpleasant before, but now it feels more like a neighborhood than a means to an end for any driver.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Before these were installed, we could sit outside on our porch on any given day and watch car after car run the stop sign or barely stop. The speeding was out of hand as well, which makes us really cautious when the kids are outside playing. On our block alone there are about 9 kids between 4 houses that go back and forth across the street.

People fly down Maine!

I hear lots of people get angry and drive over them.

A friend who lives in Old West Lawrence says people now use ALLEYS to avoid the devices. This is counter-productive, and more dangerous for runners, bikers, walker, and vehicles. I sometimes can't get to the homes of students who live in Old West Lawrence.

The first time I encountered the changes, I was East bound on 7th coming back from downtown. I ended up winging my way through the neighborhood trying to find my way home. It basically was directing back to 6th street to take a left at 7:30 in the morning with no traffic signal. I see a lot of folks trying to figure this out when I am out walking my dog. I see a lot of people stopping at those intersections and doing U-turns or backing up.

I believe the barriers are intended to address volume rather than speed. They have caused a lot of confusion, which leads to a type of slow driving that isn't safer as people are trying to figure out their options. When an existing Stop sign is paired with a diverter, people tend to run the stop while taking in the situation. People still make left turns at the diverters by simply sliding to the left. Because I live on Maine St., I can't really judge how much the already considerable traffic has gone up or down, but I don't see a change in speeding behaviors on our streets or any of the other streets that I walk frequently.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Now instead of just traveling down the road people have to engage in risky behavior to get around these barriers. I've seen people pull u-turns right in front of oncoming traffic. I've seen people just plow straight over the barriers. It's just making things less safe.

People are frustrated by the confusing intersection

One of the traffic barriers forces you to take a left onto 6th (I believe from Alabama?). This is extremely challenging during heavy traffic hours and sometimes unsafe.

I feel that the drivers are not paying heed to the 20 mile an hour speed limit that is posted. Can you come out for cars are allowed to park on either side of the street and there are quite a number of children in the area.

On our street, 700 block of Alabama, we have seen a significant decrease in traffic and speed. It used to be so bad that I would almost get hit every time I got in or out of my car, especially at night. Now, there is so little traffic and when we do have cars they are either our neighbors or visitors to our neighbors.

In other areas of OWL specifically at the diagonal diverters, I have observed almost all traffic ignoring stop signs. I've even caught myself doing this early on in the installation. This is more dangerous to pedestrians who are expecting the cars to stop and walk in the road without pause. I've also seen numerous people just go over the barriers then speed off - but this is less frequent and highly entertaining.

Lastly, we have observed ambulances having to weave around the streets when trying to get EW through OWL from the downtown fire station. To clarify, they are not going over the devices, rather turning to take another route, often to 6th or 9th then back through the neighborhood. While this might only add a few minutes, it causes concern if there is a immediate crisis since minutes can be the difference between life and death.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

More traffic in alleys, including delivery vans. More u-turns and 3-point turns mid-block. Observed an increase in unsafe driving behaviors.

It's Fantastic! Traffic volumes and speeds are dramatically reduced. It's FAR more effective than just the speed hump we have.

The same amount of traffic goes through and people are driving faster because they are frustrated that they have to drive through a giant maze to get out of the neighborhood. Delivery drivers, especially. It also hasn't affected people parking in Old West Lawrence to get to the football stadium. There's still the same amount of people caught in a literal maze and it makes it more dangerous because they have no idea where they are going or how to get out, so they aren't paying as careful attention to other drivers.

The volume makes this street unsafe. By the time people find their way to the street they are frustrated and drive fast. The only saving grace are the speed bumps

Traffic volume has definitely increased, but so had the running of stop signs, drivers illegally turning left at intersections despite the no left turn signs, etc. I suspect we are seeing an increase in civil disobedience.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Turning east from Illinois St. onto 7th Street is challenge due to the traffic blocking devices and the storm drain.

I believe these devices create an influx in already high traffic areas such as 6th and 9th, which in turn causes a greater risk potential for accidents.

Asking people their observations about traffic speed and volume is the most nonscientific way to determine speed and volume. Of course there is less volume because it is impossible to drive from one point to another in OWL.

There seems to be no changes, definitely not enough to justify the inconveniences

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I never felt that either the traffic or the speed was a problem on my street. I mean, you live sandwiched in between downtown, KU, and 6th and 9th, I don't think you expect a traffic-less existence. But I never felt the traffic was an issue.

I do not like the forced turns.

Damaged truck, because of the traffic changes.

Many dangerous U-turns and increased use of alleys by regular and commercial vehicles

I feel that diverters create will create accidents. Especially in snow weather.

There seems to be much less traffic on and crossing 7th street from my experience

The barriers work because they are inconvenient. People drive over/around them because they are too inconvenient.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

People just drive right over the traffic barriers. I see this all the time and I don't even live in the neighborhood. the diverter at 8th and mississippi is a hazard. The lane space is not big enough for two cars to go around the curve at the same time when meeting head on. I almost got hit by a car at that intersection. It's also really easy to hit the curb because of the lack of space.

Much improved. Thanks

I back out my car onto Michigan and before and after the changes there is a high volume of traffic that use the road as the east cut through of owl. We have the roundabout but it does not make much of a difference to the point many people just drive over it. Not sure if there is any cost effective way to fix it but figured I would point it out.

The traffic on Maine St has significant increase in volume, increased number of cars on Maine and an increased rates of speed of vehicles. There are small children and many with dogs that I've seen race to the street, this has increased the risk to children and pets on Maine at the expense of other streets have decreased rates of speed and decreased volume of traffic.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

It's possible that there are fewer cars, or that they're going slower than they used to. But honestly I just haven't noticed a difference. Maybe I just wasn't observant enough before the barriers went up! But I have been strolling the same stroll to and from LCNS for the past couple of years and I feel much more unsafe walking in the street since the barriers went up.

much slower traffic and the barrier forces folks to slow down and decide where they're going to go.

We no longer feel safe in our alley which used to be a gathering place with neighbors. The hit the wall at 7 th and run for the hole to 6th.

None

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I feel like i am stuck in the desolate suburbs rather than the "urban" OWL vibe I wanted. I worry about resale value of trying to attract buyers if the neighborhood is so closed off the no one traverses the neighborhood due to difficulty with driving through.

My block did not have a a lot of traffic volume or much problem with speeds before the devices were installed. Since I park in my garage in the alley, I do not observe the traffic on my block very much, so I don't really know if there has been much change.

How many speeding tickets did police issue in OWL before installing the barriers? Perhaps try that.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Didn't care much about it before. Am too bothered to notice a change for the better, if there has been one.

Streets weren't busy in the first place

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

We feel there is a direct correlation between KU's schedule and traffic volume and speeds. Fewer students in town seems to feel like less traffic and less obnoxious driving.

I have heard that people drive over the traffic barriers or drive through alleys more now and are mostly annoyed that it is not possible to turn in certain directions on certain streets.

There aren't instructions as to how you will be directed when navigating the neighborhood. Hence being forced to drive a complete circle and not getting to the area I needed to be at.

Rage driving up. Few people stop at stop signs at 7th and 8th Mississippi.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

People are speeding to catch up with having to slow down for barriers

The drivers are almost non-existent when I am watching my grandson. (He lives on Indiana Street). The drivers that I do see are going slower and more carefully through the neighborhood.

I see illegal driving every day now, with people driving over, through or just on the wrong side of the blockades. I see cars often having to suddenly stop and turn around in people's driveways and alleyways.

When unexpected road barriers are used, I have seen more vehicle traveling through the neighborhoods for longer periods of time, because drivers trying to drive through get deterred and subsequently spend more time driving around because of the barriers. Visitors to the community have even more difficulties because of their unfamiliarity of the area.

My concern is the congestion caused by the barriers. When cars are legally parked opposite one of the barriers, it is impossible for a car to safely pass between the two. Further, on a day when cars are parked on both sides of the street, the only way a car can proceed is by driving in the middle of the street. This is now impossible with the barriers installed in the street. Traffic is impeded because cars cannot pass between the barrier and a parked car.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I have observed little or no change on Alabama street. There is more alley traffic causing surface damage in my alley. Delivery drivers now go through the alley or stop, dangerously I might add, on 9th St instead of turning the corner. Every time I need to travel for errands in my neighborhood the barriers force me to turn onto busy 9th St.

I don't see why these obstructions are necessary in this neighborhood. I live near a busy street and understand the challenges, but chose to live there despite them. If speed is the issue, speed humps seem to be effective in other neighborhoods. I have not heard positive feedback from anyone I know living in or near OWL about these additions.

I was very interested to learn at the zoom meeting there has been relatively little change in traffic volume throughout the pilot project, with volume increases shifted to Michigan and Maine Streets. This data is significant and raises questions about the achievement of the projects goal to reduce traffic through the neighborhood.

Absolutly the dumbest thing I have ever encountered.

Just that I ended up spending so much more time in owl because I couldn't just pass through. It made me mad to be blocked with no warning. Mad drivers aren't what people want in there neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

My house is sandwiched between Arkansas St and Michigan St (700 block). Traffic on Michigan St. has always been bad (heavy, fast, and loud). Drivers seem to think that they are entering a drag race after they come out of the roundabout (8th & Michigan) heading north. I never really noticed an issue with traffic on Arkansas St before the barricades were installed - at least, it wasn't an issue for me.

Since the barricades have been installed, there has been a dramatic increase in the volume of traffic on Michigan St (supported by the before and after data presented at the town hall on Tues., Jan 25). I was concerned when the city released the planned locations of the barricades prior to their installation, I was concerned that traffic from the generally wealthy parts of the neighborhood (e.g., Indiana St, Louisiana St, Mississippi St) would be rerouted to the generally more working class parts of the neighborhood (e.g. Maine St, Arkansas St, Michigan St, Missouri St and Michigan St), and it seems that my fears played out. From observations both on my block and walking through the neighborhood, it seems like most drivers have increased their speeds (they have longer routes to get into/out of/through the neighborhood and they are having to navigate a maze of barricades, so they get impatient and speed to - or through - the next intersection)

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

My house is sandwiched between Michigan St and Arkansas St. Traffic on Michigan St has been a problem (high volume, speed, and noise) since before the traffic barricades were installed - for some reason drivers feel the need to treat the 700 block of Michigan St as a drag strip. I never had a problem with traffic on Arkansas St.

Since the barricades have been installed, the volume of traffic on Michigan St has substantially increased (as supported by the 'before-and-after' data presented at the town hall). It has become much more difficult for me to safely cross the street during my walks and to back out of my driveway (on Michigan St).

In my observations around the neighborhood, it seems that overall speeds have increased. Drivers have to take longer routes to get into/out of/through the neighborhood, so they speed from one intersection to (or through) the next to make up for lost time. The other day within minutes of each other, I saw two separate vehicles speeding down 7th (near Missouri St) going probably 40mph, not even bothering to slow down at intersections, let alone stop at stop signs.

I love the changes. They were noticeable.

Family and friends visiting complained a bit but then got used to it. I've enjoyed that the young children in the neighborhood seem to be allowed out in their front yards more.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

There are way less cars and way less what I would call gross speeders, where they are going 15 miles over the speed limit.

The average car goes about the same speed, but I have noticed some people get frustrated and just try to accelerate out, but I assume they too would be speeding anyways.

People have to go slow at our intersection—it's perfect.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I have not noticed any differences, except people illegally going around or through the traffic barriers.

I am answering those last two questions not just for 608 Kentucky but also for 615 Ohio and 746 Missouri as I own 615 Ohio and manage 746 Missouri.

People going over the barriers and still turning and using alleys more and u turns

The same people still rip through, now they just rip through more of the neighborhood. So kudos

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Vehicles often drive over the restricted road of 7th and Miss now or u turn or use our alley too much

I see more people breaking the rules and getting frustrated

I observe considerably less commercial traffic (e.g. heavy trucks) driving through the neighborhood especially late mornings (my home office is overlooking the street).

Since I am in the 700 block of Maine, I live between two speed humps (I don't think this is the right word, as they have divots in them for emergency traffic). As the volume of cars has increased, I have noticed more people "bottoming out" on these humps, which creates a "scraping" noise. My guess is that these are people who are not used to traveling on this street. I've also noticed many cars, including KU buses, seem to speed down the street, regardless of the humps. Traffic has definitely not slowed down. There's more of it, and they are all traveling at a pretty good clip. The difference is when large vehicles pass each other. I see a lot of trucks and large trailers (Sunflower Paving, city vehicles) using the street more often. When they travel down Maine Street, there is room for only one car to pass. This could be a major concern when certain development projects begin, like the apartment complex at the Oldfather Studios location. These vehicles should have to use Iowa, rather than Maine. I am also concerned about this because there are many elementary students who live in the apartments near 9th and Michigan and, sadly, cross the street to get to Hillcrest Elementary at places where there are no lights -- basically, at Oldfather Studios. There is a lot to consider. I watched what happened with other large projects when I lived in the 900 block of Alabama; when they built the apartment complex at 10th & Missouri, there were constant large vehicles in and out of the neighborhood. I don't want that for us!

Driving over 20 mph on Maine is the norm, it seems. Volume seemed to increase on both on Maine and on 8th street (East/West) immediately post barrier/diverter installations in the neighborhood. Some drivers were obviously confused. Side effects: It's a divided (physically and socially) neighborhood following installation of the traffic barriers and generally unpleasant to drive through the neighborhood now, which must be exactly what some people wanted so they can live on what now seems like a semi-private public street in an ungated community. Navigating corners isn't always easy on car/truck tires or curbs due to the barriers and small corner spaces to navigate. I'm mindful of drivers near me who may be frustrated or lost in the neighborhood (residents, visitors, service deliveries), and I've seen people slow roll through stop signs (7th & Missouri and 8th & Missouri). Visitors to our house recently told us how unwelcoming the neighborhood is now.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Our street is so quiet now! Far less instances of people driving over the speed bump and bottoming out, less trash/debris in our front yard and less dead animals!

neighbors backing into other people driveways to turn around, alley has a lot of traffic-SPEEDING--now its more DANGEROUS especially for the kids. Neighbors doing u turns in the middle of the street.

It seems like there are a lot more rolling right turns through stop signs than before the diverters were installed.

The traffic we had on Missouri was mostly to and from Burger King or the stadium. Now that traffic cannot make that cut through, it is much safer to get out of my car in front of my house. The traffic that does go down my street is much slower and more mindful. Likely they are my neighbors.

Prior to diverters, there was so much traffic and also high speed traffic. This has improved immensely with the presence of diverters. Considerably less traffic, much less people speeding!

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I see just as many speeders as I always have on Mississippi Street. I witnessed police with sirens and lights flashing attempting to arrive at an emergency this morning, Jan. 27, 2022. The driver had to go two miles an hour to go over the barriers at eight in Mississippi and again at seven in Mississippi. I hope the response time to whatever emergency that was was not detrimental. I see increasing frustration with drivers and they are speeding more than ever between seventh and eighth on Mississippi Street because they have to go so far out of their way. No one is paying attention to stop signs. There are very few attempts to come to a complete stop. People mostly do roll throughs anyway but these barriers encourage no stopping at all.

I live on a corner in a block that has a new device preventing drive through. I have noticed a lot of cars will turn around in driveways to avoid having to navigate the device at the end of the block. It causes a higher level of unpredictability of traffic on my end of the block and adds to the amount of cars that are using driveways to turn around. It's been somewhat chaotic.

Impact on my block has been marginally positive, but really disappointing that speeds overall have not decreased according to the data.

I think it is a lot quieter and it seems there are fewer cars zooming down Alabama street from 8th to 9th street especially at night. There would be cars without mufflers speeding down the street and these cars would wake me up at 2-3 am. So I like the new barriers that slow the traffic down. I have to go 2 blocks more to get to 6th street but I don't mind that because I think that it is a lot quieter on our road in front of our house.

I see more people driving over barriers, or trying to back up and go a different way, and hitting curbs and yards trying to get around the barriers. Additionally, buses, police cars, and ambulances have experienced problems dealing with the barriers.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

People cut through alleys or make more dangerous maneuvers than if they were allowed to drive through as they normally should be permitted to drive.

8th street now collects all traffic that would have been diffused among Illinois, Alabama, and Mississippi. Street traffic has increased by almost 50% and the brick roads are LOUD and FRAGILE. The road noise has become untenable and it is no longer a pleasant street to live on. Drivers are impatient with the barriers and accelerate out of them, leading to an increase in dangerous driving behavior. They also ignore them, drive over them, drive around them, and turn around randomly in the street. My primary concern is the road noise. There was lots of mention at the meeting about N/S streets, but the E/W streets have been disproportionately affected in a very negative way.

Devices make negotiating through OWL much more difficult, often forcing drivers into 180 reversals of direction. There were no real problems before they were put in place.

If people would just slow down there would not be a problem but it is only human nature that people drive faster than the speed limit. One other observation is this. Most streets are narrow. When cars are parked on both sides of the street it becomes a very narrow street.

The diverters are uninviting to the neighborhood and very confusing for other drivers who might not frequently drive in OWL and get stuck.

The problem with Kyle Johnson's-led-survey is that it's based on "impressions" - like this question. I was very disappointed to see so many of my neighbors driving over the traffic barrier at 8th and Ohio. Even smaller cars!

There is an imperceptible change on Tennessee since the diverters were installed, which I expected. Tennessee can handle much more volume (not that I want that!). Regarding the neighborhood itself, I understand that there are different realities on different blocks. I did not, however, experience very much traffic during my avid walking the last 15 years in our neighborhood prior to the installation of the diverters. I'd see the occasional speeder but not a huge volume.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there has been more traffic diverted to Tennessee, it has been an imperceptible change, as I expected. Tennessee is no where near capacity (not that I wish for it to be!), hence the ongoing speed issues. Engineering to slow speed on Tennessee to anything even closer to the actual speed limit would be appreciated. That is another problem for another time...

Instead of using my own street to get to 6th and out of the neighborhood I use 8th Mississippi and Maine.

These dividers are frustrating and take away from the character of our neighborhood. I can't even get to my friends houses without taking a circuitous route.

It is nice to have the reduced volume but folks still seem to go fastâ€” I wonder if they are irritated by traffic diverters

There was not a problem that needed solving. I have lived at this address for over 20 years and rarely saw any dangerous driving. Drivers were/are very courteous when pedestrians/dog walkers are crossing streets.

I love the side effects. Less /slower traffic.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

My observations are that the devices are *fantastic* and we really, really don't want them to be removed from 8th and Ohio St. We love the fact that our street is no longer a cut-through street. Please, Please leave our device in.

The diverter on my block has made a dramatic positive improvement with minor negative side effects. I would vigorously oppose it's removal.

The above two questions are difficult to answer because we live on a corner. We have noticed an increase in volume and speed on 8th Street. There is a little less speed on Alabama St. because of the stop sign and the east/west and no left turn diverter now in place.

More traffic on Maine. Hate this craziness

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

The measures adopted in the pilot seem excessive and extreme for the size of the traffic in the neighborhood.
The barriers are invasive and not inclusive.
We have other main problems than that. A waste of resources.

People are ignoring stop signs and delivery vehicles and emergency services are delayed and have difficulty making the turns.

I have observed LOTS more bikers at the intersection of 8th and Mississippi than before the diverters were installed

Much less traffic speeding down the hill from KU. Is especially noticeable at night. Lots of U-turns across Mississippi Street by people parked on the east side of the street.

think people try to go around the barriers in order to continue in the direction they are trying to go as these can be confusing and just frustrating to be forced to go a longer, circuitous route to get to where one is trying to go

No new observations. It is obvious from the results of the experiment so far that the devices and locations where they are installed are ineffective.

The devices seem to be emotionally triggering for some percentage of drivers who rev their engines and speed away or drive over them or make illegal turns.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

Have seen many occasions of driving over the medians, no longer observing stop signs etc.

I wish that the residents of the streets (like Maine) onto which more traffic has been redirected would have been consulted. The traffic calming devices are inconvenient, as they force you to take less direct routes through the neighborhood, but I'm willing to live with them if there is evidence that they have significantly reduced dangerous driving or chances of pedestrian injury. The traffic calming devices need better signage to assist non-OWL residents so that people not familiar with the area aren't surprised when they are forced onto another route. Maybe "no through traffic" signs at the top of the streets without a clear north-south or east-west path?

We live on Maine Street, and there has been considerable more traffic.

To get around the barriers, there is more traffic to the side streets as people try to find a way to get where they want to go.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

I see increase speed when drivers re forced to make a u turn when encountering barriers.

The left turn barriers are routinely ignored by drivers who simply slip to the left of the barrier when they can see there is not oncoming traffic. I have observed this at multiple barriers, including those listed below.

I also think the barriers still cause confusion to drivers who aren't regulars in our neighborhood, which causes them to slow down or run stop signs while they are trying to take in the visual instructions of the signage.

Finally, I think the barrier plan has made it very difficult for delivery drivers and other workers. I saw an enormous arborist's truck trying to navigate a turn at one diverter that seemed like a wasteful situation, putting the truck onto even more streets instead of allowing it to simply go straight to Sixth St.

we have seen it all in regards to how drivers handle the barriers. It has been comedic at times. If you are going to keep the 7th & MO barrier, you need to rethink the stop signs there! Particularly now, the ones on 7th Street are mostly being ignored.

I have observed many seemingly non-residence speeding through the neighbor, trying to get out and confused by the diverters. I have witnessed many cars turning left despite the diverters, or just driving over them. I have seem deliver vehicles using the alleys to avoid the diverters.

The idea is good. It appears to be lowering speed limits. Use of the alleyway is the unanticipated variable.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

while I have felt a drop in the number of vehilces I have not noticed a drop in speed . Cars come off 6th street at the same speed they always have. cars still speed up 7th pretty much the same as always

Every time I've been there since then, I've seen at least one confused driver.

Barriers seem to slow traffic at intersection, but many drivers seem frustrated and speed up in between barriers or as they travel along the block

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

The family member I visit in the area has commented that the late night cars speeding through the area are a lot less frequent.

Worried about first responder delays

Traffic volume on 600 block of Indiana is reduced dramatically. Many of my neighbors report the same.

These traffic barriers are hugely inequitable. There are clearly those in power in our neighborhood who want to make their families safer by putting more traffic on my street that threaten my family's safety.

The current board DOES NOT represent me or my family as I did not elect them nor do they have any concern for how this impacts us. All they care about is their streets and their safety. Not one representative from our street is on the board or committee so we have no voice. Any time we tried to exert our voice, we were shut down time and again. Again - THIS PROCESS AND THE SOLUTIONS ARE NOT EQUITABLE and only serve the interests of a select few.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

The diagonal on my corner has the unanticipated effect of causing drivers to speed up. Nobody stops anymore, going in either direction. It makes walking more dangerous, as drivers are concentrating on the maneuver of taking the curve, then hitting the gas.

People not stopping at stop signs, running over barrier, more turn around in middle street.

I have not noticed any differences. I have noticed many people making a left turn where a sign is posted not to. In order to do that, they are in the lane of oncoming traffic to navigate the obstruction.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Are there any observations you'd like to add about traffic volume or speed, including side effects?

It's a great improvement. I'm grateful to the city for initiating this process.

We live on the corner of 8th and Alabama. People regularly turn left at 8th going south on Alabama, which is prohibited. There is more traffic on 8th, most of which appears to come from the traffic diverter at Mississippi at 8th St. There is a historic property on the corner across from us, and the traffic calming devices detract from the historic nature of the neighborhood, including the brick streets. 8th St does not make a good arterial between the bricks and the its narrow nature.

It takes longer to get out of and turn into my driveway. I have noticed a large change in the sound on my street. Blinking lights on the posted speed sign don't decrease people's speed as far as I can tell. Sometimes walking across the neighborhood East to West feels like Maine has divided the neighborhood. Really upset about the outcomes of this, especially since equity was constantly mentioned as a design factor.

I have noticed less traffic and lower speeds on my street.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Each diverter location
Each diverter location
Each diverter location
Each diverter location
Each diverter location

7th and Illinois
8th and Alabama

7th and Mississippi

Just about all west of Mississippi street between 7th & 9th.

8th and Ohio. A lot of rolling stops and people going around the barriers to turn left. Occasionally, someone is parked on 8th too close to the intersection, leaving only inches to complete my right turn onto westbound 8th from Ohio

None seen. Just see people trying to figure out how to navigate this poorly thought out project.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

ALL locations create trouble spots for "some" residents

The diverters can be confusing with the stop signs. Some pedestrians wondering if the cars will stop.
Some illegal left turns at the medians.

Mississippi at 7th
Mississippi at 8th

7th and Indiana should get a 4 way stop.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

All streets
Must be
Accessible
To the
Tax paying public

8th and Alabama -- lots of left turns from Alabama east to downtown.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

I have found myself unable to get where I needed to go, and did break the "law" by circumventing the device after hitting multiple (literal) road blocks..

I have found the need to pull into stranger's driveways and such in order to re-route myself when trying to reach the home I need to get to.

Trail Rd between Kasold and Monterway-people always speeding on that street

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

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Every spot where these barriers are installed is undesirable and confusing
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7th and Missouri 7th and Arkansas

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Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

At 8th and Alabama, many vehicles just drive on the wrong side to get around the diverter. It happens every day. We've seen and hear far more near misses on Maine St than ever. I've also seen a marked increase in unprotected and sometimes very risky left turns on 6th and 9th Sts.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

No

Running stop signs (8th and Mississippi, post-traffic diverter installation)
Not yielding to pedestrians (8th and Mississippi, post-traffic diverter installation)
Speeding and then slamming on breaks when reaching the diverters (8th and Mississippi, post-traffic diverter installation)

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

8th and Maine
7th and Maine

This is a general issue all over town. It seems that people speed on Kentucky and Tennessee Streets.

9th/Schwarz. No one pays any attention to the crosswalk. What happened to the speed humps we were supposed to get years back?

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Corner of 8th and Louisiana. Curb and drainage cover damaged by having to turn too tightly.

11th and Vermont Street Cross Walk (cars will swerve around me when I am in the middle of the crosswalk or refuse to stop their vehicles, I have almost been struck multiple times in this crosswalk and have brought it up to transit planning staff)
Kentucky & Tennessee Street from all the way from 14th Street to 11th Street (multiple friends living in the neighborhood regularly bike to class & work and report being in fear everyday of being struck by a speeding car or one that refuses to stop)
Connecticut Street from 13th to 9th
6th & Tennessee to 8th & Tennessee (drivers will blow through stop signs and refuse to slow down when in the middle of crosswalks on Tennessee)
Tennessee & 9th drivers fail to yield for pedestrians when turning right on the red light

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Eighth and Indiana and Seventh and Louisiana.

Clinton Parkway

All neighborhood streets
All streets
All stroads

8th Arkansas
7th Arkansas
Okay anywhere on 8th
Anywhere on 7th
Anywhere on Illinois

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Maine st. Numerous people driving around barriers

The eastern side of the intersection of 9th and Iowa has always been busy. Now that all of the traffic has been diverted from using OWL to get to campus and downtown, this intersection is a lot busier than before. There are a lot of entrances to the new gas station and Scooters, as well as Dominos on the other side, with very little room for drivers to slow down in order to make these turns off of 9th street. This problem has been made exponentially worse because all the traffic is bottlenecked at the 9th hill instead of those who want to take 6th street and turn onto Mississippi and go all the way through to KU campus.

6th st & Rockledge

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

no

600 block of Tennessee
700 block of Tennessee
800 block of Tennessee

8th and Illinois, since there isn't a diverter there I've seen people flying down that section.
Maine St, same problem that existed before the project.
Tennessee St, same problem that existed before the project.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

8th and Mississippi people driving over the barrier and speeding
8th and Alabama St people driving over the barrier
8th and Ohio people driving over the barrier
Had a near miss on 7th (near Mississippi?) from an SUV ignoring the stop sign
Speeding on Illinois

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

8th and Mississippi

All
Of
Them

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Intersection of 7th and Florida
Between 6th and 7th east of Florida

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

8th and Michigan

misuse of roundabout at 8th & Michigan

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

7th and Mississippi

People getting very frustrated and speeding up to get to their destination.
Drivers driving over the blockages.

7th to 9th on Michigan

7th & Louisiana: going around barrier (both directions)
8th & Ohio: going around barrier (both directions)
8th & Indiana: going around barrier (both directions)
8th & Louisiana: not stopping at stop sign

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

700 Walnut

Near fraternity /sorority houses

11th and Kentucky

11th and Tennessee

19th and Louisiana

23rd and Ousdahl

Arkansas and 7th car turned left anyhow.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

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8th & Louisiana 8th & Ohio

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Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

6-700 blocks

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

I am not in this location enough for real data, but the diagonal diverters seem to cause more problem behavior and/or angst

7th and Mississippi
8th and Mississippi
8th and Indiana
7th and Illinois

8th and Illinois - people run the stop signs
8th and Alabama - people go left against traffic
7th and Illinois - driving over the diverters

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

No

NA

7th and Mississippi (speeding, ignoring stop signs)
8th and Mississippi (speeding, ignoring stop signs)
8th and Missouri (speeding, ignoring stop signs)
8th and Tennessee (speeding, lack of awareness of pedestrians, need a crosswalk)
7th and Tennessee (speeding, current flashing beacon tends to be ignore by about 30% of drivers, needs to be actual traffic lot that turns red)

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

All of them. Spend a nice afternoon at any of the corners, and you will see people not obeying the new rules.

Seventh and Illinois
Seventh and Mississippi

8th Indiana

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

At literally every location I've witnessed u-turns, rolling over barriers, and obvious driver frustration.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Because the planners did not provide any internal circulation plan, residents and others have resorted to traffic infractions to reasonably navigate the maze the plan created. The plan is only supported by the rampant violation of traffic regulations, estimated to be in the hundreds per day. This was evident on a daily basis at 8th & Indiana and 8th & Mississippi.

I have seen more running of stop signs since the traffic plan went into effect than in over a year before the barricades. I attribute this to the lawlessness created by an idiotic plan to which the only reasonable solution is to violate traffic regulations or run up alleys, particularly the 800 block alley between Indiana and Mississippi. The plan also substantially increased the undesirable driving behaviors of making U-turns, driving into alleys or driveways and backing out into the street, using alleys as a means around blockades and trying to turn a barricade into a roundabout. This is particularly true on 8th Street where the plan would send you to 7th and Maine if you were heading westbound at 8th & Indiana.

People parked or driving southbound in the 700 block of Indiana are forced to turn right at 8th & Indiana where they are sucked into the Mississippi chute and can't turn around until they get to 7th & Maine. This is why formerly law-abiding citizens will violate traffic laws as being the only sane thing to do.

The 20 MPH neighborhood speed limit also contributes to lawlessness. This is a school zone speed limit. All other neighborhoods have 25 MPH residential speed limits. Is OWL's 20 MPH limit because OWL is made up of a bunch of elitists?

7th/Missouri

My block, 400 block of Mississippi St., always has speeding cars

7th and Louisiana. 8th and Louisiana (that has always been a stop sign running location), both end of Mississippi at 7th and 8th.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

7th and Louisiana "creative avoidance of devices

8th and Mississippi

7th and Mississippi

7th and Mississippi: people ignore the diverters and drive straight over them.

8th and Mississippi: people ignore the diverters and drive over them.

8th & Ohio

8th & Indiana

8th & Mississippi

7th and Indiana

600 block Maine

7th and Missouri

basically anywhere there are diverters

All interior diverters (except diagonals) are unsustainable, especially for an historic district

The existing plan prevents any straight through travel on any street and, to me, that is a good thing

If the street control moved to 6th St and 9th st it would eliminate most of the confusion and law breaking in the interior of the N-hood

9th and Delaware (speeding and not stopping at stop sign)

7th Street and Missouri.

Everywhere along 7th and 8th.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

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I wonder about the Mississippi Street curved diverters that may slow traffic too much- especially getting services to that street. (?)

I have noticed it at several locations. Basically at all those where I am likely to drive.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

8th & Indiana cutting corner too short
8th & Louisiana cutting corner too short
7th & Louisiana no stop, left turn, driving over barriers

8th/Mississippi
8th/Indiana

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Arkansas St - North to South and the stop sign at 8th street, cars always either run right through or never stop

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

8th & Indiana stop signs were always ran before
Indiana and 8th Street speeding was a huge problem before

I've observed no actions that should result in these devices being implemented.
A friend who lives in Old West Lawrence says more vehicles are using alleys to avoid the devices.

At the left turn diverters throughout the neighborhood, I have seen people slide to the left and make the forbidden turn.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Ohio street

Seventh and Ohio Street

Both diagonal diverters, drivers no longer use stop signs and speed up as though they were an on ramp.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Some morons can't figure out how to navigate the current maze and the ones in trucks simply run over the blocks.

8th and Alabama
7th and Mississippi

People just ignore the no left turn signs at every intersection in OWL I have seen. I see it daily at 7th and Missouri, but see it at every intersection.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

7th Street

not in OWL. The traffic and speeds on 5th street and around Pinckney are still terrible. How about some police presence.

I have seen people run over the dividers in multiple locations on 8th st
People seem confused at the stop sign on 7th and Missouri and Im afraid they will run it more

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Mississippi St - many U-Turns

People drive over the diverters everywhere

Intersections along 7th st.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

7th and 8th and Mississippi

From 6th and Maine to 9th and Maine
Increased traffic through alleys between 6th and 7th and Maine, Illinois and Mississippi
Barriers being ran over on 7th street.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Running stop signs at 7th and Mississippi
Illegal LH turns at 7th and Illinois
Illegal LH turns at 7th and Louisiana

8th and indiana in general some folks drive over them but again they slow down before they do.
8th and miss

7 th & Miss
All of 7th and 8th driving left of center to make a turn at divider
City of Lawrence marked trucks and cars flying through posted stop signs 7 th & Miss
City Fire Truck having to jump the barrer in testing

7th and Missouri
8th and Arkansas

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

7th and Louisiana - cars driving over the diverter
8th and Indiana - cars driving over the diverter

7th / Louisiana: I've observed

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

In the streets
at corners
near the calming devices.

N/A

Running over the diverters on Ohio and 7th
Running over the diverters on Indiana and 8th

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Before the changes, we often had 3 or more cars together lining up at KY or Vermont, heading west on 7th, gas pedal to the floor, racing through all the stop signs. That has stopped.

Cars choose to turn any direction, run over any barricade, ignore any sign, do whatever they want, at any intersection. Laws, signage, etc. are only suggestions.

Increased traffic in alleys, U turns, throughout the neighborhood.

Watched a pickup towing a long trailer back up onto 9th and Alabama rather than try to negotiate the turn at 8th

I regularly see folks drive through or around barriers at 7th & Illinois, 7th & Mississippi, and 8th and Mississippi.

See above

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

There was no problem that needed solving to begin with!

Mississippi St.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Indiana St and 8th St
Arkansas St and 8th St
Mississippi St and 7th/8th St
Alabama St and 8th St
Illinois St and 7th St

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Arkansas St and 8th St
Mississippi St and 7th/8th St
Indiana St and 8th St
Illinois St and 7th St
Alabama St and 8th St

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

all of mississippi rolling stop signs
8th and lousisiana not stopping

8th and Indiana

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

7th and Illinois. Lots of people making left turns around the barriers

7th and Ohio

around 8th and ohio
? and Mississippi

8th and Ohio
7th and Louisiana

9th & indiana
8th & Indiana

8th & MS - Running Stop Signs
7th & MS - Running Stop Signs

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

See above

7th and Illinois

Maine Street, in general (observed from the middle of the 700 block)

Driving above 20 mph throughout the neighborhood is routine. The 20 mph speed limit seems more like a "suggestion."

On two occasions I saw delivery drivers stop/park in an alley to make deliveries (700 block).

I watched a truck drive over the curb at 8th & Missouri while turning right.

Slow rolls thru the intersection at 7th & Missouri seem the norm as well.

People posted at least one video on Facebook of a truck driving over/thru one of the diverters with other people commenting that they've had the same observations.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

8th & Arkansas, driving over barriers

in back of Missouri street - the alley speeding

7th & Louisiana
8th & Mississippi

7th and Mississippi-several no stops
7th and Alabama almost hit for a not stopper
Sometimes difficult to turn into 7th from Illinois

Trail Rd
Harvard
Vermont
19th
Connecticut

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

7th and Mississippi
7th and Illinois
8th and Indiana

9th and Arkansas
8th and Arkansas

Generally when driving in Old West Lawrence I have seen cars going over the 20 mph speed limit. People like to speed down the one way streets a lot too.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

8th and Alabama
8th and Illinois

Between 6th and 7th and Alabama but that is because I see it. Speeding!

See above comment.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

problems were significant at first, less so now

7th & Illinois St - frequent left turns off of Illinois
7th & Illinois St - some straight through traffic over the blocks
7th & Illinois St - vehicles frequently hitting/driving over the storm curb inlet at SE corner of intersection.
8th & Alabama St - some straight through traffic over the blocks

7th and Louisiana

8th and Indiana
8th and Mississippi
8th Ohio
7th Louisiana
Where the turn is forced on 6th street

At 8th and Mississippi and 7th and Mississippi many cars are no longer stopping as there is no longer any cross traffic so there is less need to stop (and I believe many drivers no longer really see the stop signs at those intersections).

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

This is not new with the devices: people always run thru the stop sign on 7th & Ohio.

8th and Indiana Street

8th and Alabama intersection

Maine has picked up more traffic

Maine st
8 th street

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

All of Mississippi
7th street
8th street
Maine

8th and Mississippi
7th and Illinois

People drive over barriers at 8th and Mississippi
People driving into drain covers at 7th and Illinois.

Illegal turns have increased at all locations.
Running stop signs occurs at all locations.
Speeding occurs everywhere in OWL.

Ohio & 8th: Rolling Stops
Indiana & 8th: Driving Over Diverter

8th & Alabama

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Speeding & running the stopsign at 7th and Maine.
Driving over the traffic diverters at 7th and Missouri.

7th and Maine is a four way stop and few stop. Lots of rolling stops and there are frequently cars that just blow through the intersection.

A major problem that we have experienced between Missouri and Maine Street are hit and run accidents that appear to be drunk driving related. We have experienced at least 8 strikes in the last 15 years and 3 of those have completely destroyed our vehicles. Those accidents happen mostly on Friday and Saturday nights.

7th and Illinois. Cars just drive over the rubber curbs.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Mississippi and 7th

7th and Missouri
7th and Illinois

7th Missouri
8th Arkansas
7th Illinois
7th Louisiana
8th Ohio

stop signs at 7th & Missouri

8th and Ohio

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

mississippi & 7th - people run over the barriers rapid acceleration & running the stop sign
Indiana & 8th - people go over the barrier and do not stop
Louisiana & 7th - left turns at the barriers and running over the barriers
Louisiana - fast acceleration by cars coming off 6th st

I admit I have accidentally run the stop sign and 8th and Ohio since the device has been installed. Something about the design encourages me to make my easterly turn without stopping. I have never run that stop sign before and had driven it daily for years.

At north/south diverters on 7th folks do 3 point turns to get where they want to go

7th Mississippi
8th Mississippi

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

7th and Indiana, speeding and stop sign running (esp. speeding on 7th)
8th and Indiana, speeding and stop sign running (esp. speeding on 8th)
7th and Ohio, running stop sign and speeding on 7th
Maine - speeding

All of Maine Street
7th and Missouri
8th and Mississippi

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

As I've mentioned, the diverters are less safe than stop signs. Attention is "diverted" (see what I did there?) to the diverter rather than to any pedestrians who might be wanting to cross. Drivers do not stop at the stop sign and drive unsafely around the curve, assuming, it seems, the curve in one way when in fact there is oncoming traffic. Drivers speed up coming out of the curve.

7th and 8th street- running stop signs and driving over the barriers.

Speeding and running stop signs is endemic all over the country

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Watched drivers do various things to override the devices on 8th St.
Make left turns where there are traffic control devices prohibiting left turns (e.g., by driving on wrong side of street or driving over diverters) - mostly on 8th St.

8th and Alabama. See above.

Maine St.

At 7th and Louisiana, I have observed individuals going around the diverter and going over the diverter.
At 8th and Indiana, I have observed individuals going around the diverter and going over the diverter.
Where there are forced turns with stop signs, I have observed individuals running the stop signs.
I have observed individuals making u turns before a diverter.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

At 7th and Louisiana, I have observed individuals going around the diverter and going over the diverter.
At 8th and Indiana, I have observed individuals going around the diverter and going over the diverter.
Where there are forced turns with stop signs, I have observed individuals running the stop signs.
I have observed individuals making u turns before the diverter.

Cars frequently just drive over the diverters, which seems MOST unsafe. I see this most at my own diverter, 7th & Mississippi. I would much prefer a four way stop!

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Get rid of the barriers

The the remedies that work wonderfully well all over town I would work well here instead of these monumentally intrusive and nonsensical impositions on our driving. They include all of the things that were ruled out initially on the first letter that was sent out. Never ruled out my statements that were blatantly untrue so that's certain Elites within the Old West Lawrence group could impose their bizarre and over engineered solutions.

Replace a strategic diverter with a roundabout to slow traffic on 7th or 8th Street, possibly at 7th and Indiana?

Ticketing, but I understand that's not likely to happen

More 4 -way stop signs, more speed bumps.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

No diverters! More Speed bumps instead!

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Since the majority of the cut through issues are on game days, perhaps we could use the police to actually enforce traffic violations.

Even a roundabout would be an improvement. Or 4-way stops at every intersection.

Speed bumps

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

i find myself driving much less calmly in the areas where the traffic calming devices have been installed.

Speed bumps slow traffic down sufficiently.

North 7th Street has a high amount of speeders and could use a stop sign at the Lyon Street intersection.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I think that the devices create less traffic which is good, but, the reason there was traffic was bc of the difficulty getting onto 6th or other streets. It makes going to a friend's or family's house hard. If more left light signals or something was available on 6th, I think it would reduce traffic without creating confusion or creating a 10 minute diversjon

For each specific location where the barriers were installed, remove them. Speed humps are preferable.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Use serial speed bumps. They work in Breezedale Neighborhood.

...anywhere there has been a barrier to travel erected on a ROAD which is for CARS to drive on... remove the barrier.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

None

Just make all of these intersections into 4-way stops. It would be cheaper, easier to navigate, less maintenance, etc. Having to stop over and over will be an encouragement for people to use larger streets like the one-ways, 6th, and 9th, to get where they're going faster without creating a major headache and confusing set of barricades throughout our neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Roundabouts, speed bumps, one way streets, etc. But the entire idea of making us waste time and money to coddle the OWL neighborhood association is ludicrous.

increased police presence throughout town.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

The forced right turn off of 8th and Mississippi

11th and Vermont Street Cross Walk (cars will swerve around me & other pedestrians when we are in the middle of the crosswalk on 11th street or refuse to yield their vehicles. Myself and others have almost been struck multiple times in this crosswalk and have brought up the issue to transit planning staff)

Kentucky & Tennessee Street from all the way from 14th Street to 11th Street (multiple friends living in the neighborhood regularly bike to class & work and report being in fear everyday of being struck by a speeding car or one that refuses to stop for them or move around them in safe manner. Drivers speed well over 40 miles per hour driving down these arterial roads despite the heavy presence of cyclist & pedestrians)

Harvard & Lawrence Avenue to 9th & Lawrence Avenue (drivers regularly blow or roll through stop signs turning onto Lawrence Avenue, rapidly accelerate when driving over speed bumps and refuse to yield to pedestrians in the cross walk.

Connecticut Street from 13th to 9th

6th & Tennessee to 8th & Tennessee (drivers will blow through stop signs and refuse to slow down or yield to pedestrians in the middle of the crosswalks on Tennessee)

Tennessee & 9th drivers fail to yield for pedestrians when turning right on the red, heading on Tennessee towards 19th.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

On small side streets, the sites limit needs to be 20 not 25. Many places would benefit from things that narrow the street width. But not paint, that's useless

More speed bumps

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove these things!!! Bumps would be better

Use speed humps or have a bigger police presence

Install a left turn signal for motorist going west on 6th st turning onto Rockledge.

9th between Iowa and Emery. Road is horrible to drive on.

Even before the diverters, many drivers ran through multiple stop signs on as they traveled west down 7th Street. Given that Lawrence has virtually no traffic enforcement, and the neighborhood is now much quieter, I think a lot of these stop signs could be safely removed.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I keep seeing OWL residents driving in other parts of town like hypocrites...

Despite their apparent ineffectiveness, we wish there would be a traffic calming project as opposed to traffic diversion. The curb bump out at 7th and TN, eg, is not only a good place to stand before crossing with the flashing beacon (which we love), it also narrows the street a bit. Speed bumps, speed tables, and more such traffic calming measures would be preferable, in our opinion. (And re the question that follows, please stop calling the diverters traffic calming. That is misleading.)

TAKE THEM OUT

Take it all out

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

It was safer for walkers prior to the installation

Most of our issues stem from no traffic enforcement. People speed, then roll through stop signs, driver over barriers, and now drive through barriers because they know there is no enforcement. It's worse now than before because there are new ways people can drive unsafely through our neighborhood.

The city should explore more speed bumps to force people to slow down through the neighborhoods.

Get rid of the diverting

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Speed bump speed bump a god damn speed bump.

I think roundabouts make more sense than forcing turns or prohibiting left turns

The driving diverted are unnecessary and a hazard as drivers will not heed them.

7th and Kentucky... drivers have never paid attention to the flashing sign. I've almost been hit twice there and have seen an elderly man almost hit. Maybe putting a light there instead of putting these traffic barriers everywhere to make people who live in CITY STREETS happy it would be a wiser management of money

Take them down and have the police do their job???

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

take them down they are horrible

N/A

Even if I did knowing that your department thinks these are the answer means I will never say anything. For the love of god never ever put these in my neighborhood. If you do I will rip them out every night.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove them

Not technically OWL or specific to the traffic diverters, but the intersection at 8th and Michigan is a problem. It isn't properly marked as a roundabout, and many do not use it as such. I've seen people driving the wrong direction, not yielding properly to traffic, or driving over it. I would love for that intersection to either become a 4-way stop or an actual roundabout.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove the barriers

PLEASE remove these devices.

I work at KU and have driven through OWL to get to 6th street to get home. I used to go down Kentucky from 9th street, however, this is just a mess. Where Kentucky joins 6th street is so congested. I need to make a right turn. The turn lane there is too short and traffic gets all snarled up in the middle lane. In the summer when the pool is open the congestion from parents picking up kids at the pool and people crossing the street to the parking garage adds to the problems at the next block. These problems pushed me to use OWL as a way to get to 6th street. I understand the need/desire to decrease people driving through this neighborhood, but the city has failed to give another good option. Kentucky doesn't operate as an artery road--nor does Mass. If you want people to not drive through here there MUST be better options than backtracking to Iowa or dealing with the hassle of Kentucky.

remove barriers

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Law enforcement by humans

Yes. 7th and Illinois. Remove your stupid barricade. This street does not belong to you. It is a public street for public use.

I lived at 506 west sixth for 28 years. Somehow we managed without speed bumps or barricades.

Remove the ridiculous devices and provide traffic enforcement.

Just put speed bumps

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

West 2nd St. from McDonald Drive to Michigan is frequently used as a drag-racing strip. Traffic calming devices could actually be useful there.

Speed bumps would solve the speeding issue, without the headache and eyesore of these devices. People drive through old west Lawrence because it's in the center of a busy city. That's what happens in cities. If 1 or 2 residents simply want less traffic then they should move out of a busy city.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

The L diverters on Mississippi and the placement of the surrounding line diverters on Indiana and Illinois are continuously frustrating. Delivery drivers, residents, guests, and EMS are all confused by them.

Take the devices out

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I have not noticed anything undesirable. Just tons less traffic, less littering on our lawn, less loud speeding and music, and less vandalism reports.

Would very much prefer roundabouts that allow for the flow of traffic but slow traffic. Many drivers seem to assume that diverters cancel out stop signs. I'm not sure how to resolve this, but it's definitely a problem.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I think it would be beneficial to have a speed bump in the middle of the block Indiana between 8 & 9th st.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Once there is something more substantial installed I believe this problem will go away.

At the end of the day though, the people who break the rules are still inconvenienced when breaking the rules. These people tend to come once and then are not seen again.

There's no band aids for internal bleeding. You gotta pull a lot of things out to get to the problem.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

remove diverters at 7th/Missouri and return to either 2 way or make a 4 way stop

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Increase the size of the barriers so that they cannot be driven over. Replace the breakaway reflector poles with more permanent devices that cannot be driven over.

4 way stops would be adequate to reduce speeding, and would have an immediate impact on alley traffic and failing to yield to pedestrians.

Speed bumps 3 feet tall on the 600 block of Maine. Speed bumps or roundabouts vs barriers throughout the neighborhood

Get rid of them all!

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If speeding is a problem, use speed humps. It seems the current diversions are not solving the problem.

Rolling through stop signs at the curved diverters on Mississippi Street

Roundabouts are by far the best solution. I strongly prefer them.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

All neighborhood streets have this same issue. What makes old west Lawrence so special?

Speed humps seem to be used all over Lawrence, and they still allow for traffic flow. Shutting off access to public streets (at public expense) per the request of classist neighborhood associations (I doubt ELNA would ever request or be granted such installments, except perhaps the 'arts district') is wrong. It also pushes traffic and parking (and the associated wear and repair" again at taxpayers' expense) to surrounding streets which are already increasingly congested like downtown, Tennessee street, 9th street, etc.

Adjust the two MS diverters. Either take out one or both and replace one or both with non-diagonal diverter.

Storm drains at corners (eg 8th & LA & 8th & IN must be traversible

Remove both diagonal diverters and find a different solution

Remove all the diverters on Mississippi St. as it functions as a Collector Street, despite not being so classified.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Go back to the regular set up

Remove all those traffic diverters please.

8th and Arkansas

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

How about either roundabouts or speed bumpsâ€¦ regardless, GET RID of them?!

My solution would be to remove the barriers. It was better before this initiative.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

In response to the above check list. While I have observed these action, they are far less frequent than before the devices were installed.

Diagonal diverters, as listed in my above response

--

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove the barriers

Take down the barrier so that they don't get mixed up.

Use speed bumps, they work. They've worked on Maine since they were installed, and after 30 years of living on this street I can be certain of my observations

Removing the barriers would help. I hadn't noticed a problem with drivers in the neighborhood before the barriers were installed.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Get rid of the barricades, give the streets back to the locals. We already see an increase in dangerous driving when new college kids come in August trying to figure out the roads here, this is going to make it horrific.

I've seen some pretty bad driving in OWL, but I've seen worse here in N. Lawrence. I'm really happy the city of Lawrence installed 25 mph road signs on our side of the bridge, but without a few more speed bumps or traffic mitigation measures, I'll still see drivers exceeding 50 mph on Elm and Walnut (as they head to the Pink Flamingo or wherever).

get rid of the dividers they confuse people and add a lot of turns people didn't used to have to make. Maybe they can be replaced with something that people are used to like speed bumps or traffic circles

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I thought the one-way streets was interesting, but in general I don't think there is a problem.

remove diagonal diverters, then remove all the rest of the barriers

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I think you could put in small roundabouts like the ones in the neighborhood directly south of campus that are small but allow for traffic to still proceed.

My suggestion is to compare traffic studies to alternate methods, not only barriers. There are many other alternative solutions to decrease volume of traffic and decrease speeds. Implementation of traffic circles, 4-way stop signs, and whatever the method, it must be equitable for the entire OWL neighborhood. As for 'Game Days' KU could have traffic attendants to put up orange cones and direct traffic similar to what Manhattan, Kansas does. There are many other alternative methods to accomplish decreased traffic and speeds and these barriers, are not the solution.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

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None

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Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

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Remove the random street blocks, everyone hates it.

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Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Take away the diverters.

I think roundabouts would be an easier solution for drivers, or even making certain streets one-way. The diverters can get confusing, especially to folks who don't often go to OWL and also at night. 4 way stop signs at every block is very frustrating, but I do understand the need. I also think implementing speed humps would be

I presume that once the permanent diverters are in place, fewer drive-overs will occur.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove or at least make possible for turns both ways so cars do not have to drive out of their way to get someplace.

Speed bumps, one ways, or some other form of traffic and speed control.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

immediately stop this foolish program and please give us our neighborhood streets back- it's unpleasant to live here now.

Could we consider utilizing traffic cameras to identify the problem drivers and ticket the offenders, rather than inhibit and disrupt the majority of responsible & law abiding drivers using the public streets on our community?

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove all barriers immediately.

As I noted in the previous survey and commented at the Zoom meeting, Mississippi St. has always functioned as a Collector Street regardless of how the City officially classifies it. Removing all the diverters from it would relieve traffic volume increases on Maine and Michigan as well as provided better east/west flow through the neighborhood. All three blocks on Mississippi should be have speed cushions, not just the 800 block, as proposed.

Could one way streets solve this? That way there's plenty of warning that a road isn't through.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Undesirable behaviors occur at all of the intersections with devices. They have also resulted in more instances of people ignoring stop signs at intersections with no diverters. Earlier this week on one of my walks I witnessed two cars within 2min speeding down 7th St (heading east near Missouri St) at probably close to 40mph not even bothering to slow down at intersections.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

These problematic behaviors occur at all intersections where the barricades have been installed. There is not enough space for people to safely make right turns at "right turn only" intersections, so they end up running over the curb or the barricade. There also isn't enough space at the diagonal diverters for drivers making a right turn and a left turn to safely pass each other. Further, it is unclear and not intuitive who has the right of way at the intersections with diverters. The signage is not consistent at all of the intersections (e.g., the direction of traffic that has the stop sign isn't always the same - and often doesn't make sense), and the signs that were added when the diverters were installed are usually far away from existing signs (e.g., if the driver is supposed to stop and cannot make a left turn the stop sign is at the corner and the 'no left turn' sign is in the middle of the intersection). So drivers have to look in multiple locations to figure out how to navigate the intersection, which means they aren't seeing all of the relevant signs (most importantly, the stop signs).

Let Mississippi and Maine stay the cut through streets. Apply reduction solutions to all others.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove all of the dividers!

put stop signs on the diverters and have stops when ever you would come to a change in traffic

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I believe putting in speed bumps would allow for cars to slow down, while also being able to get where they need to go.

Remove the diverters--all of them.

Painted cross walk signs would help. Not sure we even need stop signs there.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Plse remove the restriction altogether on 7th and Miss as is being done on 8th and Miss.
As residents we are being penalised with higher gas consumption / more time needed to get home / get to our destinations when the benefits to the neighbourhood are as good as none per the Zoom mtg Tues 1/25

Remove the blockages

I listened to the Open House meeting on Jan. 25. Although I understand that stop signs are not considered traffic calming devices, I thought comments made from others in favor of installing them made the most sense and fit with the character of the neighborhood. I always approach an intersection where I do NOT have a stop sign with some trepidation; does the other direction realize they HAVE a stop sign, but I DON'T? Half the time, they do not. I also agreed with comments made about how we choose to live in a neighborhood that was designed over 100 years ago; I don't want to live in a cul-de-sac maze. I want to be able to get to my downtown parks without having to divert to 9th or 6th Streets. I think four-way stop signs at each intersection could be a compromise.

Since driving above 20 mph occurs routinely throughout the neighborhood, more speed bumps in the neighborhood is a possible solution to reduce speeding, and is one solution that many neighbors have discussed/proposed. Install cameras and issue tickets to speeders on the streets with larger traffic volumes (Mississippi, Maine, Tennessee). Install solar powered devices that show drivers how fast they're driving.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Obviously if a permanent barrier is installed, it will be a bit more difficult to drive over.

Traffic calming devices
Patrol monitoring

Speed bumps?

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove the barriers so that vehicles have room to make turns without hitting and driving over the curbs and drains.

My solution is to permanently remove the barriers and restore the neighborhood to its previous state.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove the diverter at Mississippi -- all traffic is being redirected to the brick roads on 8th street.
Remove all barriers as they are unsightly and unhelpful. They have reduced traffic on some streets only at the expense of others.

I think the old fashioned speed bumps work better than the ones I see here in Lawrence. I recently moved back to Lawrence from Oregon.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Enforcement of speed limits has always been an issue in OWL. More frequent presence of police patrols in the OWL area might help control traffic speeds and other undesirable driving practices.

I did not notice this behavior before the barricade was installed. I suggest removing the barricade.

Speed bumps! Ohio Street

See above.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I believe the 4-way stop sign is an option that needs serious consideration. We have read in previous information that a 4 way is not considered a traffic calming device. However, it seems that for the safety of all intersections of this neighborhood it is the only logical and fair way to make people stop, but still gives us the freedom to get where we need to go without undue hardship. We have noticed that with the no left turn sign on 8th and Alabama, everyone is supposedly forced to make a right turn, which seems to be over my grass on the corner (plenty of tire tracks to show for that). Also, the drainage culvert on 7th and Illinois intersection SE corner is dangerous. It's concrete configuration protrudes high and juts out on the now tight corner (because of the new traffic diverter) causes many vehicles to scrape against it as they attempt to navigate around the corner.

Maine st

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

The OWLA does not represent all the citizens in the neighborhood and failed to do so adequately.

Remove all the barriers, and fix the real issue, make 9th a true four lane street from Iowa to Mass with proper south turn lanes on Mississippi and Maine to improve egress to KU which is the real issue with cut through traffic

Painting crosswalks at the stop signs would help. I realize that might not be advisable in the interim as stop signs may move around in the final design, but please consider as part of the final configuration

4-Way Stops at all intersections & a light at 6th & Mississippi.

I am afraid that if you remove the diverter at 8th and Mississippi. the high speed traffic will return on the block.

I think the following measures would be best:

1. install speed bumps on all blocks on all streets
2. install roundabouts - at least one per north/south street
3. make all intersections 4-way stops (this would probably have the most effect)

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I think another thing that would cause less havoc within the community would be to simply have an officer or two post up every now and then and run some radar. This church over here on 7th would be a good spot. I live over here across from the Taco Bell and there is almost always an officer parked in the back of that lot, matter of fact one is here right now, maybe have them temporarily monitor OWL area for speed. And honestly those mobile radar stations would be a good idea too, people always slow down for those.

Remove the barriers, please!

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Remove all barriers. Allow through traffic. Place stops and speed bumps if needed

get rid of the stop signs on 7th Street where there are barriers!

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

I have witnessed UDBs all over and at each barrier. Other than out right removal and a return to sanity by employing more speed bumps and stop signs I can only think of 1 thing to help with Mississippi st if something more drastic needs doing - utilize roundabouts so traffic can flow in all directions but is slowed. Diagonal Diverting is creating many issues and one is that it causes a lot of residents not to be able to access the light at 6th and Maine.

Remove the diverters altogether

Remove these terrible traffic "solutions". Causing more problems than it's fixing.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

It only takes one or two instances where you cannot tell how to get our of OWL before you start speeding and looking to evade controls like stop signs.

Please don't just listen to those in "power". Please, please allow other residents an equal seat at the table. The current "leadership" will not allow this. They only "appoint" their friends and will not allow other, neighborhood elected residents to join planning meetings.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

My suggestion is to get rid of the traffic diverters on Mississippi Street. It's not working to make my corner safer. Additionally, 7th Street is a historic street, with several houses on its corners registered with the state historic society, and cutting it off to through traffic changes the environs of these historic houses in unacceptable ways.

Remove barriers

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Maine St. needs some type of calming. The proposed 3rd speed hump is NOT a solution. If both traffic and speed increased with two speed humps already installed, how is installing a third hump going to do anything? Possible solutions include: opening parking on both sides of Maine, added stop sign at 7th and Maine, removal of traffic light at 9th and Maine, speed humps that actually slow traffic (most cars approach at higher speeds because of how short they are).

Here is what I think is the most equitable solution for Maine: install a Do Not Enter barrier on one side of either 7th and Maine or 8th and Maine. This would divert cars approaching from that direction, but still allow ambulances to pass through on the other side of the street. Forcing a right OR left turn by blocking off one side of the street at either or both of these locations would reduce the volume of traffic and help stop people utilizing Maine as a cut through. Maine is a collector street, not a cut through. Currently it is acting as an arterial for traffic from campus and hospital to pass through the neighborhood, not collecting neighborhood traffic and bringing them to 6th or 9th.

Old West Lawrence (OWL) Traffic Calming Questionnaire

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Four way stop sign!!! Then everyone knows the rules and has to at least slow down. If we just put four way stops at every intersection, speeds would decrease without this ridiculous impact on our collective carbon footprint, and without the elitism that comes with trying to make our neighborhood inaccessible to non-residents.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

As we seen on 7th and 8th Street one of which is a rumble strip and the other has stop signs every at every street nearly it definitely comes traffic. The diverters do nothing on those streets in my neighborhood except impede traffic. This program was preconceived and built upon false conclusions that we're not based on fact. This is obvious in the fact that the people proposing it would not listen to any reasonable criticisms in the beginning and constantly try to redirect opposition even when it made common sense to be opposed.

The number of diverters is excessive. They attempt to block off the neighborhood and create an unwelcoming, fortress mentality. The current situation is not what I want for my neighborhood. My guests can't even get to my house!

Don't think it's fair to divert traffic to adjoining neighborhoods

This doesn't work and makes getting to my house or other destinations in OWL more difficult.

If you are not removing them, please consider at least getting rid of the diagonal diverters. Without those, you can at least eventually get where you are trying to go. If I'm parked on the north side of seventh between Ohio and Louisiana and I want to go west on ninth, I have to turn south on Indiana, west on eighth, north on Mississippi, west on seventh, and south on maine. Am I supposed to drive down alleys or make u turns?

You can't change an attitude, you can only change a behavior and hopefully the attitude will follow. Please make these permanent as the neighborhood is much better off.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

As a non OWL resident...None

I support the significant traffic calming efforts to date, however there have been lessons learned both good and bad. Other than modifying/removing one or more of the diverters, I recommend that any device removal only be done if it is replaced with some other type of significant traffic calming mechanism so that traffic does not shift to streets without devices. Equity of all neighborhood streets is important including Maine street. I recommend that the City and OWL to continue to work together to improve this project with continued significant traffic calming measures including solutions for Maine Street. This focus on built environment and driver behavior will allow for safe streets for pedestrians, bicyclists, and cars in OWL. All the lessons learned on this OWL project should be used for other Lawrence neighborhoods so they will also have improved safety.

Something to reduce rage from people who wind up driving in a circle if they unwittingly try to drive through via Mississippi

I think the devices at 7th and 8th on Mississippi are too restrictive, and create an inordinate negativity about the project as a whole. I think some renderings of permanent intersection improvements would be very useful in this process, as much of the negativity comes from the aesthetic impact of the temporary devices.

I think these things are a waste of money. Stop signs were created to stop and slow traffic. Stop signs are a cheaper and easier solution to slowing traffic in the neighborhood and making it less attractive as a short cut.

Stop letting privileged people control the PUBLIC streets in their neighborhoods.

If you want to use traffic calming measures, figure something else out--bumps, more stop signs, etc. These diverters are awful.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Since this is a publically funded, non private road, it needs to be kept open. Problems with speeding? Add speed bumps. Don't eliminate access to roads because people hated traffic on their taxpayer owned road

Grid streets should remain grids. Use the police to enforced traffic laws (not just in OWL!).

The folks living in OWL get the primary vote as it is their neighborhood, but these are public streets, open to all legal traffic, and the current arrangement of a random maze might be great for a video game but not for a public right of way. If traffic calming is needed, make it predictable and logical, and if needed maybe close some streets or make them one way, but do it in a way that makes sense and can be readily understood by people who have business in the neighborhood.

These calming Devices do nothing but make drivers less calm

These "diverters" seem like a pretty obvious effort to prevent the rabble like me from driving through the neighborhood where all the rich people live. Unfortunately for them these are public roads and not their own private community. If you want to use some other kind of traffic calming device (like the tiny roundabouts in the neighborhood north of campus) that would be fine but these "diverters" might as well be "road closed", they absolutely suck.

Remove barriers at Mississippi. Perhaps create corridors on 7th/8th to get to/from downtown. Regularize stops so they make sense.

Also the city needs to acknowledge that the lack of communication, and putting it all on OWL association, led to serious incivility as many neighbors didn't know what was going on, blamed OWL association, badmouthed the project on social media, and led to a complete breakdown in our neighborhood "vibe." Not sure we'll ever get that trust back.

Remove these

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I practice being calm, but these diversions are absolutely INFURIATING. I find myself becoming angry and short tempered when I have to continually drive circles to navigate a few blocks. Being that I do not live in OWL, I do not have the patterns memorized. I forget they are there, then find myself stuck in the maze, yet again. When I think about my local tax dollars going towards this project, I feel bamboozled. I should be able to drive through this part of town with ease, not irritation. Please take these out and throw them away. Add stop signs and speed humps. But this? It's a bunch of hooley!

i have friends who live in old west lawrence whose lives are terribly inconvenienced by these devices. their commutes are longer, their routes are comical. my personal experience with them has been nothing short of miserable. the only thing i see them meaningfully reducing in old west lawrence is the property values.

If these devices are to be permanent, a designated cut through street from 6th to 9th should be made.

Remove all of the diverters. They are unsightly and destroy the historicity of the streets of OWL.

IT HAS CAUSED MAJOR DIFFICULTIES FOR THE MAIL DELIVERY, trash pick up, as well as police and fire and medical vehicles to get to emergencies.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Add speed bumps instead. They are effective in my experience.

All they seem to do is make trying to drive through complicated. Forced turns are a major pain in the butt. Its frustrating to be forced to use a busy street like 6th or 9th when 7th used to be a good option that was less dangerous. I can't imagine what it's like to have to live directly in the neighborhood as opposed to right next to it, as it makes it hard just to get to certain streets. I do also work on some of the properties in the neighborhood and trying to get the work truck in and out is ridiculous. I also feel that in the event of a fire it would be hazardous to have them up.

These barriers are unnecessary and unwanted.

Mississippi St has been in great debate and I would also like to see an alternative solution.

We really just need more stop signs and speed bumps. It makes the neighborhood more dangerous because drivers arent watching pedestrians, they are looking for a place to turn

Take them out. Every neighborhood has traffic that drives through it. Why is OWL so special that they shouldn't have to deal with it? As I said above it's making the area less safe due to people avoiding and driving over the barriers.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I am comfortable with permanent installations in certain location, but I believe specific issues raised about the ability to navigate to specific locations should be thoroughly vetted.

Replace the calming devices with serial speed bumps. The current trial devices make it too difficult for residents and drivers of emergency vehicles to negotiate streets in OWL.

What happened to speed humps? roundabouts? any other attempt to calm traffic besides literal BARRIERS to travel??? Wanting to eliminate unsafe thru-traffic is understandable. wanting to eliminate thru traffic altogether/make it as difficult as possible so as to deter drivers? that my friends, is elitist at best.

Please do contact me if you have any additional questions.

I would much rather see an additional speed hump on Maine and perhaps some on Mississippi as well. I would also think that more 4-way stops rather than the 2-ways or diverters would be helpful.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Take them out. They are a pain, and are unattractive and detract from the beautiful neighborhoods. This is the first idea the city has implemented that I hate and think is stupid.

It's obvious that the inconvenience varies by location. So some changes might help alleviate that.

I think they are good as is, but I'm open to the possibility that there are some locations that could benefit from some minor adjustments to the design. I support following the hard data on traffic volume and speed that was collected to make adjustments if and where needed.

This is a horrific idea, poorly communicated, that benefits the very wealthiest in our community at the expense of everyone else who simply wants to drive smoothly and unimpeded.

The current diverters are very frustrating the couple times I have gone through OWL. I do not want these to become city wide in neighborhoods. It is frustrating because it creates confusion on trying to get to certain homes depending on the location of the home by the diverter. I think that speed humps or bumps would be more beneficial. Maybe yields sign. If this decides to stay OWL, please do not add these to other neighborhoods in Lawrence.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I honestly see more unsafe driving habits from people avoiding the diverters than I saw before they were installed

How much traffic can there actually be there on a non game day? With the only left or right turns, you end up driving in circles trying to find the right way out of the neighborhood and still be heading in the direction you want to go. Maybe try speed bumps?

Lawrence belongs to all citizens and the roads were paid for by all of our tax dollars. The idea of restricting access traffic is a waste of money, detrimental to the environment, and uninviting when sports tourists come to town

These so called traffic calming measures are really catering to one neighborhood not liking people driving thru. They are an exclusionary tactic. This is a public city, with public city streets that should be open to all. This is not a gated community. There are far more pressing problems in Lawrence than preventing people from driving on particular streets or neighborhoods. If the issue was speed, these are not the solutions. They tell people that this neighborhood is more important than others. The same is true of the restrictions at Ousdahl and 21st. It says don't drive thru our neighborhood, we are better than you. It is a bad look for Lawrence when we should be promoting inclusivity, not showing how to be exclusive. Efforts and money should be used on more important issues. How to better handle the homeless, the addicted, the petty crime, the mentally challenged

Get rid of them

The changes in the traffic patterns have a number of negative impacts, including pushing people into left turns at uncontrolled intersections on Sixth Street. If cut-through traffic is really a problem (Does the city know that or is it just a matter of opinion within OWL?), there are other traffic-calming options.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Because they only make it more difficult for other people.

please continue building traffic calming infrastructure throughout all of Lawrence so we can walk and cycle throughout the city without the fear of being hit by a car who isn't going to stop for us.

If the city is going to continue having the traffic calming devices in OWL for safety reasons then they should also be installing them in all residential neighborhoods in Lawrence. However, this would make Lawrence extremely difficult to travel in. These devices can cause issues for emergency services, increase traffic congestion in adjacent neighborhoods, and increased disobedience towards traffic laws. I understand that some residents of OWL may prefer to have reduced traffic from non-residents, but if this was to be put in place in neighborhoods throughout the city then it would make Lawrence an extremely difficult city to travel around for both residents and our many visitors.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I would like to see roundabouts instead of the current diverters.

I do not live in old west Lawrence, but I find the traffic devices infuriating. I sometimes drive through the neighborhood to avoid busy traffic on 6th street and sometimes to just enjoy the beauty of the neighborhood. I find myself getting angry driving through the neighborhood because there is no way to get directly to a street that I am trying to get to. I understand that the neighborhood may get sick of "outsiders" driving through and speeding. I also live on a street where this happens. It frustrates me there for sure. But there needs to be a better solution than just making traffic more annoying and difficult to figure out. Maybe making certain streets one way would help with this. I appreciate you taking the time to read my survey. I sincerely hope these traffic barriers do not become a permanent fixture in our town. Especially in a beautiful historic neighborhood such as Old west Lawrence. Thank you.

I think these are bad and would be bad anywhere - But especially near a hospital, where people could be held up and confused about how to get north to 6th St. I have only heard of people hating the diverters and wanting them removed.

I think the diagonal diverters are just too much. Make them all the linear diverters.

Remove the forced turn devices. Install traffic circles and other narrowing features

This doesn't help anyoneâ€¦ spending wasteful money on this when for at least 8 years the 7th and Maine intersection floods or ice over and that is a new main road. I feel one asked the permission to do this and it's very elitist for this awesome community.

I don't understand why Old West Lawrence gets to have traffic diversion devices and the rest of town has been accepting of speed bumps and roundabouts. It seems like there are special favors being given to this neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Please use a system of speed bumps and also more frequent pedestrian crosswalks (the kind where you push a button to walk across, and cars have to stop at a temporary red or flashing yellow light). At least please make Mississippi street a straight thoroughfare, with increased speed bumps to help with people speeding up to campus. The stretch between 6th Street and KU on Mississippi is an important commuter route.

Just add speed bumps

I would like these removed completely. These are public streets and the public has a right to drive on them. I understand some of the homeowner's have issue with this, but it's not fair to other homeowner's on the streets that the traffic is pushed to. Have the police enforce the speeds or add speed humps.

They are dangerous and in inconvenience for conducting business and traveling.

Change is hard. Changing diverter patterns again would result in additional frustrations. While it has taken some time to adjust and inform neighbors on best routes, I feel these protect our neighborhood from unnecessary traffic. As an old neighborhood, we do not have the benefit of modern planning/limited access. Our children deserve the same safe streets offered by West Lawrence neighborhoods!

I would like to see adjustments made so that we don't push so much OWL local street traffic onto Michigan Street, which is another local street, but not in our neighborhood. I would like to see measures put in place to mitigate speeding on Michigan Street and the arterial Maine Street.

The city should look at making several more one way streets in Old West Lawrence which might divert traffic off of some of the streets. Tennessee and Kentucky should not be the only way to get through Old West Lawrence. The city has set up a situation that makes it nearly impossible for residents coming from the west part of town to go into Old West Lawrence. Making Old West Lawrence close to inaccessible is not a solution.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Why should a considerable block of the city be restricted to drive-through traffic? We don't do that where I live, in west Lawrence. We use traffic calming devices to regulate speed. I am really annoyed by these obstructions.

I think OWL is a significant asset to our community and should be open to all to enjoy, especially visitors who will. E unable to navigate through to see the historical homes.

If OWL wants to violate mutual trespass, then truly make it mutual non-trespass. Barricade all streets completely at the border of OWL with no traffic in or out.

As mentioned above, we would prefer more effort to have traffic calming measures. Small traffic circles might also work in some locations.

The barriers are a serious inconvenience and have made it impossible for me to drive efficiently to campus or to businesses at 9th and Mississippi without going 6-8 blocks out of my way. I can understand the need for some kind of control on traffic but to make it literally impossible to drive through the neighborhood seems excessive. Perhaps speed bumps, or making straight through traffic impossible but allowing a right turn at the next corner to still allow access through the neighborhood? (Eg travelers south on MS could be forced east at 8th but then could turn right on IN.)

The diagonal diverter at 7th and Mississippi is not allowing people in the 600 blocks to make their way to a stoplight cross on 6th street. That and adding a straight diagonal at 8th and Illinois.

Take it all out

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

It is impossible to navigate OWL now without driving blocks out of the way. Please adjust to roundabouts or more speed humps instead of forced turns.

Please make it stop. It costs so much money. Soooo many street projects over the last few years with TERRIBLE PUBLIC FEEDBACK.

These diverters are horrible and so annoying. If people are cutting through OWL or going to fast, take the streets back to brick which will slow most people down. Ask for the help of neighbors and the community of this endeavor is too expensive for the City to tackle as a solution. I'm pretty sure I remember a story about neighbors working together to strip a street on OWL back to brick years ago.

All it has done is cause confusion especially for those who maybe don't frequent the neighborhood and therefore has caused them to disregard the signs, do as the please, drove through alleys, etc. it's basically caused more traffic violations and issues than before.

If I lived in Old West Lawrence, I would want things done to reduce traffic flow on my streets.

It's pretty simple. Restricting street access anywhere is classist b.s., since everyone pays taxes to use PUBLIC city streets. No one in those neighborhoods is special and shouldn't be treated as such. If speeding/whatever is an issue in any neighborhood, put in those unsightly street bumps or additional stop signs and up traffic enforcement (TRAFFIC cop duty that doesn't ever seem to happen in Lawrence). You know, the cost-effective traffic calming devices and enforcement that don't cordon off a PUBLIC city street that are also funded by all taxpayers. The current setup wastes gas and time and is confusing even for people who have lived in Lawrence for decades. DO BETTER.

At a minimum, I think the city should remove barriers on 7th and 8th streets. People feel forced to make left-hand turns on 6th and 9th streets which aren't safe. Especially 6th street. It's not just a "locals will learn" issue. I have had family make this mistake and tell me it's dangerous and right. There should not be a surprise penalty for not knowing the route/maze that you turned OWL into.

Get. Rid. Of. Them.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

The forced turns need to be taken away. That is the biggest issue that creates problems. Again, just placing speed bumps would slow traffic and not force people to do stupid things to avoid the calming device. Such as driving in yards or using the alleys as a street.

It is unfair to prevent traffic from progressing normally through a neighborhood - speed bump, roundabouts - don't inhibit direct routes. Also, wouldn't these eventually be used in other neighborhoods? Where does it stop? Tax dollars for normal road access.

Prefer roundabouts with no turn restrictions

These have to go. I pay taxes for roads just like anyone else. Seems to me there is no reason why I shouldn't be able to drive through this neighborhood unimpeded.

I understand the need for slower driving in OWL but it is a large neighborhood and trying to divert traffic away is silly and will only cause issues on the larger, already congested roads around. And for those of us who live in the area, it's a pain. It has added more time to certain commutes and if anything sends more traffic down brick streets meaning those will need more upkeep as they aren't meant to handle that much traffic. Nobody I know avoids OWL as a whole because of the new dividers

The traffic diverted are NOT working to slow traffic through OWL. They create more of a hazard as drivers will find ways to get around them or drive over them. They should be removed immediately. If the city is looking to spend money on traffic projects, continuing to repave and repair damaged streets is much more important. Money could also be used to repair or build more sidewalks instead of trying to put the burden on taxpayers who already give so much to Lawrence.

I haven't talked to one person who likes these. It's not fair to everyone else who lives in the area to have to drive around in circles to get home. If you live on a city street, you've got traffic. I'm sure there are much better options.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

These need to be removed. They are completely ludicrous on a public street and highly confusing.

I appreciate what the devices are intended to accomplish, but please do not put them in ELNA or Barker. Thanks!

Take them out! Just find a way to increase patrols

The one complaint that was noted that people were speeding or using OWL streets to cut across town. They also mentioned it was dangerous to kids playing football or games in the streets. The kids should not be playing in the streets, that is what yards and park are for. I think the whole thing shows a certain group, showing an elitist attitude.

As noted above, consider traffic circles and speed bumps instead of an unpassable maze

OWL clearly wants a restrictive and harshly designed neighborhood layout such as those found at Dole/Wakarusa in order to prevent inconveniences such as cut-through traffic and street parking. Children at play live in every neighborhood, so it's clear that the majority rich/white population of OWL are receiving preferential treatment in regard to speed limit regulation. OWL isn't an oasis away from the rest of the city that it's surrounded by; it's a part of the greater downtown Lawrence area. With that district comes game day traffic, 6th-9th street cut-through traffic, and speeders that are found in every neighborhood. We don't even have street lights on our block, so I think the city should re-evaluate who they are providing "safety" to based on equity and inclusion. I do not feel safe going outside at night where I currently live, and there are constant car break-ins and thefts. If you want people to slow down, place some harsh speed bumps/platforms. If you want less traffic, so be it; OWL residents chose to live 4 blocks away from a stadium and a university. Seriously, it's time reevaluate your priorities to enhance those neighborhoods that truly need improvement. Examples include neighborhoods near 15th/Haskell that have zero sidewalks, Pinkney residents who are without street lights, and the numerous rental-centric/less-wealthy streets that are on the receiving end of the traffic that is being diverted from OWL.

These need to be abolished all together! No one wants these traffic diverters!!

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Fix the roads and add stop signs but get rid of these Barriers

Look at what happens if you turn left onto Indiana. You're trapped in a loop that spits you back out at 6th street behind Indiana. Needs serious work and rerouting, maybe just tiny roundabouts the whole way through like Arkansas St. Thanks for making a survey.

Remove the barriers that do not allow cars to turn in either direction or to proceed straight ahead.

Would one way streets with plenty of stop signs work better? If these are installed, there need to be signs at the feeder streets to say they are not through streets.

do speed humps / bumps not slow people down anymore? The re-routing thing is a mess - I don't have a better solution but not that.

We have a friend with autism who lives in OWL my teenage son picks up every week to come have dinner with us in Northwest Lawrence. The only way he can get out is to make an unsafe left turn onto busy Sixth Street. Before we would have him drive to a light on Maine or Tennessee or Kentucky, but now that's not possible.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Driving traffic off the streets into alleys is counterproductive to the intent of the project. Making it difficult to access homes in the neighborhood harms the neighborhood.

I have spoken to older people and the barriers confuse them. When family comes to visit, they end up completely lost because they've been taken to a completely different street/ intersection. Why not try speed humps like on every other street in Lawrence??

This is really inconvenient.

These are ridiculous. There is no straight line to get from point A to point B. Traffic is part of living in a downtown area of any city. It seems to be causing more problems than helping. You have folks running over the barriers, doing U-turns, turning around in driveways and going down the alleys to get where they need to go. All of this for what? So a few people can be satisfied that they have fewer cars going down their street? Doesn't make sense.

I would prefer the city stop these types of experiments.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I am concerned about the emergency vehicles, city maintenance, trash trucks and delivery vehicles having enough room to maneuver.

N/A

Creating solutions for problems that don't exist or that may affect a few entitled individuals shouldn't destroy the public right to use the streets as they were designed. Furthermore you ask the public to pay for it. I cannot believe that City of Lawrence would waste such valuable resources and to actually pay someone to create such chaos.

Change them to speed bumps

If you need traffic calming, then put in speed bumps like you have in every other neighborhood in Lawrence.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

As a recent resident of Lawrence, it's been a nightmare navigating to addresses in the affected area. I work there and often do porch pick-ups and drop-offs and my GPS directions don't account for the diverters. In my case, the presence of the diverters increases the amount of time I spend driving in the neighborhood, since I can't get directly where I need to be and then have to drive in loops until I find a route around the diverters.

Traffic in Lawrence is frustrating enough. Please remove the diverters.

If speeding is a concern, speed bumps are cheaper, less of an eye sore and actually effective. The traffic calming devices have taken out most beautiful neighborhood and made it look like trash.

If a majority of OWL residents want traffic calming devices, make OWL a special taxation district to cover the cost.

I don't live in the neighborhood but visit friends and businesses in it often. I think the calming devices were a valiant effort, but I find them extremely frustrating to navigate. I used to end up diverting several infuriating blocks (and kept hitting another barrier), but now I turn around in someone's driveway or take an alley. It just isn't a good situation. I hope the devices are scrapped and a different solution is found.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I understand the need to slow down traffic in these neighborhoods, but I don't think this is the way to do it. Where you can put in circles or where you can put in speed bumps should work. Or 4 way stops at every corner. Also it would be worth it to hire an extra traffic officer to pass out tickets left and right, until people get the message that they aren't suppose to speed or ignore stop signs. This solution punishes everyone, not just those who are bad drivers.

I think it's possible that the diverters that force people to make specific turns on to and off Mississippi Street are not necessary. I would be fine with those that prevent North-South traffic on other blocks remaining.

If the changes are permanent, I want my neighborhood and road also closed/annoying to the public and will push to do so. I live near downtown. When there are events downtown there is traffic on my street. Maybe we can close all neighborhoods off from each other!! That will be so great for the city! It will be like the Hunger Games districts.

This was a huge disaster and turned the neighbor into a maze you can't escape, especially for those from out of town!

The installation of these barriers has made driving through OWL extremely frustrating, time consuming, and more dangerous. I would like to see the barriers removed completely. Old West Lawrence is a neighborhood just like any other, and stop signs are sufficient to control traffic through the neighborhood. The public streets are a public right of way, and the installation of these barriers brings the perception that OWL is an exclusive neighborhood akin to a gated community. As Lawrencians and residents of OWL, we should be focused on integrating with the rest of the city, not installing ridiculous and useless traffic control mechanisms. If residents don't want people driving through their neighborhood, they should move out into a rural area or to a gated

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I am fine with the setup as is but expect others are not. I can imagine mid-block rather than intersection diverters (likely not feasible) and I am undecided on the diagonal diverters on a few streets. But otherwise very positive.

Mississippi diverters need to be removed entirely

speed bumps , police patrols, put more speed signs up anything other than these things

There's no reason for it. Find a different way to slow people down.

The diverters that require you to turn are really odd. It is hard to keep track of when you will be required to turn left or required to turn right, and so I can see that continuing to be frustrating.

It would be amazing if 7th and 8th were turned into one-way streets with stops at every or every other intersection. Widen the pedestrian area on either side of these streets for greater bike/walk affordances. I could imagine small roundabouts with stop signs at some of these intersections to slow the north/south traffic.

I do not have any suggestions to put forward at this time but would like to continue to follow the conversation. The frustration over the diverters by those of us who live in OWL seems to outweigh the benefits at this time. Also, I strongly appose the esthetics of the diverters (or complete lack there of).

Remove the barriers on Mississippi and install some other traffic calming devices - speed bumps, small roundabouts, etc.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Large tree growth, narrower streets - these things calm traffic too. Cognitive processing new road information in the way designed here is outright dangerous.

Change appearance and adds additional signage to speed

Perhaps the city could make parking illegal in OWL district. That would probably cut down on traffic. They could repurpose some of the cities neighborhood parks into parking garages perhaps?

I appreciate the reduction in traffic, but speeding is still a major issue, and with additional illegal behaviors added in (people running stop signs, for example) plus the forced dangerous turns out onto major streets (from Louisiana or Mississippi onto 6th, for example) the current solution makes some things far more dangerous than they were before. I would prefer traffic circles that allowed traffic to flow through the neighborhood but more slowly. I have also observed so much speeding in between the diverters and driving over them, around them illegally, etc. (especially at night) that while they are reducing number of vehicles overall, they seem to be increasing illegal behavior overall. IN addition to traffic circles, we need some kind of speed enforcement. From what I've observed from living on Missouri Street for 17 years and even with the addition of a speed bump, people are going to speed, regardless of danger, unless they see consequences.

Calming rather than diverting. Never been a huge fan of speed bumps and roundabouts until now that they seem like better ideas than diverters.

I would very much like to see a less imposing solution (stop signs, speed bumps, etc.) replace the diverters. Rerouting traffic only confuses and agitates drivers. I've witnessed a lot of unsafe driving, as a result. In addition, our alley has seen a significant increase in high speed cut-through traffic. No solution will be perfect for everyone, but I feel like these diverters do more harm than good. Regardless of the outcome, the efforts to address these issues are appreciated. Thank you.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I am actually in between stopping all together or making changes to most or all streets. I like the idea of less traffic, but would want to know what the ideas are before agreeing to them.

Roundabouts would appease both pro and con sides. Alters the path without eliminating left turns and flow in general. Seems to work south of campus on similarly sized streets.

Is there really an over abundance of traffic driving through OWL?

Speed bumps on streets with history of high speeds (Indiana, for example).

Speed bumps like on Maine street.

I do not live in OWL but frequent this area to visit friends and businesses. This was just a bad idea. These devices are a nightmare for any driver but I sympathize even more with residents who have to take longer routes to get to and from their homes on a daily basis. Devices are hard to see/detect when snow-covered. Probably make it difficult for snow plows. How are emergency vehicles, particular firetrucks, or large vehicles like moving trucks navigating these? Get rid of them!

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I would like to see the diverters become more permanent and substantial in nature. Some of the bad behavior is encouraged because they do not look official enough to be taken seriously.

They are a true scourge upon the neighborhood. They gotta go.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

It is frustrating to no longer drive to / from downtown and my home - having to get onto 6th diminishes my enjoyment of OWL and ends up wasting gasoline.

OWL is not a gated community, why are they given special treatment over the rest of us? Living a block from Pinckney, cars constantly speed on our street, especially with the few blocks to the west that don't connect with 6th St

To be fair, the majority of say regarding maintains or abandoning this experiment should belong to the OWL residents. However, as a frequent visitor to that neighborhood, my opinion is that have been an abysmal failure. They are confusing, not to mention. That I believe they detract from the beauty and historical character of OWL. If I were king, that stuff would be gone.[ha, ha :)]

I would like to have the city add a traffic light at 6th and Mississippi. This would help alleviate placing all the burden of the alleged increase in drive through traffic on Maine Street by designating Mississippi as an additional collector street. It would work with the 9th and Mississippi light and also help slow down 6th street traffic. I realize this would involve other government agencies and may take longer, but it would solve many issues. The pilot plan is very frustrating and unrealistic in where it pushes traffic. (It is a misnomer to call it calming!). Preventing east/west flow on 7th and 8th makes no sense. One is unable to turn left onto 6th except with the light at Maine as it is just too dangerous. (Turning right is even a challenge due to speed and dumpster placement blocking sight line.)

I would support placing more 4 way stops and speed bumps in the neighborhood as well.
Thanks for listening!

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Increase the size of the barriers so that they cannot be driven over. Replace the breakaway reflector poles with more permanent devices that cannot be driven over.

I don't live on Mississippi street so the diverters there don't affect me personally, but while walking in the neighborhood I have seen many people ignore them, which seems dangerous. I am not sure how it can be improved.

These traffic control measures are completely unnecessary. Fire/police/medical responses are extended for nothing. As an uber driver I can assure you that late at night drivers are hopping these useless fixtures as I see it every night that I am out. Please consider removing these useless devices immediately and never put them back. Use the money you would spend on these on something actually needed and useful. Thanks!

The traffic barriers are ruining the character and community in OWL. They are resulting in more unsafe behavior than they are presenting. They have been divisive both literally and figuratively, and I wouldn't be surprised if they were having a negative impact on property values. They are an inconvenient, unsightly nuisance, and I would like to see them removed as soon as possible.

I *would* like to see 4-way stops at every intersection in OWL. I believe that unmarked 2-way stops are dangerous that both confuse drivers and train them to speed through the "non-stop" intersections. 4-way stops would address both issues while also removing the giant, ugly headache that the barriers represent.

Speed bumps and/or roundabouts to slow traffic instead of barriers. If a speed bump is tall enough, it'll slow traffic down.

Block alternate ends of the named streets using planters and collapsible bollards. This will stop through traffic and mean that interior traffic flow we be unrestricted.

They are quite frankly annoying altogether and don't have any benefit

OWL IS AN HISTORIC DISTRICT- GET RID OF ALL OF THE "CALMING" alterations to the ORIGINALLY CREATED DESIGN..

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Diverting traffic makes people drive the same amount or more in OWL. It seems speed bumps would be a more logical solution.

In general, streets are quieter and safer for walkers, children/families walking together downtown, etc., recreational bikers and drivers, and senior active neighbors. The streets have been as calm as I have ever experienced especially living close to downtown (living in my current home since about 1960.)

I think it is well established that roundabouts are the best solution, including intersections which currently have traffic lights, including all major N/S and E/W streets. Eliminates traffic lights. Saves capital and maintenance costs for the city and taxpayer and reduces accidents. (See Carmel, IN experience, as well as UK and Europe). Installing them in OWL would be a great demonstration project. There would be pushback of course, but it will subside (19th and Barker?). Or at least install them in one or a few locations to ease our way into them. I would love to see them at both 7th and Indiana and 8th and Indiana.

This would also benefit the non OWL residents who previously "cut through" the neighborhood as well. They have a legitimate complaint about the current solution. I recognise that roundabouts don't solve the speeding and volume problems, but I think they would mitigate them, and benefit all drivers, not just those living in OWL. I do NOT want to be seen as an "elitist" who doesn't want non-residents to travel through our neighborhood. I think that perception is one of the bad things about the "diverter" solution (in addition to the fact that it is confusing and frustrating to all).

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

My concern is that the diverters create barriers in traffic. The City has been using other traffic calming devices on other streets in town. Why not old west Lawrence? This seems to be an effort to keep all from outside old west Lawrence from using public streets maintained with public money. I think speed humps would address any speeding and traffic issues while allowing anyone to use the streets that we all pay to maintain. Old west Lawrence is close to downtown and KU so traffic should be expected. I have driven through old west Lawrence and the "traffic calming devices" are actually blockades. We are all part of the community and I think these blockades are antithetical to the greater sense of community. So install traffic calming devices but not these blockades. Furthermore, I shudder to think what might happen if there is a fire with permanent blockades in place. It seems to me that response times by the fire department will be increased notwithstanding the station closely located on 8th and Kentucky.

As I stated above, all side streets will have issues until the main streets are addressed.

no

These are a waste of taxpayer money to restrict public access to public streets. They do more harm in confusion than good. Are they cheaper than a speed hump? Obviously not. OWL, nor any neighborhood association, should be able to affect a private neighborhood using public money to close public streets.

After the pilot phase is over, I would like to see the city remove all diagonal diverters, minimize the use of other diverters, and use speed bumps and existing stop signs to achieve desired results. Access to stoplights and left turn lanes surrounding the neighborhood is a safety issue and should be a high priority. Thank you.

I prefer the use of speed bumps and attractive roundabouts vs the diverters.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Everyone I have talked to, even those who live in OWL, complain about the diverters. When I show a place for rent people run late because they couldn't get through OWL easily. That just happened yesterday afternoon, even though both people live within several blocks (one by 9th and Ohio and the other in OWL). I have seen posts on Facebook complaining about the diverters.

With quieter electric cars, the dangers of speeding will increase. Drivers must be better educated and aware of speed limits, and fines should be increased and enforced, especially for repeat offenders.

If data show that the diverters increase traffic in adjacent alleys, I would like to see adjustments made to combat that. Alleys are not for through traffic. The alley adjacent to my house has not had any adverse effect.

The diverters clearly favor a small number of residents who chose to live in that neighborhood. These residents are now asking to constrict access to the University area at a previously supported intersection at 9th and Mississippi so that they can afford the luxury of a gated community while still having their proximity not impacted. If the diverters are not completely removed the devices on Mississippi should be removed and excluded from any permanent installation.

I strongly support maintaining the traffic diverter at 8th and Arkansas for the reasons shared above. The difference it has made is quantifiable and increases the quality of life for home owners and their families. I believe that cities should make neighborhoods more person-centered and less driver/car-centered. Without intervention of the traffic diverter, the cut-through traffic from 9th to 6th will go back to normal high volumes and with it, speeding, no stopping at stop signs, litter, and noise. The diverters are much cheaper and more of a deterrent than occasional patrols by officers. Would prefer they spend time on other law enforcement activities. It just makes sense.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I feel having the 8th & Mississippi St diverter present and the 8th & Indiana St diverter present that they are too close to each other for that much diverting, but I believe it's already in the plan to work on the Mississippi St. Also, I'd like for the city to start communicating what the permanent options would look like. My biggest concern is how awful the temporary ones look and I think you could get more people on board to open up to the permanent idea of these by starting to discuss how they will look when they are permanent. I know the neighborhood (and me personally) will not support large concrete industrialized looking diverters, but would love to see landscaping and greenery appear so that these look more natural into the historic setting of the neighborhood.

Surely there is a more pleasant, attractive, and effective way to control traffic in OWL than the proposed diverters.

The purpose of a street is travel. If there is a problem with speeds on specific streets, locating a police officer who gives tickets is the best way to change this behavior. An example is the former posting of police officers at 6th & Wisconsin, which caused vehicles to watch speed closely when heading east downhill.

I recently read a letter to the editor in the Lawrence Journal World written by a person who uses the Old West Lawrence streets. His suggestion was to install roundabouts as traffic calming devices instead of the diverters. I think roundabouts would be a much less confusing and better solution than the diverters.

I see no benefit to having these installed in my neighborhood.

This survey does not adequately capture my level of frustration.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I'm not sure there was a problem to begin with. I know a few people complained about it but for the most part there werent any unnecessary traffic issues.

I think that these measures might be beneficial to some, but I do not see those benefits and am only personally inconvenienced by the reduced access. I find them to be visually objectionable and I hope they'll be removed.

If they stay, at least have them divert traffic better and not turn drivers completely around. The first time I need to get through from 9th to 6th in a game day. It sent me completely back to 9th. I'd prefer them gone completely

I would like to see the diagonal diverters removed and replaced with the straight devices. I would also like to be able to drive EW through the neighborhood without having to go on 6th or 9th street and without having to zig zag around. (although this is the most effective part of the calming devices it is the one that makes all of us want to go crazy)

If the diverters are permanent I would like to see them in a more attractive design and the city needs to update the signs around the diverters. For instance, many of the devices are at a stop sign and that seems to make the stop sign obsolete causing confusion for pedestrians and drivers. I am also concerned for our neighbors on Main st. I know there has been a considerable increase in traffic and the city needs to consider another street as a NS thoroughfare. Currently there is a stop light on 9th and Mississippi St. making it the logical location to allow NS access.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Mississippi Street must change - divides our neighborhood and restricts neighborhood street driving access to/from downtown for anyone west of Mississippi Street. If keeping this layout...improve and maintain alleys for increased traffic.

Hate the diagonals.

I would like the dividers removed, not being able to drive through these streets when they're public property makes no sense. The way they're set up, makes no sense. Why make it harder to go through. I understand wanting less traffic through there. But facts of life is that traffic is going to keep increasing as our population grows so maybe someone should come up with a better solution. Perhaps even a conversation on fixing the roads, improving the quality, adding biking lanes and pedestrian cross walks and other things that might actually make it safer long term

If we went to speed bumps, ticketing, and more neighborhood signage and efforts by people who live in the neighborhood, it seems like we could have a desired impact without some people ending up with virtually no traffic while others take it all on.

If you can't put in small roundabouts, I'd prefer all the diverters be removed. The most annoying, though, if they end up staying, are the diagonal diverters on Mississippi. Going west to east, they force you to on to 8th street east of Ohio and that street needs to be torn up and the trolley tracks removed beneath it. It is 100% unrideable on a bicycle or on a motor scooter/motorcycle. Finally, while it's nice to have less traffic, there are just too many diverters, period, and the neighborhood just isn't friendly for residents or visitors or delivery drivers.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

The traffic diverters just divert more traffic onto other streets and alleys. Trying to get where you need to go is difficult & frustrating. This project reminds me of when a neighbor in Brook Creek requested traffic changes that would have added 6 blocks to my drive home from work. Do all residents of OWL want this or only a very vocal few? And all Lawrence taxpayers are paying for these roads, including this project. Too much cut through traffic on Mississippi? Back in the day, the brick road was in such bad shape people had to slow down. A friend's Mom would sit on her porch at 7th & Mississippi laughing at the cars bottoming out. Maybe less money would achieve the same goal of slowing down traffic.

Something to slow 7th Street traffic down.

Please remove them. As a commuter that drives in all directions in and out of my own neighborhood I find them to be a terrible burden.

Get rid of the divergents. Instead, install speed bumps. They work in school zones, why wouldn't they work here? They aren't nearly as inconvenient about rerouting my whole trip to hang out with my friends who live in OWL.

This is a solution in search of a problem. There are more accidents on 6th street and they have done nothing. Have police visit occasionally and write some tickets. People speed on literally every street and this neighborhood is not special.

REMOVE the obstructions and if OWL residents are so upset about other citizens who don't live in their neighborhood driving too fast down OWL streets then install the bumper kind of traffic "roundabouts" that were on 17th and Indiana and 18th and Indiana. Either that or construct more speed humps akin to the ones on Maine but for ONE city neighborhood to expect all city taxpayers to fund traffic obstructions to make their neighborhood exclusive is OUTRAGEOUS! Besides that, there are the issues of emergency/fire response, winter snowplow maintenance and the inevitable accidents that will occur on KU home football game days. This "no through streets" (except for Maine which already has speed humps) from Tennessee to Michigan design needs to be scrapped forever. If it isn't, then how many more neighborhoods will want exclusionary traffic impeding devices installed at the expense of all city taxpayers? The city should be making streets MORE navigable not LESS and if speeding is the issue (which apparently was the only issue with OWL) then perhaps the LPD needs to provide speed traps and better enforcement of the speed limits in OWL?

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Get rid of the diverters.

The diverters are way too harmful to traversing the neighborhood, for residents in the neighborhood and for other residents in town (like myself). Back when I lived in OWL, the diverters would have been terrible for going to visit my neighborhood friends or traveling downtown. Also, its a false assumption that the people driving through OWL are only residents of OWL or KU students. I am a Lawrence resident who has nothing to do with KU and I travel to and through OWL to visit friends and businesses (especially on 9th).

I support using a few traffic circles or a four-way stop at every intersection in OWL for traffic calming (even though engineers don't view signs as calming).

I also wish we could explore brick streets for traffic calming. OWL streets might be brick underneath the asphalt? Brick streets are inherently traffic calming (plus they're beautiful)!

This seems like a waste of money when children are about to have their schools (that have cost a lot to renovate) closed.

7th and Illinois: people drive over, thru, and into the dividers. Most people just ignore them and turn however they want?

Why is there no traffic cops in the area?

Diagonal diverters must go

The aesthetic issue is important since, perhaps, one's friend or family is visiting during this time when things look awful, and they will not return. Their impression of neighborhood is fixed

Also it is impossible to provide directions to one's home since the traffic is diverted in seemingly random ways

Data cannot take qualitative issues into account and these ARE important

The first pilot results are disappointing - no significant reduction in cut through traffic and speeds. Hopefully the proposed changes will yield better results. I bet they will because the pre and post tests were done too close together in my view. I am hoping that once cut through drivers have experienced the hassle they will go to the collector streets.

Enforce speed limits with fines. Get rid of diverters.

I support removing the diagonal diverters and only using horizontal barriers. Diagonal diverters are harder to get through on safely a bicycle when any cars are present. The stop signs on 7th and 8th Street should be removed wherever a barrier is in place to prioritize east/west traffic. If the goal is to encourage more traffic to use Maine Street, maybe the speed limit should be increased to 25/30 like on Tennessee and Kentucky.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

The diverter at 8th and missippi needs to be completely removed. You can't get downtown from inside the neighborhood with it there and it creates more traffic problems than solutions.

Reduce volume and speed on Main Street and consider blocking off access to owl at strategic points from sixth and ninth.

Narrowing Michigan is the only thing I can think of but I could not see that being cost effective.

I see all the negative reactions to these changes and personally wanted to say I am in full support of doing what it takes to curb the traffic in the neighborhood in the hopes of making it more friendly to non car traffic. It's one of the few neighborhoods that existed prior to cars and it would be great to see it revert back to less car usage.

After seeing the presentation I wish to add additional comments. It was very interesting to see how different the experience was for different sections of the neighborhood. I can see that changes are needed in places. That said, I oppose removing the barrier on Ohio Street. Your data shows that this barrier was one of the most successful at reducing volume. My observation is that speed is also down. (Note you didn't measure my block.) But the two data sets for 700 and 800 block of Ohio show the barriers to have a great, positive impact. Traffic volume down 63.8% in the 700 block of Ohio -- wow! Down 46.2% in the 800 block. Why take away what works? I've had a taste of better quality of life, as proven by data, and now you are going to take it away. Please don't reverse something that is working very well to address one goal of the project. Thank you.

Try another solution. Do away with the barriers they are not equitable. OWL is not the traffic engineers' neighborhood so they may not be able to hear the needs, or the voices of the OWL community, without their own unconscious biases to 'the plan'. What if these barriers were in your neighborhood and you lived on Maine ST with your small children, pets, and wanting to go for a bike ride but have seen a 41% increase in traffic and rates of speed or if your alley had increased volume of traffic due to the barriers in your neighborhood? Or you couldn't get home efficiently, because you now had to drive around two to six more extra blocks just to drive home from work due to these barriers? This is not a solution. There are other equitable ways to slow traffic and number of cars rolling through neighborhoods. Scratch this and start with a different study. Traffic Circles to name one that could add beautification to the neighborhood and increase curb appeal for house owners and home buyers.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I like the adjustments that Steven at JEO suggested tonight on the open house and hope those will help the folks that don't like the 8th & Miss diverter and other spots with their concerns. Yes it is a little inconvenient but totally worth it in my opinion. Also as for Kyle Johnson and Frank Shoppen's "Neighbor" survey, its totally skewed to get the answers they want and they don't have the majority of the neighborhood behind them. I sat in on one zoom that was their group of 13 people accusing OWLA of conspiring to force this traffic plan on everyone with no conversation. Most folks in OWL are courteous and patient, and they know that OWLA is made up of long term volunteers that care deeply about the legitimate concerns of their neighbors. Most of us understand that the pilot results will take time to flush out and will require some adjustments to get it right. Hopefully you see their data for what it is. Thanks!

Get the stakeholders on the team. Retain true engineering professionals who can get a site plan drawn correctly a 6th grader could have done better with Goggle earth. GIS rocks

I recently left church at First UMC, got to 6th Street and remembered I needed to go to the library. I attempted to double back through OWL and was never able to move east or south, just shunted back to 6th St. I find it unacceptable that large swaths of city streets have been rendered useless for basic traversing. Install traffic calming devices, but please restore the usability of these streets.

I don't know if this is a major, or minor, adjustment, but I would like to see measures to make driving over the permanent diverters more difficult. Thank you for your efforts!

I recommend removing the current diverters. Several things would be preferable - stop signs, speed bumps, traffic circles, concrete cushions.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Please remove them. It has disrupted the flow of neighborhood traffic and I miss being able to see my neighbors out and about. We introduced ourselves to a family just down the street in the 700 block last summer and used to wave hi as we would pass on the street. I haven't seen them in months because of the diverters. I miss the feeling of living in an actual neighborhood, rather than just living on a city block just off of Ninth street. It feels very isolating. My kids were really sad that we couldn't drive around to look at our neighborhood holiday decorations. Their concept of our "neighbors" has really contracted too. My 6 yo now has the impression that our neighborhood consists of just the small blocks of Alabama and Maine street since that is all he sees on a daily basis. He corrected me the other day as we were walking our dog along 700 block of Ohio and told me "this isn't our neighborhood. We aren't allowed to drive here."

I like the proposal to remove the diverter at 8th and Mississippi.

Return access to public streets in OWL

I live on Tennessee Street, one of the busiest in the neighborhood; so I need to be sensitive to the concerns of those who live on quieter streets. At most, however, I would like to see the number of diverters reduced to just 2-3 key intersections, and the removal of all diagonal diverters. The grid pattern in Old West Lawrence has existed for 167 years, during which it has served to diffuse traffic throughout this corner of the city. This is especially true on KU football game days (also on Band Day and Christmas Parade days, and on intermittent marathon and fun-run days, when whole blocks are closed to most vehicles). Sharp distinctions like "collector" vs. "local" streets are ex-post-facto descriptors, and do not represent the genius of grids like the one we enjoy. The installation of diverters tries to impose a 20th-century suburban dynamic onto an enduring plan; it disrupts the fabric of the neighborhood, making it unwelcoming to neighbors and visitors alike. Old West Lawrence lies between two high-volume traffic areas -- downtown and KU -- and the current grid offers the most flexible means for accommodating shifts in the flow of vehicles from hour to hour, day to day, and month to month.

Just let us drive ya lunatics

The devices are not intuitive. They are obstructive and frustrating.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

They stink, you guys. Please take them back. I appreciate the intention, but all of this every step of the way has been ill-conceived. Thanks.

There are better things to spend my taxes on...

There is an increase in traffic all over as folks use delivery services and these devices make it extremely difficult for delivery to get done in an efficient and energy conserving manner.

Get rid of them.

take them out and make the fines for any speeding in the old west area higher

Spend money where it is actually needed!! Fixing potholes or putting sidewalks on streets that don't even have them so people and kids can walk and play safer. It seems the city is more worried about what a bunch of old rich people are bothered by, than the safety of disadvantaged kids in less prosperous parts of town. Disgraceful.

Continue refining the traffic diversion scheme. It's a pilot, meaning we don't know the correct answer just yet, but the city, consultant, and neighborhood are collaborating to find that solution and that's what's important.

I think that especially near crowded areas, such as churches, the red schoolhouse, etc, there could be use for a pedestrian traffic light, like the one near south Park on mass st.

The changes discussed at the Open House yesterday seemed like good changes. Let us see what the new statistics show once those new changes have been in place for a period of time. I don't believe that speed bumps do anything to slow traffic having seen the experience on Maine.

One of the biggest reasons we turn left from 6th street directly into the neighborhood is the left hand turn backup at Tennessee. In the evenings it becomes very difficult to turn left there. I know traffic lights are an additional cost and regulatory hurdle as well as logistical between Kentucky and Tennessee, but that might solve some of the problems. At least mine

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

There are many suggestions and probably some changes that are reasonable to address. This project has a significant negative culture swirling around it-a "œme me" instead of what's good for the hood. OWLA each year has many newsletters (3), meetings (2 to 3), events (potlucks, garage sales, music, etc). Participation is encouraged. This chasm is like a mirror reflection of today's political culture.

The current diverter at 7th and Miss forces westbound traffic on 7th to make a left turn at 6th. This is bad practice. The diagonals are problematic in general.
I would rather see 4 way stops on all OWL intersections than the diverters. More speed humps might help with the speeding issue which the diverters seem to have not helped.

It is one thing to be concerned with driving speeds on some particularly dangerous roads -this has been addressed in other neighborhoods with roundabouts- but it is something entirely different to institute a road policy designed to make an entire section of streets unusable by the city at large.
It is clear that the policy of blocking almost all thru-streets in neighborhoods would cause serious traffic flow problems. This must mean that it is only some neighborhoods which are going to be privileged by the city to have quasi-private streets.
I generally dislike the idea that citizens are not supposed to drive through neighborhoods, but specifically in this case it seems clear to me that the selection of Old West Lawrence for this privilege has to do with its relative wealth and prestige. There are many neighborhoods in Lawrence when greater risk from thru-traffic due to their high density of children, but these are not priorities because parents are not the kind of advocates that end up at meetings.

Speed bumps.

This area of OWL is the only alternate route to my house when 9th and 6th are not reasonably passable (such as during football games when my apartment becomes nearly inaccessible by car unless I go through OWL). The traffic diverters have made this area EXTREMELY frustrating to navigate without game day traffic, and I would imagine will also become impassable on game day. Furthermore, living on Maine, I am tremendously concerned this street will become a major thoroughfare through OWL. I have already seen an uptick in traffic on Maine. I don't think this is the brilliant solution y'all thought it would be.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

These barriers are an issue for first responders! With all the changes will they be able to respond quickly to neighbors homes?

I appreciated the engineers' thoughtful analysis on January 26, but was concerned to hear about plans to reverse the diverter at 7th and Mississippi. It already "walls off" the western part of OWL from the eastern part, shielding eastern residents but making it harder for western residents to get downtown. The rationale given for reversing the diverter was to give Mississippi St. to the eastern residents as a convenient through-street for them. Doing this would effectively take the street away from the western residents. I think the diverter already benefits the eastern residents enough and should not be reversed to benefit them even more at the expense of the western residents.

perhaps some speed bumps would be fine, but the re-routing of entire roads where I can't even get from my house to my veterinarian to the gas station to get lunch and then back to my house - all of which are in the same neighborhood and walking distance from one another- without my travel time tripling or more because of these ridiculous blockades are just awful. It's also made it terrible to bike through- so I've stopped biking in this neighborhood altogether.

This question assumes that my choice (indicated in the last question) is to make the diverters permanent with adjustments (choices #2 or 3). That was not my response. Instead you could have asked respondents to elaborate on any of the choices, including #1 or 4. I would like to see the City stop the traffic calming devices altogether in OWL because they cause congestion on streets that are already narrow. When cars are parked on both sides, there is only enough space for one lane of traffic down the middle. I see it on my street everyday-- one car has to pull to the side to let an oncoming car pass first. The barriers now block the "middle lane" near the corner causing congestion when cars are parked and there is no room for a car to pull to the side.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Just take them off. If people are worried about their kids, they shouldn't be playing in the street anyway. Period. Pets shouldn't be allowed to free roam outdoors. People who own homes there can afford to fence in their yards if they're that worried about places to play. Plus, they have so much access to parks.

Remove all devices immediately.

Take away most of the calming devices and try to find alternative solutions

Given the information from the Zoom meeting, I think the pilot project was a good effort but did not solve the problem stated. I support looking at other alternatives, including more stop signs where warranted. I know transportation engineers generally think additional stop signs will be insufficient in detecting cut through traffic and will be disregarded creating further unsafe traffic maneuvers. I disagree with that assessment. Despite resident criticisms of the current stop signs added to OWL 2 decades ago, as a 40 year resident, I can state that they work fine. There will always be drivers that unknowingly or not will violate traffic signals wherever they are.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Existing barricades serve only to irritate drivers (including neighbors), which increases other unsafe driving behaviors), increase traffic on certain other streets and alleys in the neighborhood, and serve as an impedence to neighbors, employees working in the neighborhood (mail carriers/delivery people - just in time for the holidays; city employees who are checking the water meters, collecting waste, sweeping streets, salting/plowing roads - just in time for winter - trimming trees, repairing electrical lines, etc.; contractors/service people who are doing maintenance on neighbors homes, and perhaps most importantly, emergency vehicles). I am in favor of removing all of the devices that were installed in November (i.e., completely do away with diagonal diverters and median diverters).

A more realistic approach to traffic calming would be to install roundabouts and speed bumps throughout the neighborhood. These would force vehicles to slow down, and would likely result in at least some of the thru traffic finding alternative routes. If the ultimate goal is keeping the neighbors safe, slowing down traffic would serve this purpose without preventing people who live or work in the neighborhood from getting to their destinations safely and efficiently.

Based on the recently proposed modifications to the temporary traffic calming devices, it looks like the city wants to try speed bumps in a few places (including Michigan St - THANK YOU), but they are still trying to keep some of the "diverters" or move them to different intersections. The diverters do not serve to reduce traffic or speeds - the data presented at the town hall confirmed that. Changing the locations of the diverters - and therefore, changing traffic patterns again - is only going to add to the chaos and confusion that the diverters have caused thus far.

Thank you for considering my feedback.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

~~Ensuing barricades serve only to irritate drivers (including neighbors) which increases other unsafe driving~~
behaviors - increase traffic on certain other streets and alleys in the neighborhood, and serve as an impedence to neighbors, employees working in the neighborhood (mail carriers/delivery people - just in time for the holidays; city employees who are checking the water meters, collecting waste, sweeping streets, salting/plowing roads - just in time for winter, trimming trees, repairing electrical lines, etc.; contractors/service people who are doing maintenance on neighbors homes, and perhaps most importantly, emergency vehicles).

All of the temporary traffic devices that were installed in November should be removed (diagonal diverters and median diverters). The city has proposed removing some and moving/reorienting others. It is clear that the diverters DO NOT work to minimize traffic volume or speeds in the neighborhood. They have, however resulted in a substantial increase in unsafe driving behaviors. Moving or rearranging them will only serve to add more chaos, confusion, and frustration, and it will most likely not have the desired effect on traffic volumes and speeds.

I was concerned when the maps for the original locations of the barricades were released that traffic would be reduced in the generally more wealthy parts of the neighborhood (e.g., Mississippi St, Louisiana St, Indiana St) and that traffic would be redirected to the generally more working class parts of the neighborhood (e.g., Maine St, Michigan St, Illinois St), and that is exactly what happened - though based on the 'before and after' data presented at the town hall, traffic volume on wealthier streets in the neighborhood was only marginally reduced, while traffic volumes on Maine St and Michigan St were substantially increased. The barricades also primarily served to cut off people who live west of Mississippi from accessing downtown (and emergency services from accessing us).

A more realistic approach to traffic calming would be to install roundabouts and speed bumps throughout the neighborhood. These would force vehicles to slow down, and would likely result in at least some of the thru traffic finding alternative routes. If the ultimate goal is keeping the neighbors safe, slowing down traffic would serve this purpose without preventing people who live or work in the neighborhood from getting to their destinations safely and efficiently.

The proposed changes presented at the meeting with the city addressed the changes I would have wanted.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I think they have created more problems than they have solved. If the plan is continued, I think a second trial with major reworks need to be considered to resolve needing to make left turns onto 6th on streets without lights, and also with being able to know how to get to a destination. It is too difficult to navigate OWL as it stands now.

This is an over-the-top experimental intervention to a problem that I do not feel was significant or major to begin with. Please, please remove the dividers in their entirety! I was fine with the experiment, but it is clear that it has failed. The dividers should be removed entirely.

It is incredibly confusing and seems designed to keep people from moving through the neighborhood instead of slowing them down. It ostensibly takes one of the most open and porous areas of Lawrence and turns it into a gated community. If the wealthy people who live there want that they should move out west.

Mississippi is a hot mess.

The other gross change that is made needs to be communication from the city. Neighborhood associations should not be the middlemen in between the city and residents. While I believe there are people that would demand they are removed no matter the results, the city's communication or lack there of is what has made this program a failure from the start. This is a great case study not in traffic management but dividing a community.

Leave it as it is currently. People will get over it. Children's lives matter more than convenience.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I would add, that I particularly dislike the diagonal diverters, and the way that the neighborhood has been turned into a type of maze. It seems to me that it would be better to minimize the entry and exit points into and out of the neighborhood, and eliminate all the blockages within OWL. I do not like the idea that was proposed to make 7th and 8th one way streets. In my mind that would only speed up the traffic.

Mississippi st forced turns must go. I can't take 8th st or 7th st from my house or Pinckney to the library, post office or downtown.

Remove the diverter at 7th and Louisiana

Please take the traffic calming devices out all together, or add speed bumps instead.

Remove the diverters. Everyone I have talked with dislikes them, and I have seen negative posts about them on Facebook. Somebody somewhere must like them but not in my circles. I talked with Tom Mulinazzi, a retired engineering professor in my Toastmasters Club today. He deals with traffic. Years ago he was hired back East (New Jersey, I'm not sure) to bring in traffic diverter to keep outsiders out. Then the same people hired him to have them removed as it took longer for people who lived in the neighborhood to go to and from their homes. I think he will share his experience in a Toastmasters talk next Thursday. I suggest you talk with him and I am happy to provide his phone number if you are interested. .

I do not like the diagonal diverters- those feel like too much

The bike lane on 21st is dumb too. Invest in a wider sidewalk if you care so much.

Some changes are needed to reduce volume on Maine Street. I'm not sure what the answer is but based on the data they are probably bearing the brunt of the reductions elsewhere in the neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Remove the system entirely

Honestly, I did not see a problem to begin with, but I respect the perspectives of those who did. I think a compromise is appropriate, and I think the "Proposed Changes" map shown at the meeting makes sense. These changes will allow for east-west traffic, but still stop north-west traffic. Also, the corner of 7th & Michigan is a problem area. Louise's West is at this intersection. Visibility is dicey because there are so many cars parked on both sides of 7th Street, and the signage for east-bound traffic on 7th is not clear. Also, considering my comment above, I worry about large trucks associated with apartment construction being able to use Maine Street.

If there is not a diagonal diverter I would like to see every intersection be 4 way stops. We can still drive through our neighborhood this way.

I would like to see the barriers and diverters removed. Install speed bumps on all problem streets in addition to permanently installing solar powered devices that show drivers their speed on problem streets (such as the solar powered panels installed on the pole at 8th & Maine). Install cameras on streets where speeding is routine and issue speeding tickets.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Looking at this from a neighborhood equity standpoint, I do believe it is in the best interest of the city to explore traffic circles in OWL. There is a lot of support for this throughout the neighborhood. As positive as the barrier has been for our block, I am concerned the diverters are not going to win people over. I don't want to go back to having nothing, we need something. The speed humps are not effective on their own.

I think that converting the diagonal diverters on 8th & Mississippi and 7th & Mississippi to roundabouts would be a big improvement. The straight diverters (i.e., at 7th & Louisiana) are fine but would need to be built in a way that prevents vehicles from making illegal left turns - since traffic is low, people will just drive in the wrong lane to get past them.

Take out entirely the traffic calming device installed at the corner of 8th and Mississippi.

Maybe move one of the Mississippi diverters to make it easier to get downtown.

Private streets are not at the taxpayers expense and grant applications should be available for all neighborhoods so they actually are made aware of the opportunity and educated about how to apply.

The signage around the diverters needs to be improved. And how will emergency vehicles get around them?????

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

The diverters have done a lot of damage to property, cars and tires and most of all to relationships with neighbors. It was rolled out in a way that forced all of us into a very frustrating situation. There was little effort to communicate that it was coming. The fact that OWLA says they made every effort to notify everyone just shows how weak their efforts actually were. OWL says they put fliers on every door but I live across the street from the president of OWL and I never got one. I have talked to many others who never got one either. I think the city's data proves that the barriers have not made a difference and has caused a very negative effect on Maine and Michigan streets.

These supposed calming devices are a major driving hazard, just like unkempt cobblestone streets. Why fix potholes at all then! Large potholes will certainly decrease driving speed. The responsibility for speeding is with the responsible driver and law enforcement, you don't have to make things difficult for all citizens to drive on Lawrence roads because a few don't drive responsibly.

1. Both diagonal diverters MUST be removed -- they have caused major problems, which have been well-documented, and the consultants have been able to articulate NO meaningful offsetting advantages.
2. Other devices should be considered, especially roundabouts that are well-designed and scaled to our intersections (as I've seen in key neighborhoods in KC)
3. We should also consider the "all 4-way stop" scenario, which from the start has stood out as a likely effective, visually-appealing, cost-effective solution to all the presenting problems: cut-through volume, speeding and running stop signs (and stopping where no stop sign.)

Please stop the calming devices. Please remove them. They are unsafe, unpopular, unneighborly, unsightly, and a waste of our taxpayer money. Please reassign these funds to our schools or our housing crisis.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Get rid of these devices. These are public streets that everyone is entitled to use. You can put in speedbumps or enforce traffic tickets, but OWL isn't some gated community that the rest of the Lawrence community should be prohibited from using. Blocking off the community is antithetical to why most people live in OWL in the first place. We don't want to live in suburbia. We want to live in a more vibrant, dynamic community. Get rid of these devices ASAP!

I would like to see all traffic diverters removed immediately. Many people at the meeting suggested 4-way stop signs and I don't understand why this couldn't at least be tried as an alternative.

Speed limit signs. Speed bumps. Everyone wants you drive slowly in their neighborhood but are very inconsiderate in other people's neighborhood. If folks would just leave earlier for destinations they could slow down!

You'll probably hear a lot of complaints and not many compliments. Such is the nature of asking these questions. Back to Kyle Johnson's survey - just over half of the responses were negative, but he only got 50% of OWL residents to respond. That's just over 25% of ALL residents having negative attitudes about the traffic calming devices! I'd much rather rely on actual measured data.

While I support efforts to slow traffic in pedestrian oriented neighborhoods, this "solution" seems completely over the top for this neighborhood. Because of our location right on Tennessee Street, we have not experienced access issues that other neighbors have near their homes. I have driven through the neighborhood twice since the diverters were installed (not on purpose, just out of habit) and did not find it to be terribly difficult. So while this has not personally inconvenienced or affected my family in any significant way, I do not see substantial benefit given that traffic was not excessive before and has not been appreciably slowed or curtailed since the installation. I am not a traffic engineer and, unlike many of my obnoxiously vocal neighbors, will not pretend to be an expert...but I do not equate "calming" with "eliminating." We knew what we were getting when we purchased on Tennessee Street traffic, yes...but also Watson Park as our front yard and walkability to the library, pool, post office and all that downtown has to offer. We very specifically chose our home based on its semi-urban location and the beautiful streets of OWL. I would like to see the current plan dramatically scaled back, if pursued at all, to target specific locations for speed. Additionally, if there are any features added to our infrastructure to slow cars, they must be thoughtfully designed in character with the aesthetics of our historic

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

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The Speed Bumps on Maine St seem to be relatively effective at controlling excess speeding, maybe speed bumps should be installed on most or all of the N-S Streets.

If anything I would suggest all 4 way stops. This is a HISTORIC neighborhood built on a GRID. To dramatically change these traffic patterns changes the flow and character of this old neighborhood. No one I know wants this to continue.

Speed bumps!!!

No diverter- speed bumps; signs reminding people to slow down and watch for children and walkers

We do not want to be elitist. Keep OWL connected to the rest of Lawrence. We are not a gated community. The diverters are an eyesore, many drivers disregard them, they slow emergency vehicles and result in too much traffic on some roads while other streets get much less traffic which is unfair. There was no problem to be addressed. Thus, either put it back like it was or, if changes are to be made, simply add stops signs at the corners that didn't previously have them. This is a simple solution which will work and not separate/isolate OWL from the rest of town.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

We love that Ohio Street is so much quieter. It has considerably enhanced safety and quality of life. Please leave the diverter in place at 8th & Ohio.

I would like to thank the City for taking on this project. I am sorry that so many people in the neighborhood have not been more cooperative with the process. I am especially disappointed that Mr. Kyle Johnson has appointed himself as the spokesperson for the neighborhood. I believe that his practices have much in common with national efforts to sideline official governing practices and in their place install alternate, un-vetted processes.

If there had been law enforcement of speed limits and stopping at stop signs previously, we wouldn't be needing all these diverters, etc.

GET RID OF THESE! It's inconvenient, it's hideous, and it takes away the beautification of Old West Lawrence.

These have caused more stress!

Would rather see speed bumps or roundabouts if we have to

Have anything!

BUT PLEASE, GET RID OF THEM

More stop signs.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

speed bumps or roundabouts would be better than changing the whole traffic circulation. There is no real reason to.

The city needs to work directly with the citizens effected. Neighborhood association are not designed or equipped to deal with infrastructure changes.

Lots of residents calling for four way stop signs at every intersection.

4-Way Stops would slow traffic & still allow meandering thru this lovely neighborhood.

Add more stop signs and remove the diverters.

GET RID OF THEM ALL!

I support traffic calming efforts, whether in the current form (if proven effective) or any other form that the city deems effective. Traffic volume doesn't bother me (we live in a popular area) but speed and unsafe driving are a problem! Thank you so much for working on this effort.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

One final note:

Based on what I have observed in city council meetings posted to YouTube and on this OWL Facebook group. It really seems to me like there is a small group that just wants this area to be their little club, I know it's cool to play catch in the middle of the street and play guitars on the corner (playing the game of being in the street and backing off every time a car approaches) but it's not a right to do that in a public neighborhood. We all need to be able to get around effectively and go on with our lives. As far as I've seen in my years here reckless driving really is not a big issue. One question I would ask is over the last 10 years, how many fatal/injury accidents have happened in this area? How many children have been hit while playing?

I really don't know the answer to this, and maybe it's easy to find. Of course if there were these type of accidents it could affect my opinion on all of this.

I would just put my two cents in for not causing more problems in trying to address this.

It really seems like roundabouts, like there are in the neighborhood between KU and 19th St would work better than these diverters, which force people to take ridiculously convoluted routes. It seems like they haven't really done anything to slow down traffic or to make it safer. If anything, it feels more UNSAFE as more people are driving in the alleys where I often walk my dog.

Publicly funded and maintained infrastructure should not be privatized. Diverting traffic from driving through a neighborhood does nothing to calm or slow the speed of driving. If my property tax dollars are being used to maintain streets, I should be able to use them. I should not have to spend extra time and waste gas driving out of the way to get from 6th to 9th. There should also be a survey to ask nonOWL residents how this impacts them. Why not make them one way streets or give out speeding tickets?

I don't think that the current attempt at traffic calming is effective. It is frustrating and detracts from the character of the neighborhood. I think that continuing to think about possible solutions would be a good approach. The problem overall seems to be to be an issue of speed and reckless driving more than volume. The best solution I can offer is to consider roundabouts. There is already one in our neighborhood at 8th and Michigan and have noticed its capacity to slow traffic. Roundabouts efficiently move traffic but also slow speeds. Another thought comes from experiences with Swedish traffic engineering. The chicane is used a lot in smaller communities to slow traffic. The chicane is a "choker", in that two lanes of traffic are forced into one lane that must be negotiated from both sides to avoid a collision for a brief interval. It forces vehicles to slow down because of the choking aspect. I thought that they were very effective.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I strongly believe that the approach taken of barriers and diverters was ill conceived and created more problems than the initial ones. I understand from the last zoom meeting that some barriers will be removed but that the 7th and Mississippi diverters will be left and flipped. I urge the city to remove that diverter so that residents can reach a safe light at Maine in order to go west on 6th. Though I believe traffic should flow as it needs, if some change is needed to protect certain blocks of Mississippi (not sure why they are getting special treatment) then at least change the diverters to a median barrier and allow east/west traffic on 7th to flow on both directions. If traffic is truly that much increased (I have not noticed that over 30 years) then add a light at 7th and Mississippi. It is not right to dump all Mississippi traffic to neighboring streets.

I am a proponent of speed bumps and roundabouts instead of diverters for the streets that have the most traffic problems. The small roundabouts in the University Place neighborhood on 17th and 18th are in intersections that are similar in size to those in our neighborhood and are attractive. Those roundabouts did undergo a test phase, so apparently the neighbors found them helpful. Regarding speed bumps, the engineers seemed to discount them because they only reduce speed by 3-4 mph, but that's a real change that matters. I'd also like to see alley traffic counted where people have reported increases.

These devices are a major inconvenience to both residents and non-residents of OWL. As a taxpayer that supports all street maintenance I should be able to access all streets in this city that are public without these hindrances. Recently I tried to access an address in this neighborhood and I drove extra miles trying to access it. These things are ridiculous, elitist and have no place in any neighborhood!

Remove all barriers

Lowering speed limits on residential streets seems to be working. As a city we could use a little patience.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I prefer removal of the devices so I can utilize the streets in my neighborhood for what they were intended - transporting me and my family. I enjoyed driving through my neighborhood on the way to and from a destination. I enjoyed seeing my neighbors out in their yard, working on houses etc. Now that does not happen. This has had a disconnecting affect - I live here but I feel disconnected from my neighbors and the neighborhood. Go back to stop signs and add some real speed bumps. These have not cured bad driving habits and in many cases almost encourage it. Allow a way for people to get to the light at Maine street to go west on 6th. Please take these things away so we can have our neighborhood back. We are not a suburban community and utilizing a suburban traffic calming methodology to make entering the neighborhood so undesirable that people stay away is misguided. It is also undesirable for those of us who live here and do drive every day. The residents are the ones that are stuck with this forever once the "cheats" and "Cut through Drivers" are gone and I for one do not want to live with this.

Remove the diverters. I would do a small study for other traffic calming devices, but don't make those permanent either until most people are satisfied with them. (I am concerned that speed bumps might make it more noisy for people whose houses they are in front of.) I have only heard people being frustrated with the diverters.

Thank you for reading my answers! :)

These devices are a major inconvenience to both residents and non-residents of OWL. As a taxpayer that supports all street maintenance I should be able to access all streets in this city that are public without these hindrances. Recently I tried to access an address in this neighborhood and I drove extra miles trying to access it. These things are ridiculous, elitist and have no place in any neighborhood!

Remove the barriers on Mississippi

Remove the diagonal diverters on 7th and 8th. Review placement of north/south diverters - do we need so many? Would speed bumps work? What about all intersections have 4-way stops?

Remove completely. Causing way more problems than it's supposedly solving.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

These diverters have created a maze. It's really that simple. I can't predict which way I should turn at any particular intersection to get to my destination, including driving OUT of OWL. Do the residents want trapped and mad drivers instead of what they had before? That's what's happened instead of people driving through the neighborhood.

People expect neighborhoods on a grid to be navigable with rules they can remember.

All of the chaos created by these diverters is 10x worse at night when you can't see what sort of traffic is allowed at the next block.

Revisit the idea of blocking incoming traffic from 6th Street and give particular consideration to traffic calming on Maine, Michigan and Tennessee. Why does Kentucky have three traffic signals and a pedestrian activity traffic signal for the pool and Tennessee have only the flashing beacon at 7th (ignored by speeding drivers most of the time - may be becoming a hazard itself.)

The major change I'd like to see is how residents are represented in this project. The current people involved are only out for themselves and do not care how their decisions impact the neighborhood as a whole (especially those of us who live on Maine). Please make it a requirement that we have elected representation from all neighborhood streets.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I know one goal is to shut down cut through traffic on Mississippi, so to me it makes more sense to block Mississippi at 6th (the end of my block). That will stop the cut through without cutting our neighborhood in half with the diagonal diverter on my corner. It makes more sense to treat an historic neighborhood as an historic neighborhood, and respect the grid, instead of applying suburban remedies to streets which aren't as wide and weren't built for diagonal diverters. It makes more sense to make ALL our corners 4-way stops. Even when drivers do "California stops", they are checking for oncoming traffic and, importantly, for pedestrians, and, as I've mentioned, almost always yield. The traffic consultants insist that 4-way stops aren't traffic calming, but I think they miss the point that people don't want to take short cuts that involve stopping (or even almost stopping) at every corner. Instead of greatly reducing traffic, the diverters cause traffic to linger longer in the neighborhood, and cause overuse of our alleys. (I'm guilty of that myself, since I try to avoid 6th Street but am forced in that direction due to the diagonal at 7th and Miss. Instead, I cut through the alley any time I'm trying to go west, then add to the traffic on Maine, which I never used to do, when I was able to use my own street to get to 9th.) PLEASE take into account the historic nature of our neighborhood and its aesthetic, and in particular, 7th Street. PLEASE take into account the coherence of our neighborhood, instead of cutting off one side from the other with the 7th street diagonal diverter.

My main concern is that this system is excluding by its design. As a community we need to ask who is being excluded or even feels excluded. Disproportionately those who would feel excluded are poor and /or people of color. We should be tearing down systemic racism not building more.

I don't think these serve the neighborhood as intended. Perhaps some additional stop signs would be adequate. I am certain that has been considered. I appreciate the intention of keeping the neighborhood safer. However, I don't think that the calming devices have produced the intended outcome. If the devices are going to stay, it would be helpful to have them mapped, so visitors to our home don't end up arriving exhausted and frustrated, for driving in circles as none of these show up on gps. Thank you.

I believe that the best (and safest) place for traffic control in the neighborhood should be at the borders of the neighborhood. This means 6th St and 9th st. My proposal is to block alternate streets with barriers that stop car traffic and allow emergency vehicles to reach their destination with no delays. This can be accomplished using 2 concrete planters and 1 collapsible bollards at each of the determined locations.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

Roundabouts when appropriate, stop signs when appropriate

I think this is a solution looking for a problem. Since moving into the neighborhood, I've been surprised at how little traffic there is in the neighborhood. I saw one speeding car on Illinois, since I started looking for speeding once the announcement of the calming devices was made. This was before the dividers were installed.

Please help me find a solution that is equitable. We cannot slightly benefit some people at a major detriment to others.

I would like to see the city allow flow through traffic in the neighborhood with minor restrictions. Perhaps speed bumps and stop signs. My major concerns are the elimination of access at stop lights onto 6th St from Maine and 9th from Mississippi. Turning into large traffic volumes on those streets without a stop light is not safe during certain times of the day.

More than anything, I would like to see improved communication between the city and its departments when programs like this are implemented. For example, were police, fire and public works contacted about the diverters and their impact on public safety, trash pick up and snow removal or when the program was to be implemented? Were city officials available to support the neighborhood group as the pilot program began and questions were raised? Did the city coordinate implementation with large community events occurring in the neighborhood? City communication appears to be a challenge that reflected poorly on OWLA and has caused the rift in the neighborhood.

Old West Lawrence (OWL) Traffic Calming Questionnaire

Please elaborate on any minor or major adjustments you would like to see considered.

I would like to see the city allow flow through traffic in the neighborhood with minor restrictions. Perhaps speed bumps and stop signs.

More than anything, I would like to see better communication at the city level within its departments before projects like this are launched. Are individuals available for the neighborhood support? Are public safety and public works departments consulted about the project and before the project is launched? Are neighborhood events taken into account before the launch of the project? This support would help the neighborhood and eliminate neighborhood rifts before they start.

These are CITY STREETS--I object in principle to the idea that non-residents should not be driving through Old West Lawrence. and judging from my own experience, we might be discouraging some from driving through but we are also VASTLY increasing the amount that residents as well as delivery people need to drive through the neighborhood. According to the city's report, volume was only cut by 1%. Meanwhile, the majority of residents dislike the devices and the program has created heated hostility in the neighborhood in a way never before seen. I believe we are all in favor of traffic calming techniques that do not involve labyrinthine detours. We have not tried speed bumps, roundabouts, or just making every intersection a four way stop--and none of the latter would be creating the kind of hostility, resentment, and divisiveness that the devices are doing, not to mention the ridiculous impact on carbon footprint. What kind of a neighborhood or city are we if we are intentionally increasing by multiple blocks the driving distance, every day, of every resident? How can we seriously be contemplating this in good conscience? (Note the choices in the question above would seem to suggest that "traffic calming" and the "devices" are synonymous, which they are not. You can have traffic calming techniques that do not involve these particular devices.)



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CRAIG S. OWENS
CITY MANAGER

City Offices
PO Box 708 66044-0708
www.lawrenceks.org

6 East 6th St
785-832-3000
FAX 785-832-3405

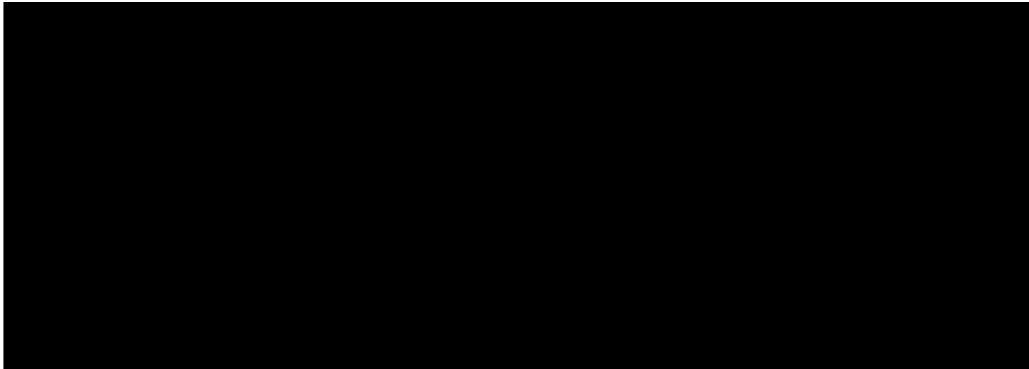
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Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

Calming for whom? I hate it.

The below information about yourself/household will help us when evaluating the survey responses. All personal information will remain confidential.



Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

NO

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there

No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL

I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed? *My trips are longer*



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed? *NA*

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed? *NA*

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects? *NA*

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed. *Maiden Lane North Lawrence - Need Speed bumps!*

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

Speed Bumps

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

These are PUBLIC streets! The people of OWL do NOT own these streets — It is so unfair!



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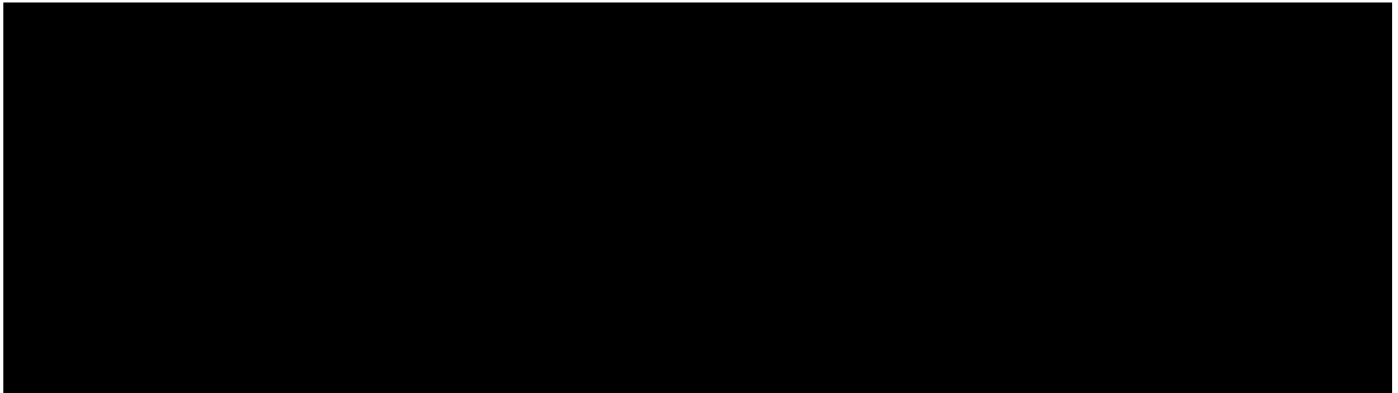
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Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

The below information about yourself/household will help us when evaluating the survey responses. All personal information will remain confidential.



Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed? *Avoidance*

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
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- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.



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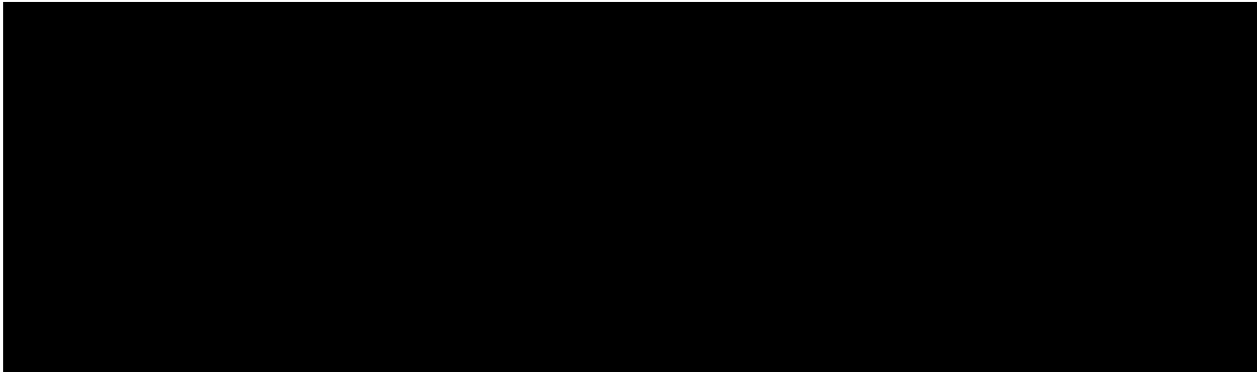
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Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?



The streets are for the whole city, not just OWL. Citizens pay taxes for those streets. K.J.

We are committed to providing excellent city services that enhance the quality of life for the Lawrence Community

Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
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- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
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- Other

Please elaborate on any minor or major adjustments you would like to see considered.



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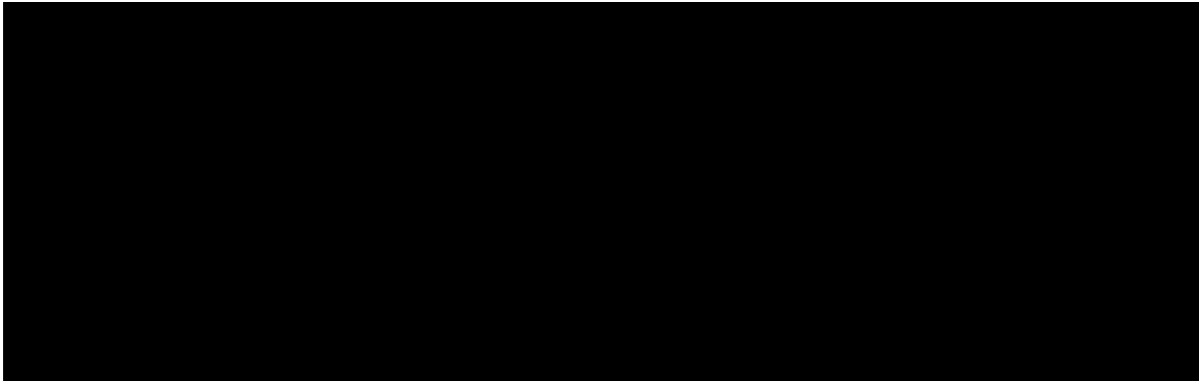
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- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?

I notice the devices. I have ceased visiting friends in owl since they have been installed.



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
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- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

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- Driving over diverters
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- Other

Please elaborate on any minor or major adjustments you would like to see considered.

I am angry that these were installed. My tax dollars helped pay for the upkeep of Lawrence's streets (including replacing brick streets) and I should be allowed to drive on them. I think the devices are ugly and don't allow a driver to know how to navigate them to get to one's destination if it's on the other side of the "device". I suspect they are even life-threatening if someone is trying to get from south of OWL to the hospital.



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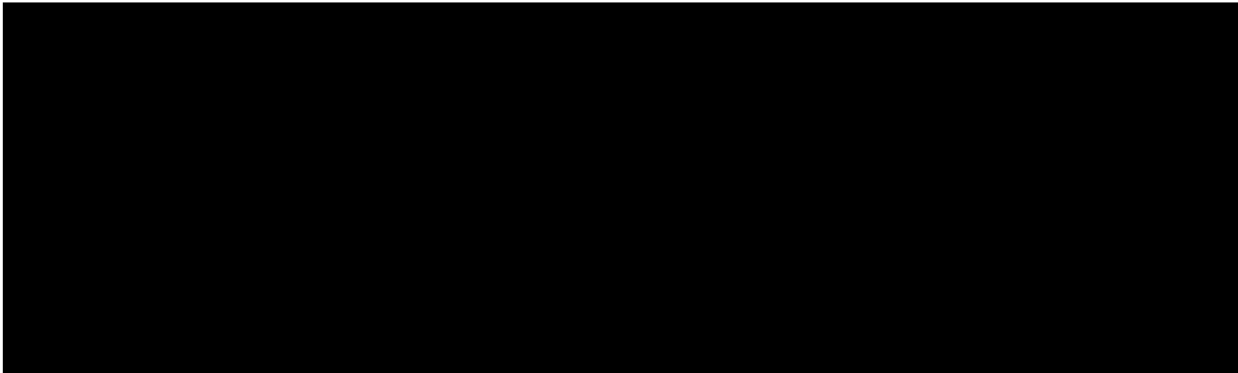
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- Maybe - I think I heard about it here or there

No No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed? *A RAT IN A MAZE!*



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

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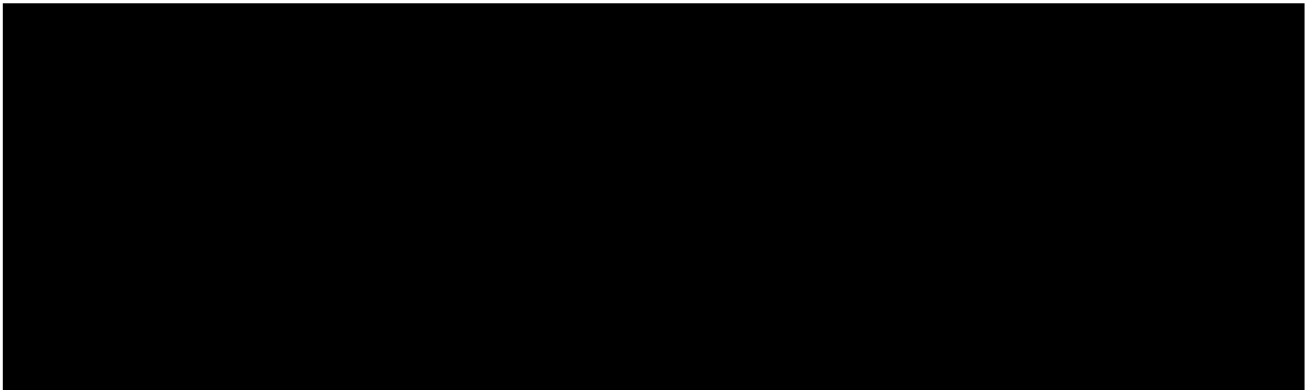
City Offices
PO Box 708 66044-0708
www.lawrenceks.org

6 East 6th St
785-832-3000
FAX 785-832-3405

Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

The below information about yourself/household will help us when evaluating the survey responses. All personal information will remain confidential.



Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

Have cataracts, Hard to drive, see at night on busy streets w lots of traffic lights

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?

Used to drive, on 7th st straight to my vet (E to W), some going home used 7th from Ky to WI, M-F, for a little job I have in the evening, instead of busy 6th st or even 9th st.



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

in I don't live in OWL

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

some ↑

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

NA

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

I also used to enjoy this neighborhood looking at Christmas lights with kids + grandkids.... No more



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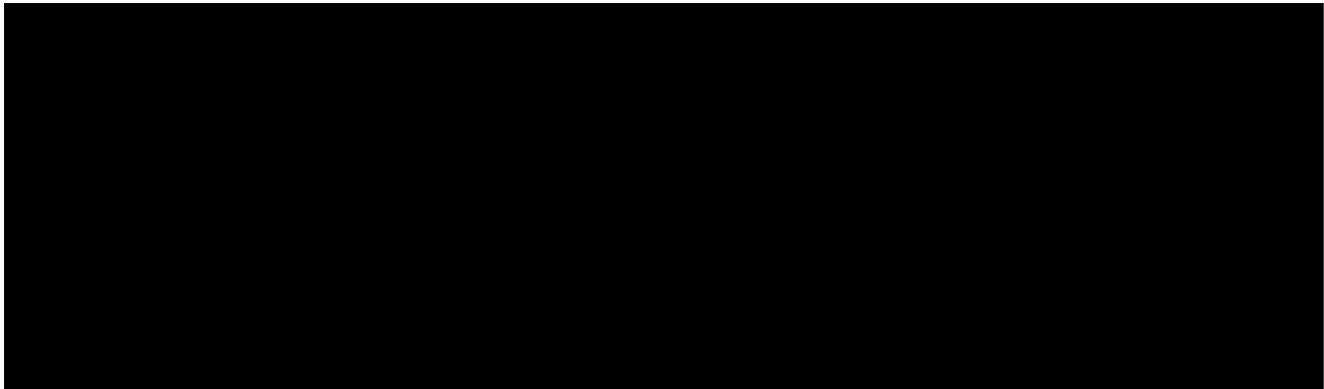
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- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
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- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

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- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL — speed humps are better
- Other

Please elaborate on any minor or major adjustments you would like to see considered.



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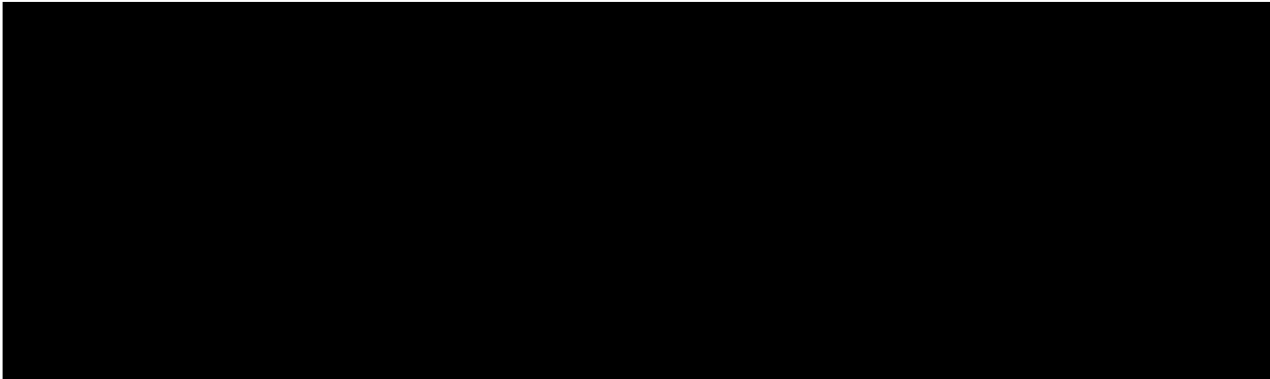
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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.) *mobility challenges*

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

NA

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

NA

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
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- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

NA

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

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- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

I absolutely hate these devices — I have never driven with excessive speed through OWL, and I actually see these devices as DANGEROUS, particularly at night. It's like driving through a maze!!!



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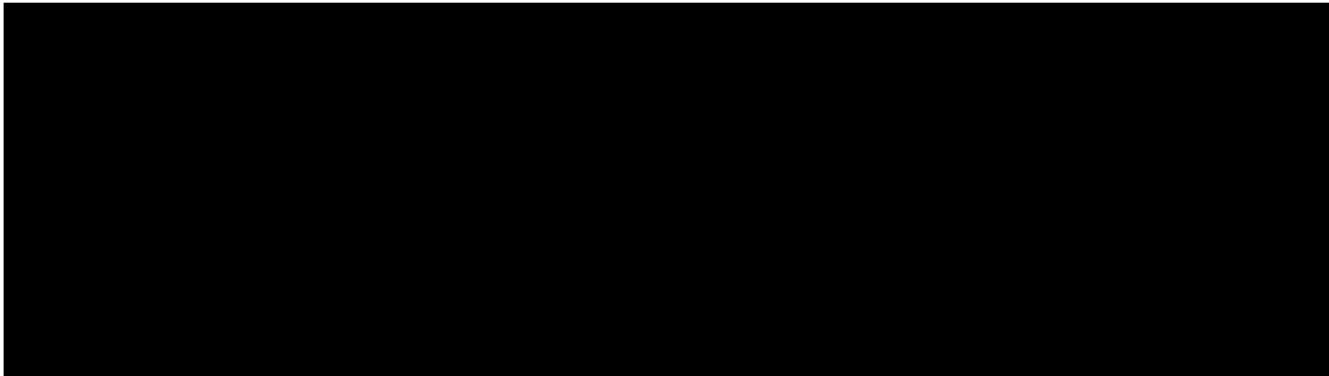
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The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

I use the alleys more

Is there anything you would like to add about how your driving has changed since the devices were installed?

It has affected my emotions and views of OWL.



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

*VERY Bad speeding
on Tennessee, Kentucky,
(Connecticut, Ohio, 23rd, Highway 10, etc)*

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

before and

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

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- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

Mazes are for RATS.

If our sister cities saw this,
they'd laugh (and cry)

What's wrong with "cutting through"?



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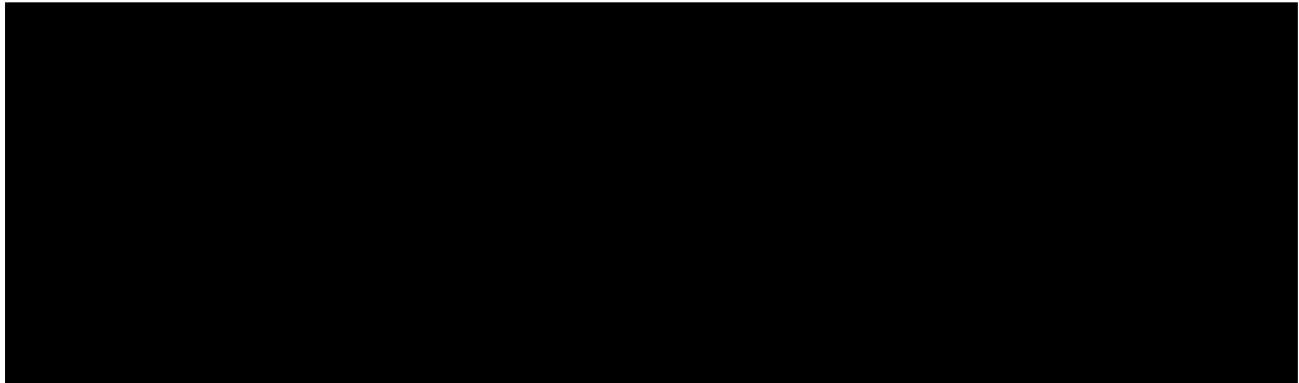
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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.) *avid walker*

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed? *never. And also never. maybe a slow increase on some through the city*



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

South Park All groups

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

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- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.



City of Lawrence

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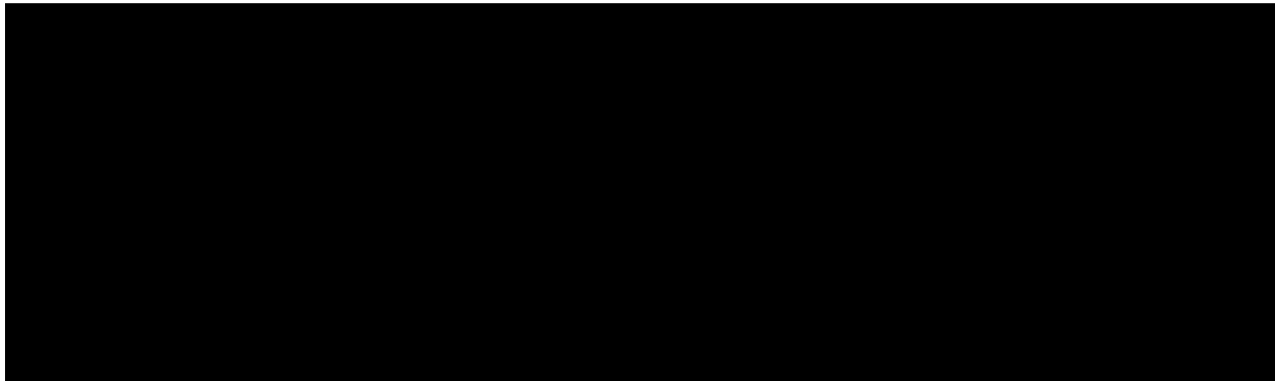
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Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.) *Love Old West Lawrence - homes, landscape, history, knock drives*

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- ~~Maybe~~ - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
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- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

Frustrating to encounter these obstacles when just would like to drive thru the area to enjoy homes, show visitors, etc



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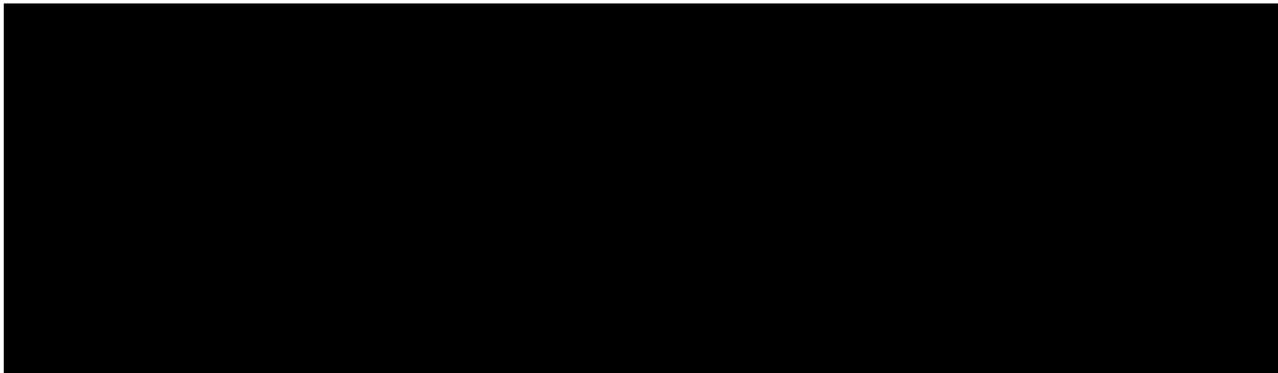
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- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?

I takes me longer to get to/from my house - esp. to/from 6th St.



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
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Please select all undesirable driving behaviors you have observed since the devices were installed.

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- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians

• Other

Being very distracted while trying to figure out how to navigate through neighborhood

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets — *speed bumps instead of what is there now*
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.



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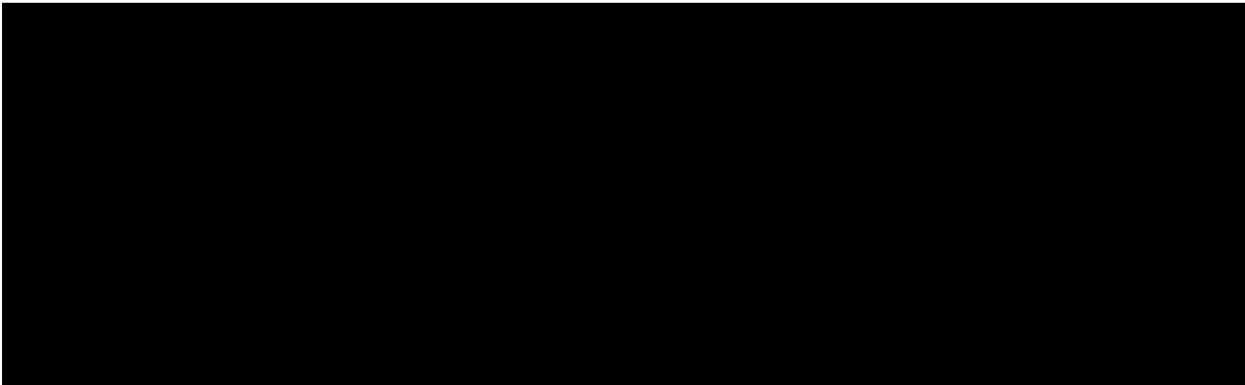
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- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?

see p. 3

*they are
AWFUL!
Please
remove
them!*

*Angering
Angering*



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

they are a danger
to police, fire, & ambulance
getting through quickly.
I didn't notice hardly
any traffic thru OWL before,
so I think they ~~are~~ are
unnecessary. This is an example
of a "cure" for which there
was no problem. Also this
is a RICH area of Lawrence.
What about POOR areas?



City of Lawrence

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CITY COMMISSION

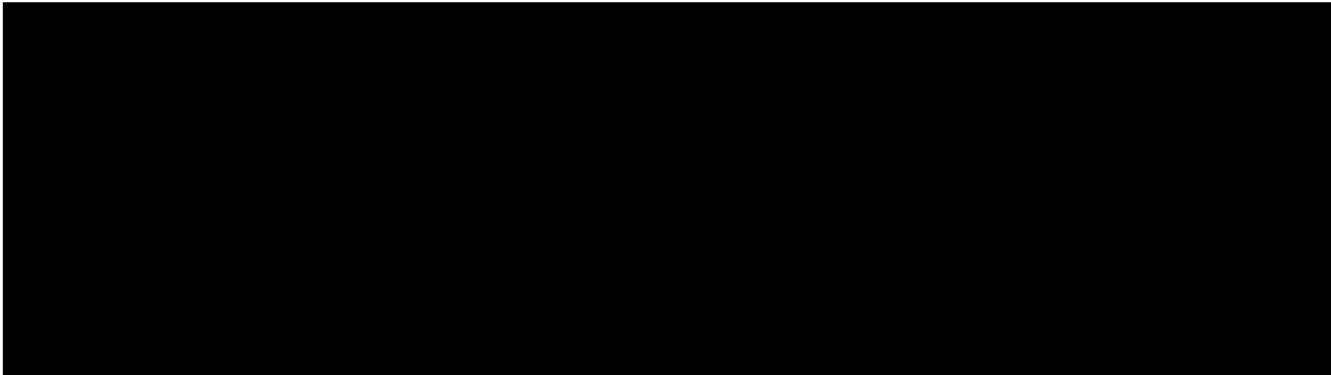
MAYOR
COURTNEY SHIPLEY

COMMISSIONERS
LISA LARSEN
NATHAN LITTLEJOHN III
AMBER SELLERS
BRADLEY R. FINKELDEI

Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

The below information about yourself/household will help us when evaluating the survey responses. All personal information will remain confidential.



Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

I think the devices are terrible.
I have family that lives at 17th & Mississippi. The device at that location ~~is~~ makes it close to impossible to get to their house.

The streets of Lawrence belong to everyone + everyone should be able to use them without interference.



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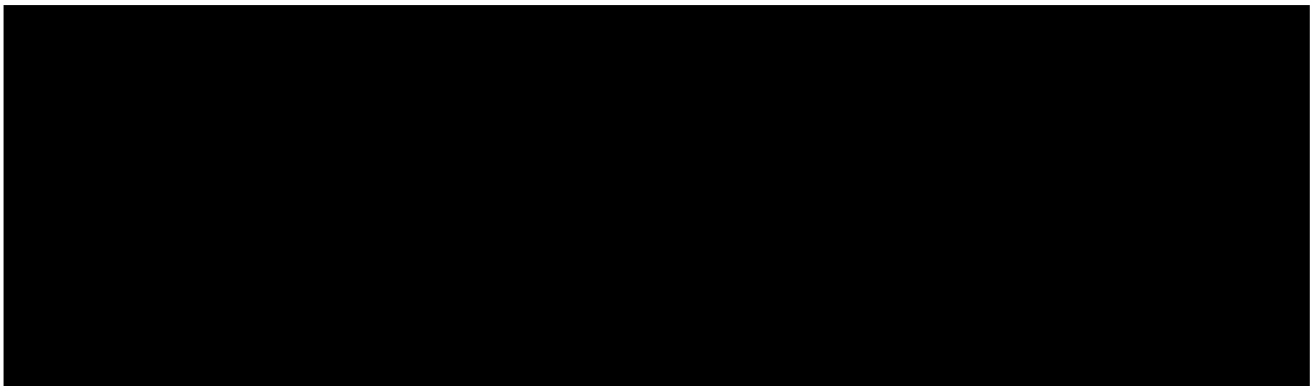
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 FAX 785-832-3405

Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)? *Don't like it at all!!!*

The below information about yourself/household will help us when evaluating the survey responses. All personal information will remain confidential.



Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.) *Used to drive my husband up to campus where he taught West. Civ. courses, almost always went through that neighborhood.*

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL → *NEVER GO THAT WAY NOW.*

Is there anything you would like to add about how your driving has changed since the devices were installed?



Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL → NEVER WENT THROUGH THERE EXCEPT BY CAR.
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects?

If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations). *MY STREET (MADISON LANE in North Lawrence)*
Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
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- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

I think it is unfair the restrict driving through public streets.



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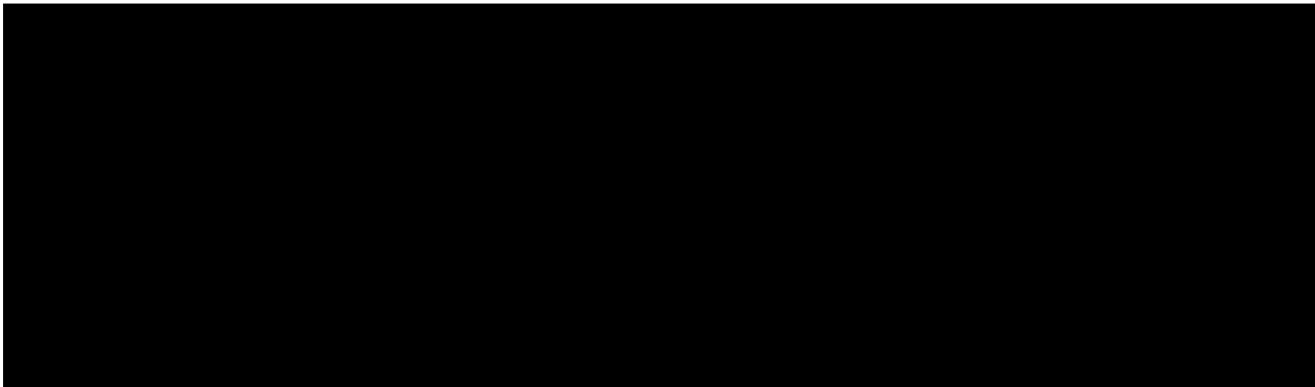
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Old West Lawrence (OWL) Traffic Calming Questionnaire

What do you think about the traffic calming devices in Old West Lawrence (OWL)?

The below information about yourself/household will help us when evaluating the survey responses. All personal information will remain confidential.



Is there anything else about yourself that might be relevant to this survey that you would like to share? (example: mobility limitations, you're an avid dog walker, drive a moped, walk/bike to work or school, etc.)

*walk around neighborhood 2x daily,
walk to work downtown (Vermont St)*

The following questions pertain to your experiences with the recently installed traffic calming devices. Responses to the below questions will be available to read on the Lawrence Listens website.

Did you hear about the project before the devices were installed on November 4, 2021?

- Yes - a lot of information
- Yes - some information
- Maybe - I think I heard about it here or there
- No - No information

Have you changed your driving behaviors since the devices were installed?

- I have increased my driving through OWL
- No change to my driving through OWL
- I have decreased my driving through OWL

Is there anything you would like to add about how your driving has changed since the devices were installed?

I LIVE AT 8TH & OHIO. NOW THERE IS NO GOOD WAY TO ENTER OWL AND PARK IN FRONT OF MY HOUSE - W SIDE OF OHIO. I CAN'T COME IN AT 8TH & TENN, 9TH AND OHIO, 6TH AND OHIO, OR 6TH & INDIANA - BLOCKED BY TRAFFIC DIVERTERS. I EITHER HAVE TO TRAVEL DOWN ALLEYS OR GO PAST MY HOUSE TURN INTO AN ALLEY AND BACK



We are committed to providing excellent city services that enhance the quality of life for the Lawrence Community *OUT INTO ROADWAY.*

ROADWAY.

Have you changed your non-driving transportation behaviors (walking/biking) since the devices were installed?

- Increase in non-driving behaviors through OWL
- No change in non-driving behaviors through OWL
- Decrease in non-driving behaviors through OWL

Is there anything you would like to add on how your non-driving behaviors changed since the devices were installed?

How has traffic volume on your block been since the devices were installed?

- Large increase in traffic volume
- Small increase in traffic volume
- No change in traffic volume
- Small decrease in traffic volume
- Large decrease in traffic volume
- Not Applicable - I don't live in Old West Lawrence

How have traffic speeds on your block been since the devices were installed?

- Large increase in traffic speed
- Small increase in traffic speed
- No change in traffic speed
- Small decrease in traffic speed
- Large decrease in traffic speed
- Not Applicable - I don't live in Old West Lawrence

Are there any observations you'd like to add about traffic volume or speed, including side effects? *DELIVERY TRUCKS AND EVEN MYSELF NOW HAVE TO ENGAGE IN UNSAFE MANUEVERS LIKE PULLING INTO ALLEYS, THE BACKING ONTO THE STREET TO CHANGE DIRECTION*
If there are particular locations where you have observed ongoing problems with speeding, running stop signs or other undesirable driving behaviors, please note those locations below (up to five locations).

Please select all undesirable driving behaviors you have observed since the devices were installed.

- Running or rolling stop at a stop sign
- Rapid acceleration out of a turn or stop
- Speeding
- Left turns where prohibited
- Driving over diverters
- Not yielding to pedestrians
- Other *BACKING INTO ROADWAYS TO CHANGE DIRECTION, BACKING ONTO SIDEWALK RAMP TO TURN AROUND*

If you have a suggested solution for a specific spot you have noticed has undesirable driving behaviors, please share it here.

*REMOVE ALL EXPERIMENTAL DIVERTERS AND BARRIERS.
INSTEAD, INSTALL MORE STOP SIGNS AND SPEED BUMPS*

If you had to make a choice today, which of the following best captures your attitude toward the device installations?

- After the pilot phase is over, I would like to see the City... Make the diverters permanent in their current arrangement
- After the pilot phase is over, I would like to see the City... Make the diverters permanent with minor adjustments related to a few streets
- After the pilot phase is over, I would like to see the City... Continue with traffic calming efforts in OWL, but make major adjustments to most or all streets
- After the pilot phase is over, I would like to see the City... Stop the traffic calming devices altogether in OWL
- Other

Please elaborate on any minor or major adjustments you would like to see considered.

I HAVE NOT NOTICED ANY IMPROVEMENT OR REDUCTION IN TRAFFIC IN THE OWL AREA. CURRENT INSTALLATIONS ONLY SERVE TO HINDER LOCAL RESIDENTS ABILITY TO NAVIGATE THE AREA, I FAR PREFER TRADITIONAL TRAFFIC CALMING MEASURES: ① ADDED STOP SIGNS AND ② SPEED BUMPS. ALSO ON THE 700 BLOCK OF LOUISIANA WHICH IS WIDER, A MEDIAN WITH PLANTS AND LANDSCAPING COULD BE INSTALLED.

Old West Lawrence (OWL) Traffic Calming Survey and Public Comments

3. Summary of Community-provided survey responses

OWL TRAFFIC SURVEY

Summary by Kyle Johnson – 705 Maine

Version 1.0

1/25/2022

NOTES

- This survey is intended to capture broad public sentiment from residents of Old West Lawrence regarding the traffic pilot installed in the Fall of 2021.
- 40 people volunteered to help with this project.
- 355 people took the survey (so far). I still need to enter a few results by hand.
- Roughly half of all OWL households were represented (280 / 550).
- We learned a lot during the process of setting up and running this survey and hope it was as easy as possible. If we end up administering it again, we will make a few changes and appreciate everyone's thoughts to-date. Please let us know what you think and we'll do our best to improve next time!
- Email me: kylejohnson82@gmail.com with any questions, comments, critiques.

ADDRESS VALIDATION

- I attempted to validate the status of all residents by referencing online household data that pairs addresses to the names of residents. Here are the results of that validation effort:
 - 84% were residents.
 - 13% were likely residents.
 - 3% were non-OWL residents.
 - Non-OWL resident opinions are valuable and appreciated. However, this data is not included the summary data on the following pages. The non-resident data is included in the raw data.

DATA SUMMARY

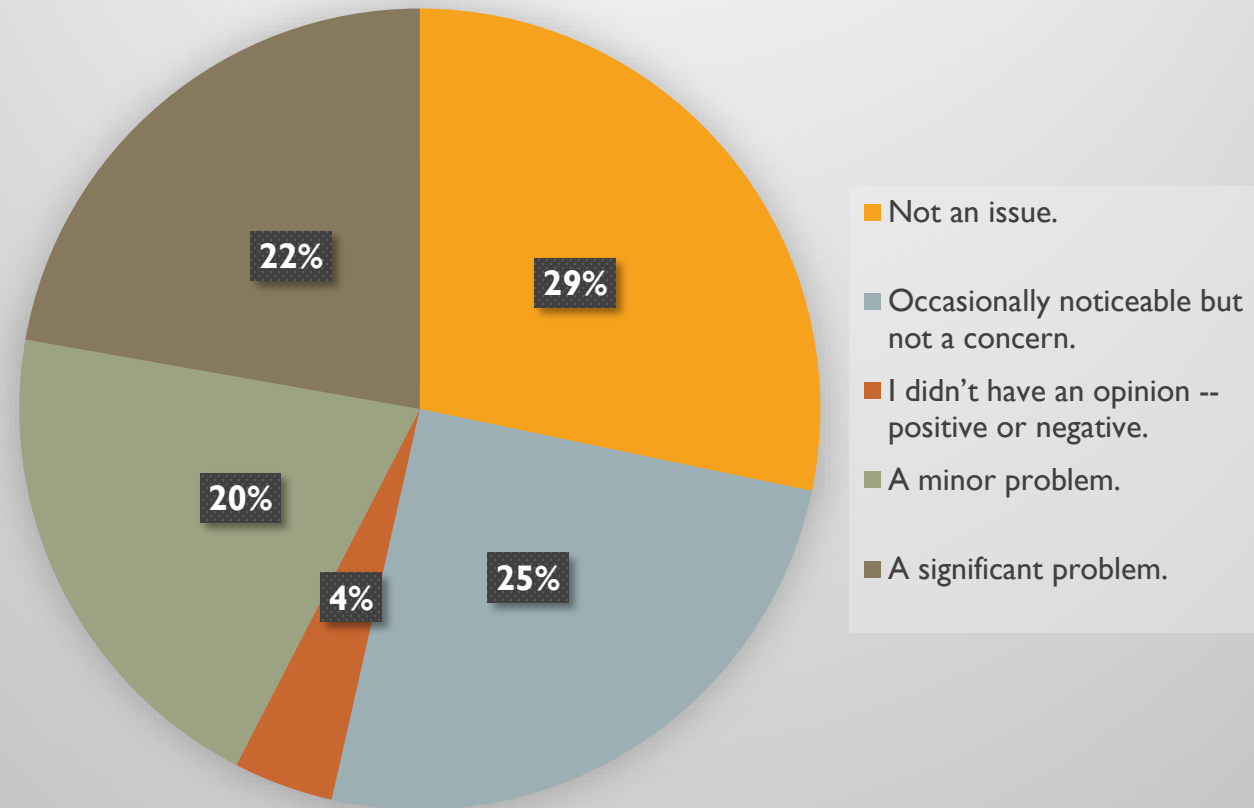
- Please access the raw data from this [Google Drive folder](#).
- The summary charts on the following pages include my key takeaways as well. My objective is to simplify – but not skew – the analysis. If you disagree with my analysis or approach, please let me know. I'm happy to consider other approaches, revise my conclusions, correct any errors, etc.
- The contents on the following pages are grouped by address. So, if 4 people responded from the same address, each respondent's answers count as 1/4th of a response. However, grouping the data in this way does not demonstrably change the results. Grouped and Ungrouped results are shown in the raw data.

TAKEAWAY

Before the pilot:

- 56% - not concerned about volume.
- 40% - concerned about volume.

Before the traffic pilot, how did you feel about TRAFFIC VOLUMES in OWL?

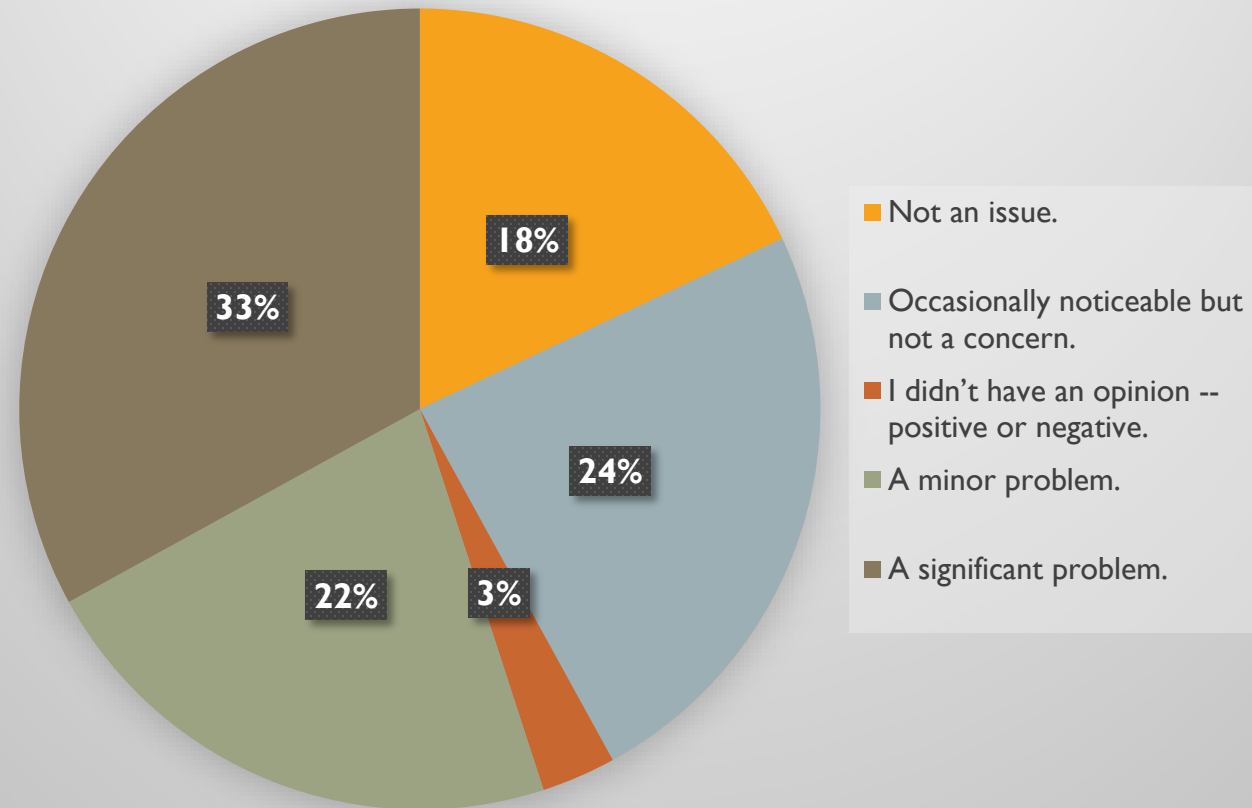


TAKEAWAY

Before the pilot:

- 42% - not concerned about speed.
- 56% - concerned about speed.

Before the traffic pilot, how did you feel about TRAFFIC SPEEDS in OWL?



TAKEAWAY

Speed was more concerning than volume:

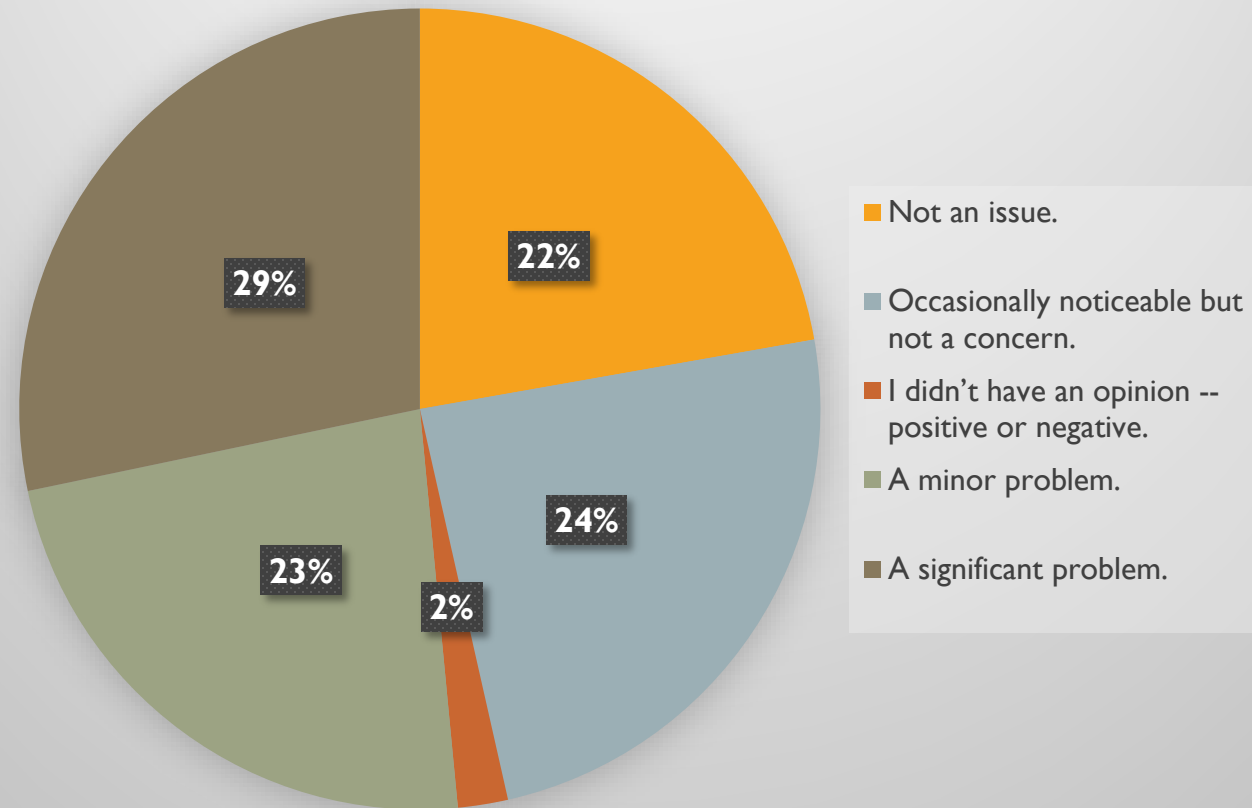
- 56% concerned about speed.
- 40% concerned about volume.

TAKEAWAY

Before the pilot:

- A fairly even spread amongst all choices.

Before the traffic pilot, how did you feel about UNSAFE DRIVING BEHAVIORS in OWL?

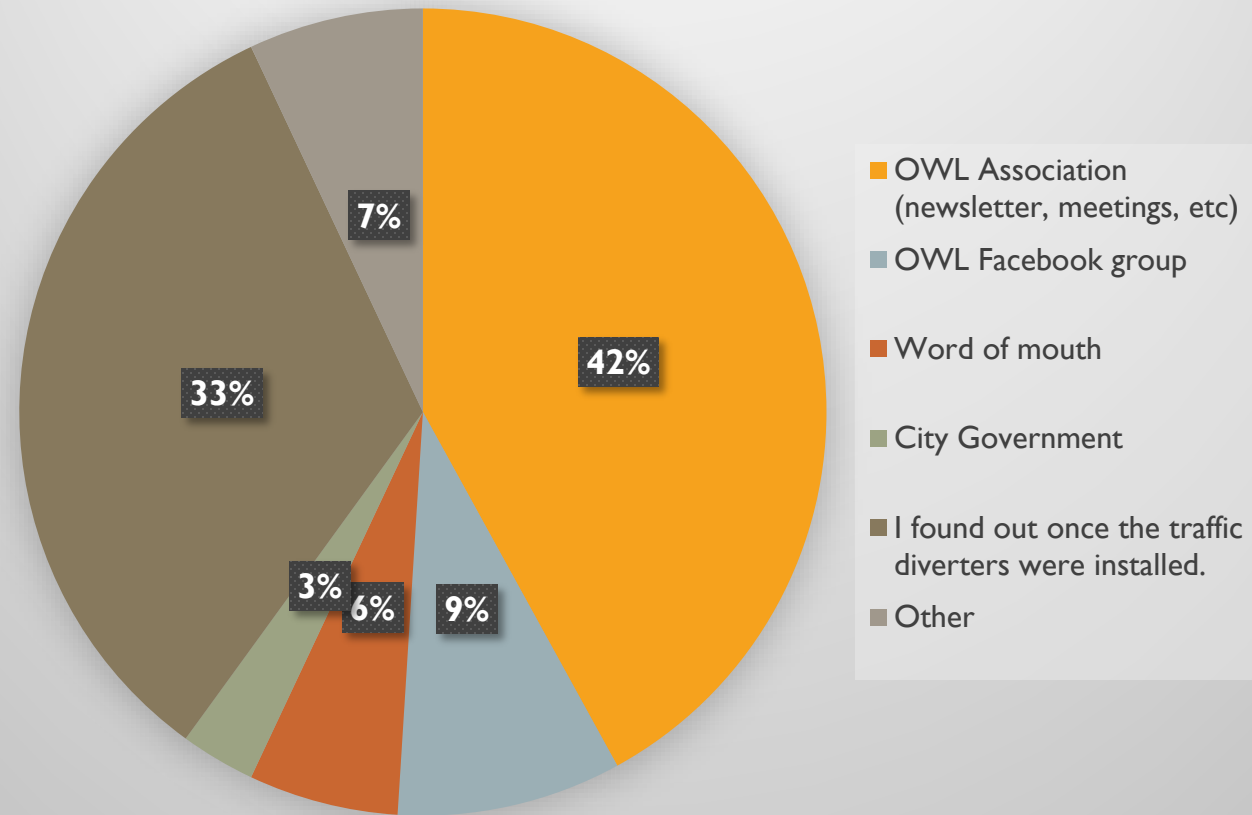


TAKEAWAY

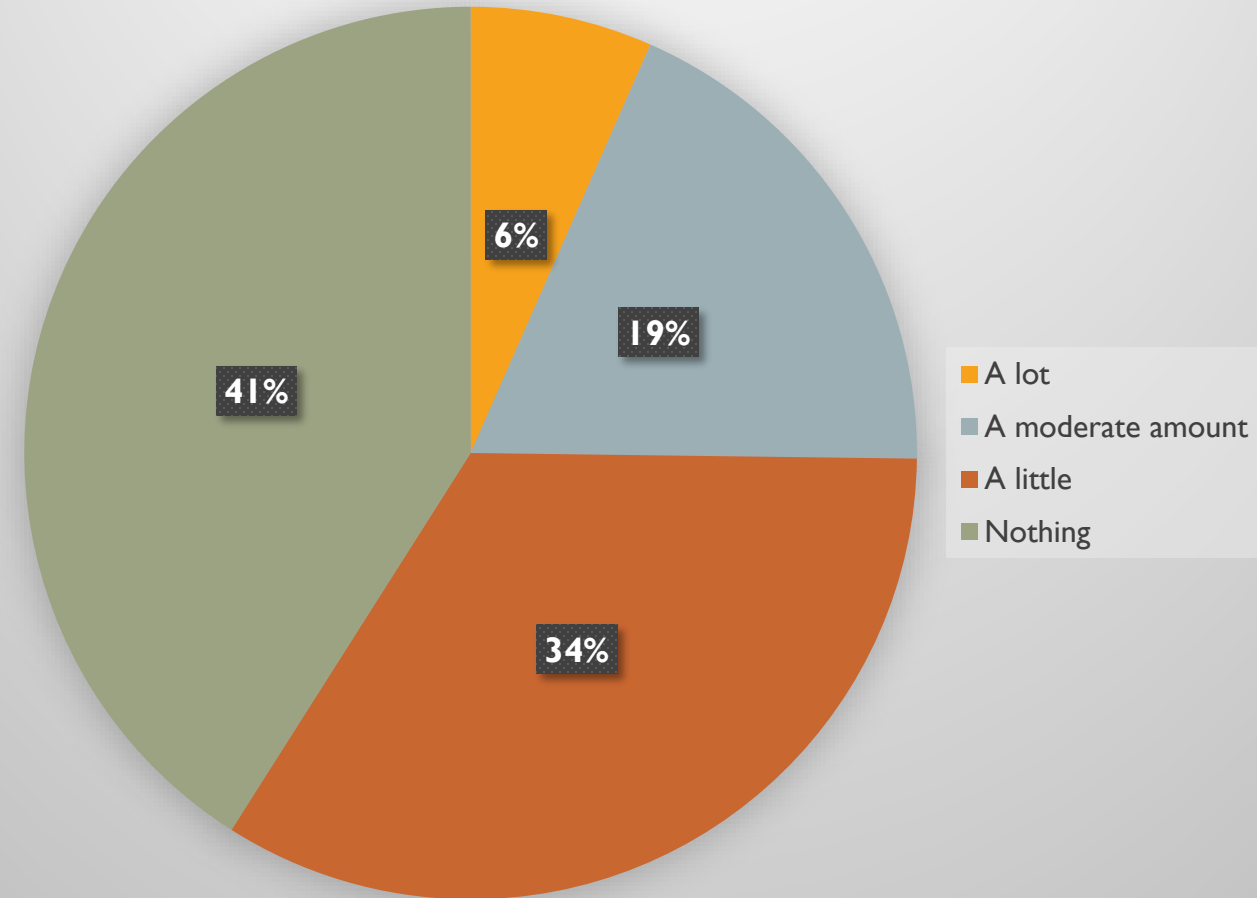
Most common ways of finding out:

- OWL Association (42%)
- Once diverters were installed (33%)

HOW DID YOU FIND OUT about the OWL traffic pilot?



HOW MUCH DID YOU KNOW about the OWL traffic pilot prior to the installation of the diverters?

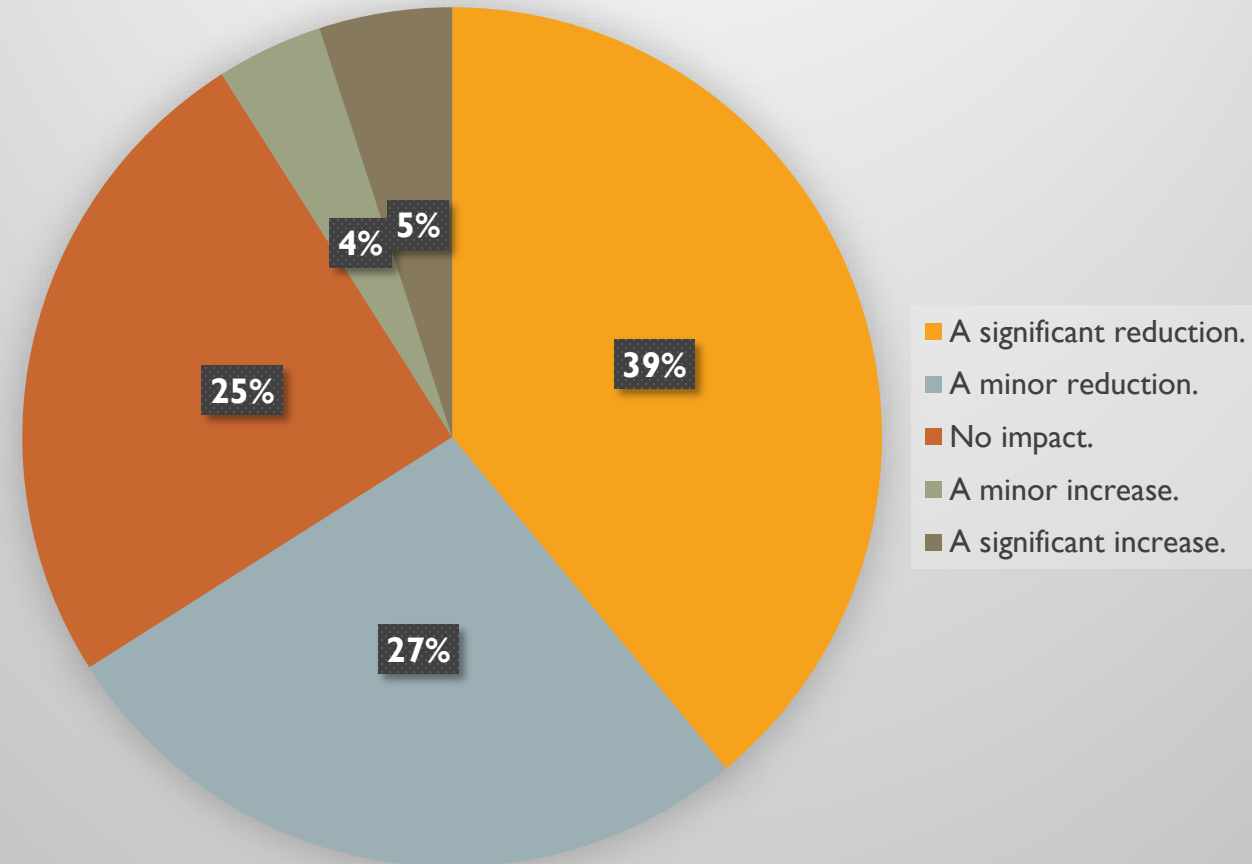


TAKEAWAY

75% of residents knew very little about the project before the diverters were installed:

- Nothing (41%)
- A little (34%)

What impact to **TRAFFIC VOLUMES** have you noticed since the test began?

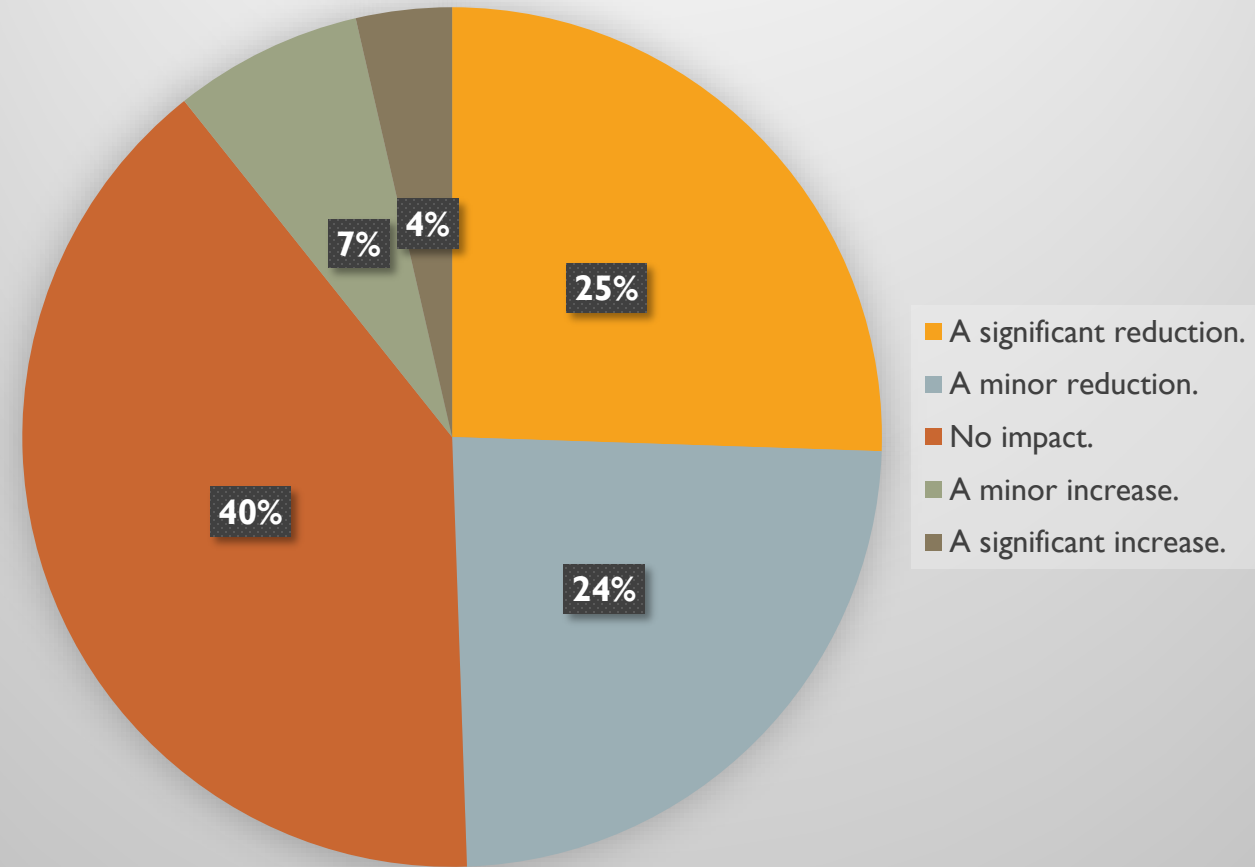


TAKEAWAY

According to residents, volume was significantly impacted:

- Significant reduction (39%)
- Minor reduction (27%)
- No impact (25%)

What impact to **TRAFFIC SPEEDS** have you noticed since the test began?



TAKEAWAY

Residents seem divided on impacts to speed:

- Significant reduction (25%)
- Minor reduction (24%)
- No impact (40%)

TAKEAWAY

Before the pilot, residents were concerned about speeds more than volumes.

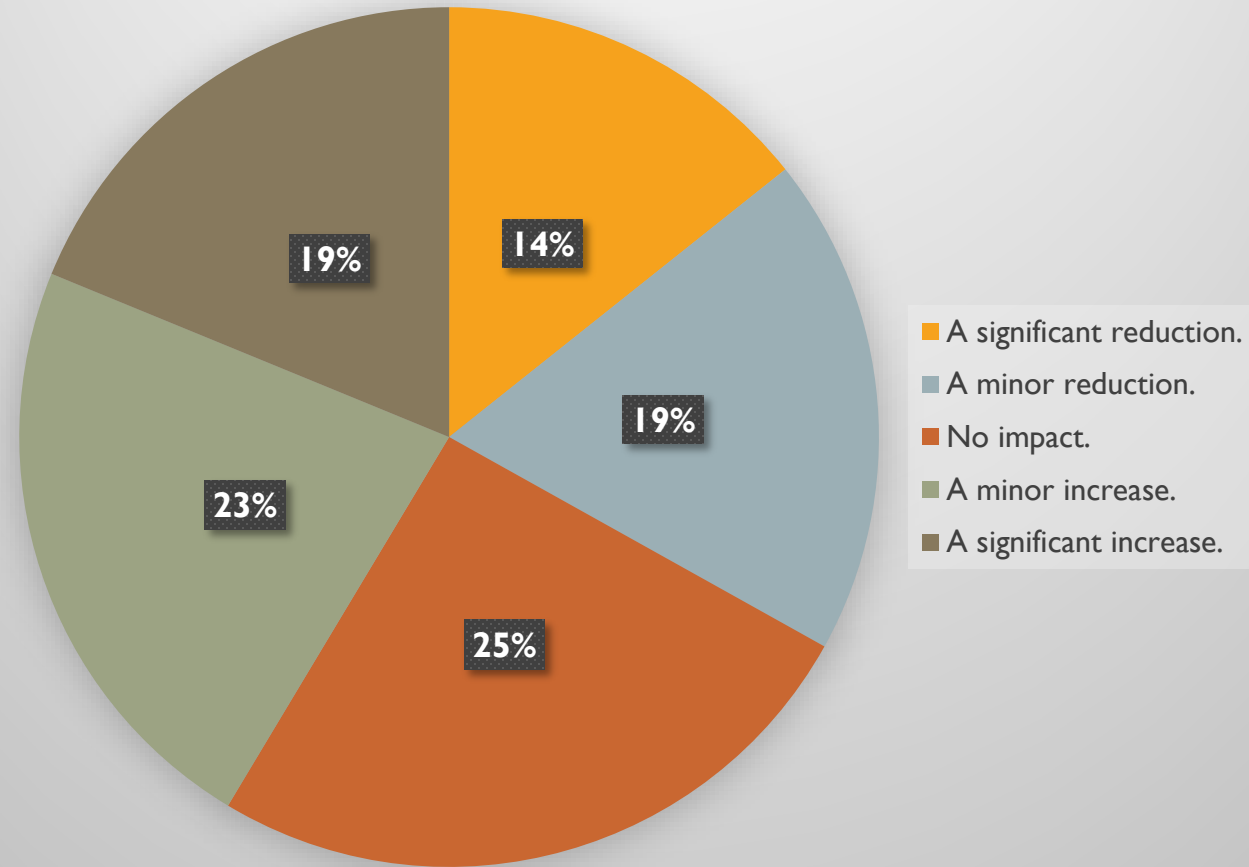
However, residents believe the pilot reduced volumes more than speeds.

TAKEAWAY

After the pilot:

- Again, residents seem fairly even split on impacts to unsafe driving behaviors.

What impact to **UNSAFE DRIVING BEHAVIORS** have you noticed since the test began?

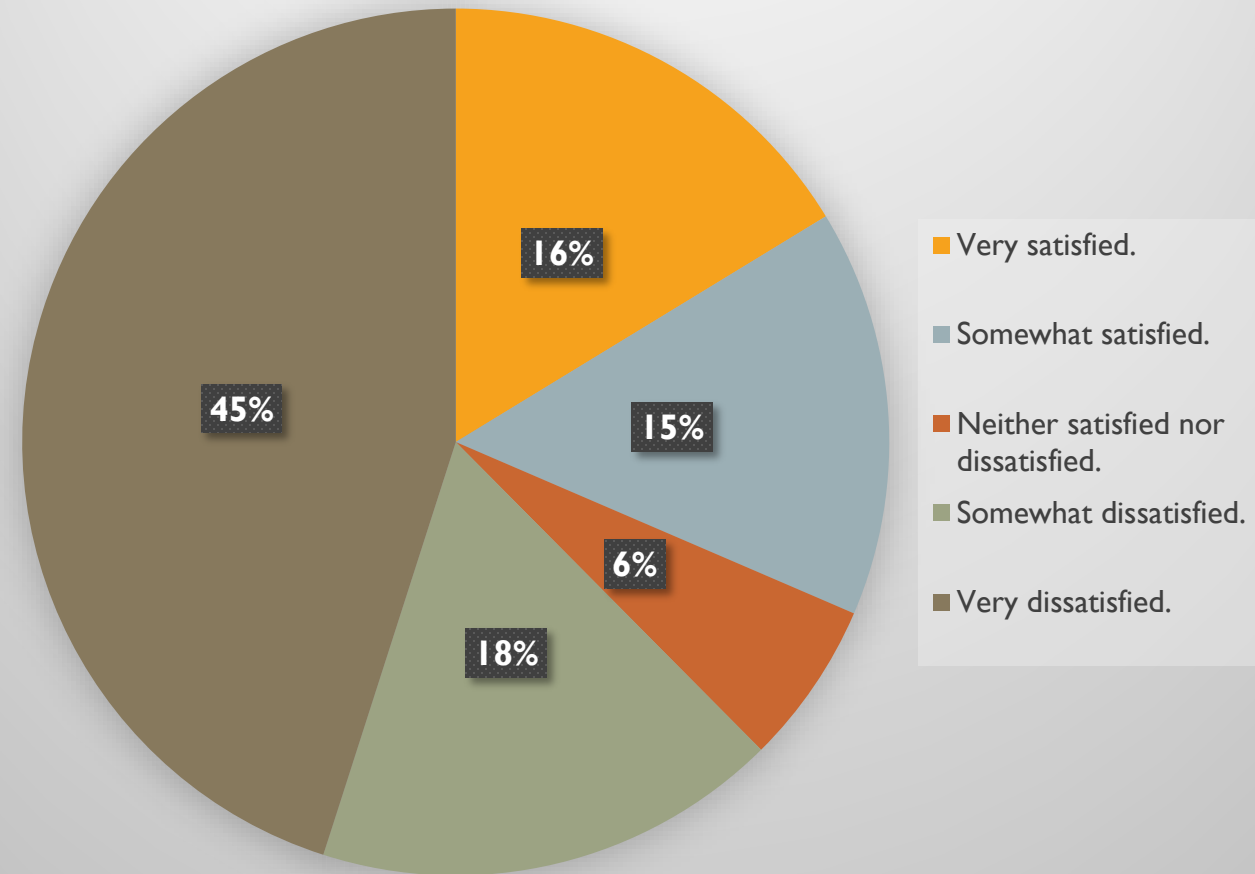


Are you satisfied with the **MEDIAN DIVERTERS** on 7th and 8th Streets? (These are the straight diverters.)

TAKEAWAY

Residents dislike the median diverters by a ratio of 2:1.

- 62.5% - somewhat or very dissatisfied.
- 31.4% - somewhat or very satisfied.

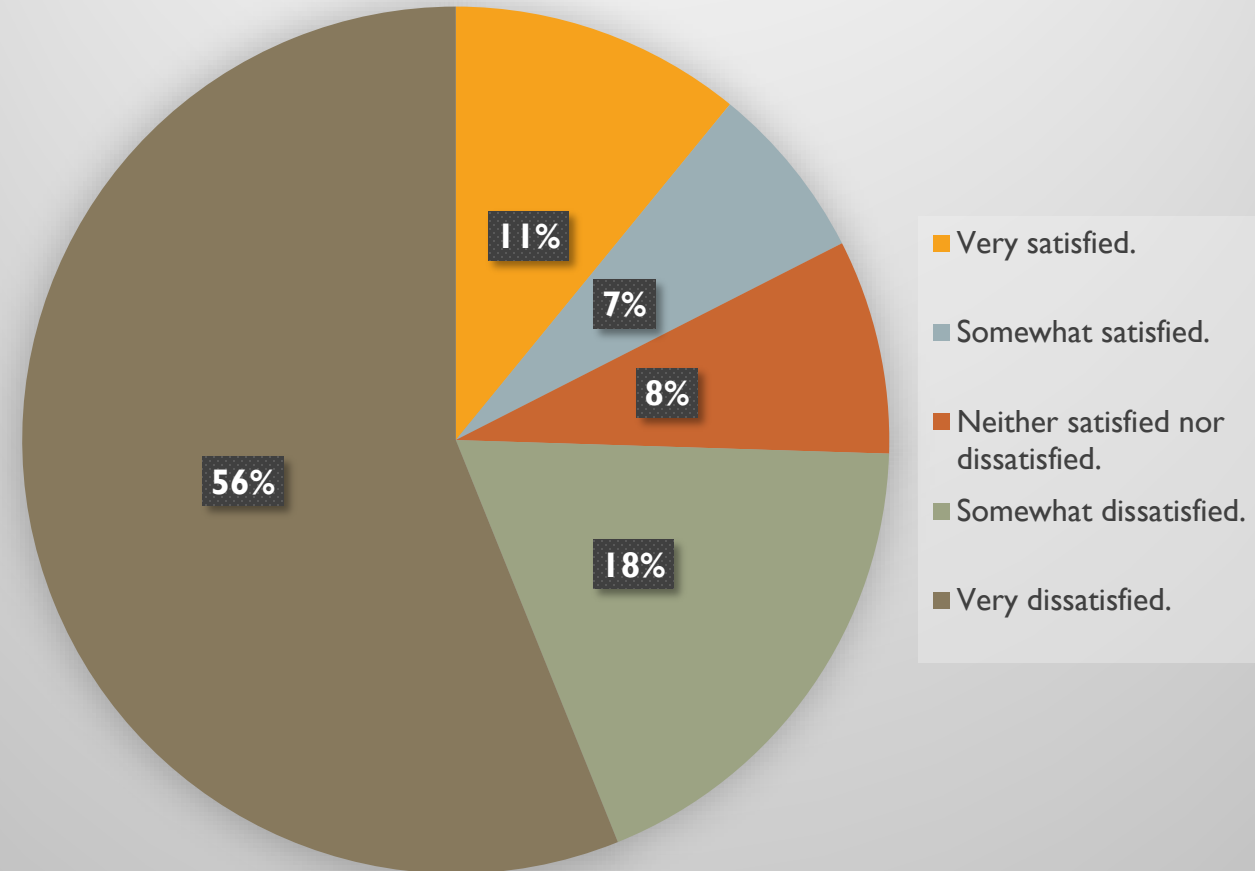


Are you satisfied with the **DIAGONAL DIVERTERS** on Mississippi Street? (These are the curved diverters.)

TAKEAWAY

Residents dislike the diagonal diverters by a ratio of over 4:1.

- 74.5% - somewhat or very dissatisfied.
- 17.5% - somewhat or very satisfied.

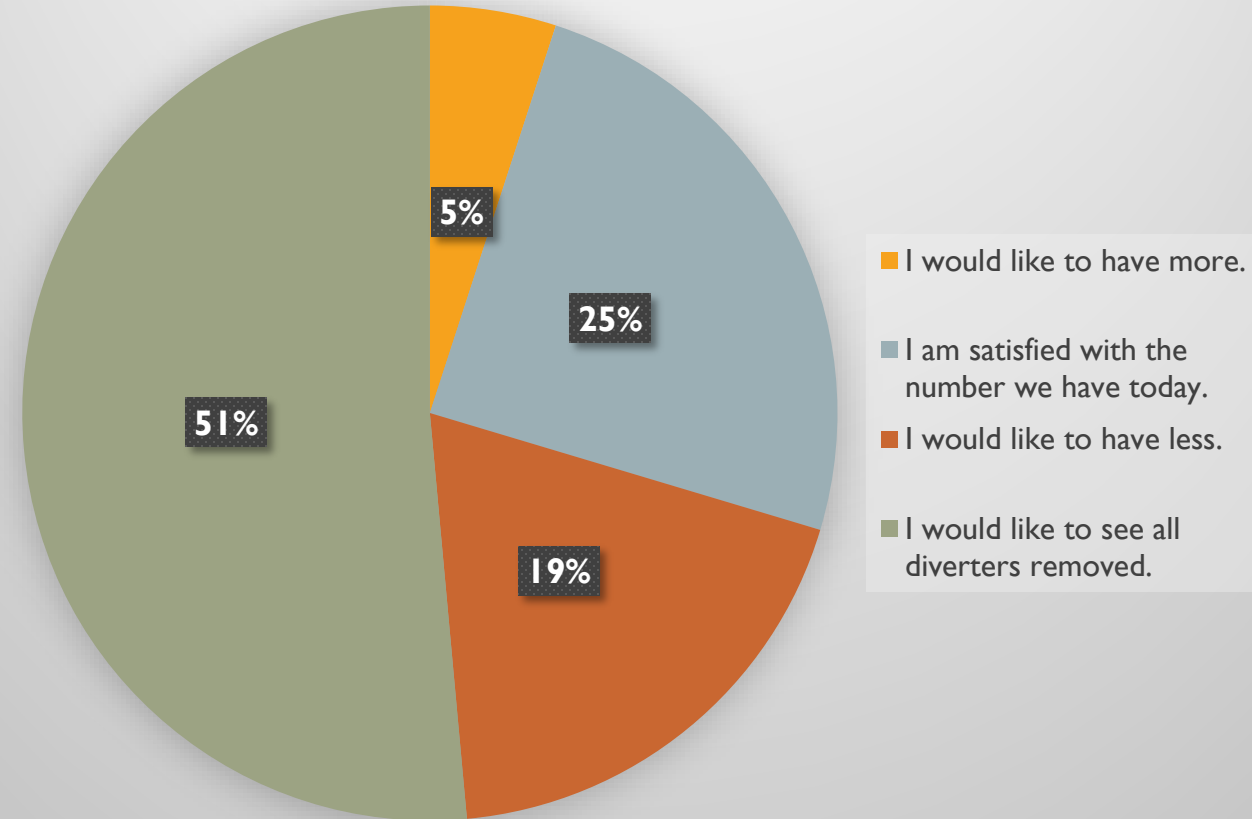


Would you like to see the **NUMBER OF DIVERTERS** change?

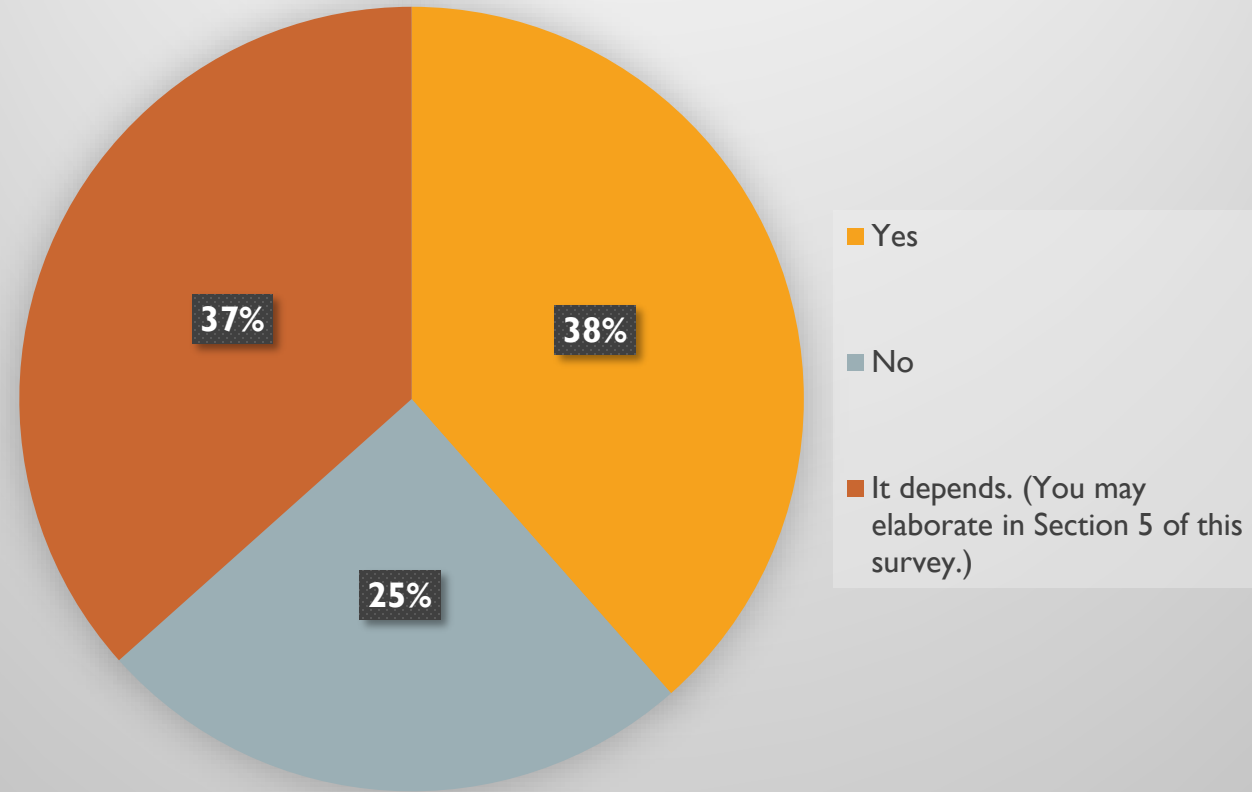
TAKEAWAY

Over half (51%) of residents want all diverters removed. Of that 51%:

- 47% are not open to alternate layouts
- 53% might be open to alternate layouts under certain circumstances. Many left written suggestions. These suggestions need to be carefully studied before any modifications are attempted.



Would you be open to trying **ALTERNATE LAYOUTS** approved by the traffic engineers?



TAKEAWAY

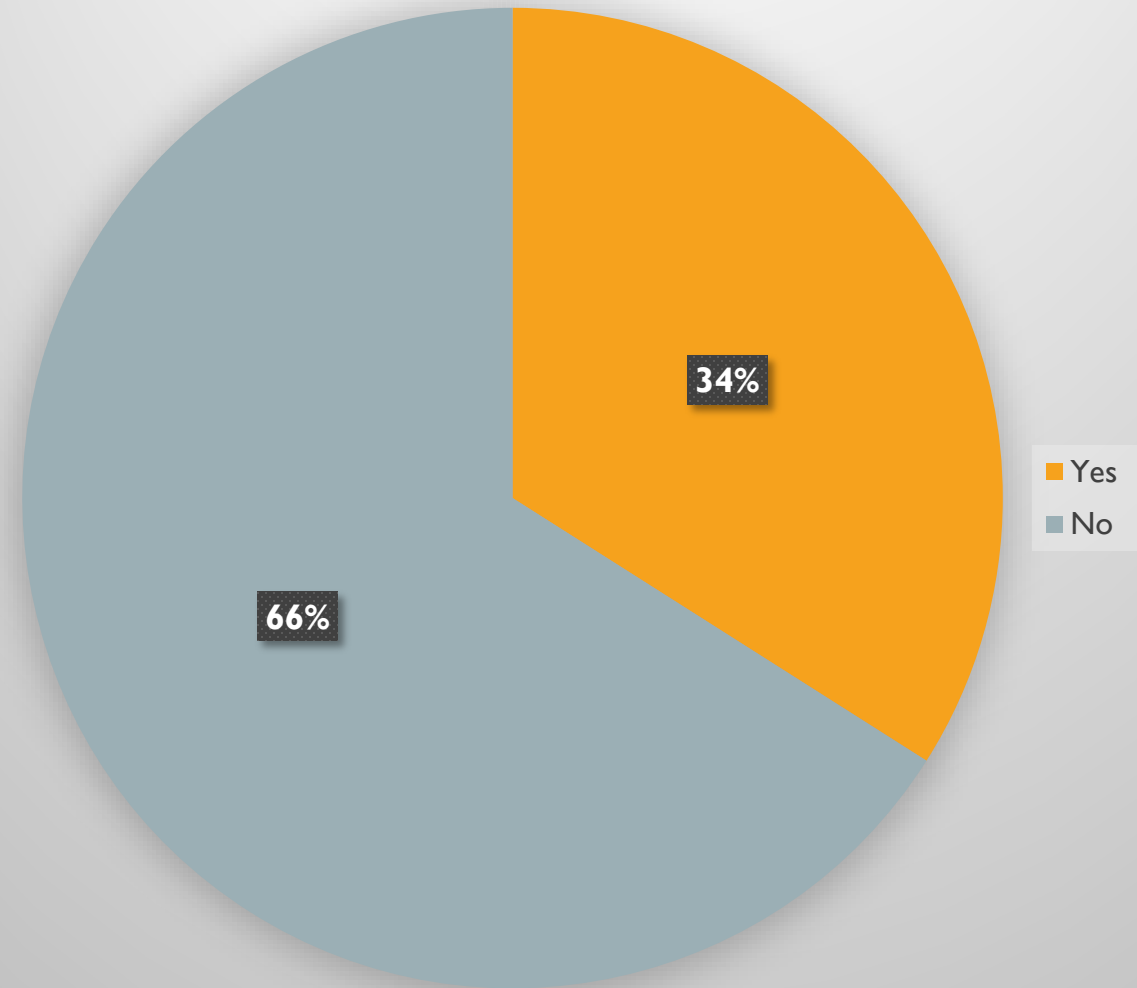
Residents may be open to alternate layouts under certain circumstances. Traffic engineers should study the comments before any modifications are attempted.

**Are the impacts to traffic safety
EQUITABLY DISTRIBUTED within
the neighborhood?**

TAKEAWAY

Residents do not believe results were equitable.

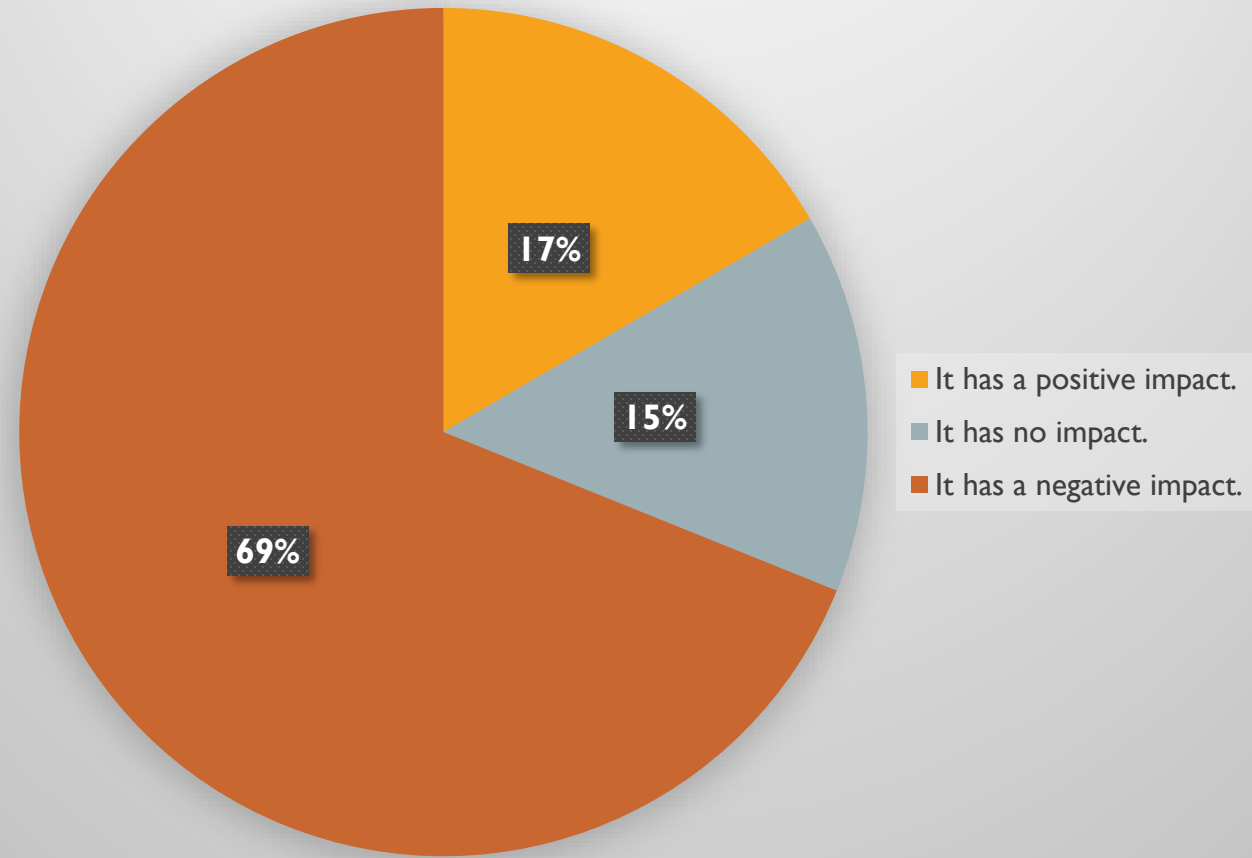
Some participants requested an “I don’t know” option to this question. We’ll make that option available in the future if similar surveys are issued.



How does the presence of the diverters impact the **CHARACTER OF THE NEIGHBORHOOD?**

TAKEAWAY

Residents overwhelmingly believe the diverters have a negative impact on the character on the neighborhood.



Old West Lawrence (OWL) Traffic Calming Survey and Public Comments

4. Community-provided survey comments

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Maine - 700 Block - [REDACTED]	I'm certainly open to improving traffic safety, reducing speeds, etc in the neighborhood, but these modifications need to be discussed by a representative neighborhood advisory group. I believe the current layout has far too many barriers and we need to find more efficient ways to achieve our objectives.
Illinois - 700 Block - [REDACTED]	Speed bumps
Missouri - 700 Block	<p>The curves diverters over on the East end of the neighborhood seem to make a lot of unnecessary traffic land on a brick street (can't remember which one) where you end up doing two u-shaped loops before continuing. Some attention or changes there might help.</p> <p>Generally though the diverters are having such a positive impact on the blocks on the west end of the neighborhood; it's a huge an noticeable difference.</p>
Missouri - 700 Block	Roundabouts, cobblestones, speed bumps one way streets... Anything is better than making us all waste time and gas
Maine - 600 Block	I think they need to be removed, I've seen at least two near accidents from people not paying attention turning and almost hitting the car coming the other direction.
Illinois - 800 Block	Diverters are not the answer, they should all go away.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Maine - 800 Block - [REDACTED]	
Missouri - 700 Block - [REDACTED]	
Louisiana - 600 Block	<p>I like the traffic calming devices and wish to keep some, albeit fewer, of them.</p> <p>Here is why: Since the diverters were installed, I can sit on my front porch at 5 p.m. and experience little or no traffic - sometimes for up to 15 or 20 minutes at a stretch - which is a relief from the constant, steady flow of cars turning south from Sixth Street prior to the diverters. The traffic that does turn from Sixth Street typically follows the speed limits and I can sometimes identify the driver as a neighborhood resident. This is a good thing and I wish for it to continue.</p> <p>There is a 6-year-old across the street who had stepped off the curb to come visit me and was nearly hit by a car that turned off Sixth and was literally racing to the end of our block. It was terrifying to watch this near accident occur. The questions on this survey characterizing traffic speed and volume as "a minor problem" seem to imply that nothing can/should be done about the issue and I resent that implication.</p> <p>However, I know this survey is intended to get results that eliminate all the traffic calming devices, prove that OWL doesn't speak for the neighborhood residents (I think it does), and be used in the continued lobbying of individual city commissioners. I think the brutal name calling carried out on social media has been uncivil and unnecessary.</p>
Alabama - 800 Block	
Missouri - 800 Block - [REDACTED]	<p>I think removing the diagonal diverters on Mississippi may appease many of the complainers. For me, going one minute and 16 seconds out of my way to get home or downtown is worth the decrease in traffic in the neighborhood.</p>
Arkansas - 800 Block	<p>Living on Arkansas and our house backing up to Michigan St, it would be nice to address the speeding vehicles on Michigan st.</p>
Maine - 800 Block - [REDACTED]	
Arkansas - 700 Block - [REDACTED]	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Maine - 700 Block - [REDACTED]	<p>The engineers gave reasons for NOT considering roundabouts and more speed bumps (or dips), but I think the abrupt introduction of these diverters without any education shows too much reliance on data from other studies with too consideration of our unique neighborhood patterns. The input from non-residents has also been illuminating. Apparently they are the drivers whose volume we're trying to reduce, but many of them have legitimate business in the neighborhood (visiting, making deliveries) and they were likewise unprepared. I don't consider the diverters a success for reasons described below (Impacts).</p> <p>I would like to see an entirely different test project that includes more speed bumps and a few roundabouts. Even though the resulting speed decreases are minimal according to the engineers (3-4 mph), they are real and may also cause a decline in volume. I have watched drivers speed down one block of Missouri, cruise through the stop at 8th, then bounce and crash on the speed bump in the next block. There is probably no reform for this type of driver, but I think the average driver would modify his/her/their speed once a speed bump's presence is known, or even avoid the street in future.</p> <p>This is not an innovative option, but our neighborhood has its own characteristics and needs. The University Place neighborhood south of campus decided to install permanent roundabouts at 17th and 18th Sts. after testing temporary versions. Their intersections, like ours, are small. I think we should at least test the impacts of another approach that is less confusing and does not remove a driver's ability to choose a turn.</p> <p>I do NOT endorse the addition of four-way stops, though. I live at one, and know the increased noise and dirt it brings. Roundabouts are effective at slowing drivers while creating less pollution because fewer drivers need to stop.</p> <p>[1]</p>
Ohio - 800 Block	I think you should just put 4-way stops at each intersection
Missouri - 800 Block - [REDACTED]	
Ohio - 600 Block	I think it would make more sense to divert traffic from coming into the neighborhood from 6th and 9th streets, rather than to force traffic within the neighborhood to go in circles.
Maine - 800 Block - [REDACTED]	Speed bumps or small roundabouts that forced people to slow down but could still go any direction they want would be far less frustrating and far less ugly than the current diverters.
Indiana - 800 Block - [REDACTED]	I would suggest the removal of the barriers and the adoption of other measures: bumps, roundabouts, etc.; measures that are less invasive and more inclusive.
Alabama - 600 Block	
Alabama - 800 Block	Mississippi Street is a mess - splits our neighborhood and must be changed. Reported by OWLA that traffic circles are not an option because it would require purchasing land from neighbors..... curious if it is possible to have circles only using right-of-way.
Indiana - 800 Block	Remove diagonal diverter, add traffic calming devices instead

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Mississippi - 700 Block	Remove all diverters.
Mississippi - 700 Block [REDACTED]	
Louisiana - 700 Block	<p>The only modification to the configuration I would suggest is to consider replacing at least one (or both) of the diagonal diverters at Mississippi with a roundabout.</p> <p>Also, while the diverters have bypasses built in for bicycles to travel straight through, the diagonal diverters do not have bypasses allowing bicycles . For example, biking north on Mississippi St, it is not possible to make a right turn onto 8th St since the diverter goes all the way to the curb. A thin gap would eliminate this problem.</p> <p>I think the eventual permanent diverters will be a major aesthetic asset to the neighborhood, as long as they are designed with appearance in mind (in addition to function). They would be a real asset to the neighborhood if they incorporated vegetation and greenery to help break up the concrete jungle of our grid of streets in OWL.</p>
Louisiana - 600 Block	I think the diagonal diverters cause problems and trap people in a traffic loop they find it difficult to get out of. I think removing the diagonal diverters might be a good idea.
Maine - 600 Block - [REDACTED]	Remove all barriers, try roundabouts where space allows and/or additional speed bumps.
Illinois - 700 Block	They should be removed. I have heard so many negative comments from people who do not live in the neighborhood, and almost exclusively, they indicate that the diverters give the impression that the people in OWL think they are special and deserve special treatment. It hurt an already prevalent image of entitlement. We do not live in a gated community. The streets are public and should be available to anyone. We need to work with police on traffic enforcement. This is not the answer, in my opinion,
Alabama - 700 Block - [REDACTED]	Remove / reroute diverters so that people can drive east/west on 7th &/or 8th from far west OWL to downtown without having to use 6th or 9th; if possible, make diverters so that people can't turn left at a no-turn intersection into oncoming traffic, which is super unsafe; regularize stops so that drivers can anticipate whether or not they have to stop based on traffic flow; and I know it won't happen, but it would be GREAT to see some enforcement actions on speed and illegal turns, driving over barriers, etc.
Indiana - 800 Block	Remove all barriers and require city/police to enforce speeding and stop sign violations via technology, i.e. speed and stop sign cameras.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Missouri - 800 Block - [REDACTED]	I'm not a huge fan of the diagonal diverters but I'm very happy with reduction in traffic as a whole in the neighborhood. If the diagonal diverters are removed I'm afraid it might get busy again with too much traffic and speeding drivers.
Mississippi - 700 Block [REDACTED]	4-way stop signs at every corner
Maine - 600 Block - [REDACTED]	It shouldn't be so hard for residents to drive through their own neighborhood. The diagonal diverters on Mississippi St. are the ones that really interfere with MY driving, causing me to have to go out to 6th or 9th St and then back into the neighborhood.
Louisiana - 600 Block - [REDACTED]	I would like the engineers to give more consideration to the way residents need and like to utilize their neighborhood, the impacts of forced crossings on 6th and 9th due to the new traffic ejection devices. No alternatives should be implemented without more neighborhood input (vote on options??) and more information/data examining the real depth (or lack thereof) of the perceived problem. No plan should have been conceived with input of only 45 residence and no new plan should move forward with out a majority of the residents having some input.
Maine - 700 Block	
Maine - 700 Block - [REDACTED]	Given the positive impact of the speed bumps on our end of Maine, I've wondered why speed bumps and more stop signs were not considered for the streets where speed has been a problem instead of the diverters.
Indiana - 600 Block - [REDACTED]	other options,ie bumps, roundabouts, stop signs
Mississippi - 700 Block	Many of the diverter intersections make for tight turns. The corner of 7th and IL is particularly tight and I have seen cars get caught on the raised curb at the corner. The diverters make parking much tighter near corners and should probably rethought to see if more space is needed.
Indiana - 600 Block - [REDACTED]	Cameras at stop corner of 7th and Indiana would be great. We really can't comment on equitable distribution. What is the definition of equitable distribution?
Missouri - 600 Block	Fewer diverters overall and removal of the diagonal diverters.
Indiana - 800 Block	
Indiana - 700 Block	Pretty and tiny little roundabouts.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Ohio - 600 Block	Too many diverters. 7th and 8th should be clear, it is very difficult to get out onto 6th going west and feels much less safe than when it was easy to use 7th to get to the light.
Indiana - 700 Block - [REDACTED]	Eliminate them or go to roundabouts or calming devises like between south of campus and 19th street.
Indiana - 600 Block - [REDACTED]	1.1st SCRAP THE CURRENT PROJECT 2. Start over with a more representative set of people of OWL 3. Get public input BEFORE you go changing the character of our neighborhood. This was fostered by a few people who thought they knew better than their peers what was needed. They were DEAD WRONG.
Missouri - 600 Block	get rid of the Mississippi street dividers
Illinois - 600 Block - [REDACTED]	I'd be fine with decent speed bumps from curb to curb. See east Lawrence trail bumps on 15th & 19th. I guarantee everyone would slow way down or avoid us. Even the deep dips of brick in East Lawrence. We, the community wouldn't be forced to turn left on 6th and speeders will def slow down. these would have to go curb to curb with no cut away otw the bicycle crowd, both spandex set and neighborhood peddlers would at least slow down. Maybe at least put a foot down at stop signs they feel they don't have to stop Even roundabouts would be better than this mess, and more pleasing to the eye and general neighborhood beautification
Indiana - 800 Block - [REDACTED]	Restore Access of HOWL, the area generally east of Mississippi, to the traffic signal at 9th and Mississippi Remove the Mississippi Chute Revise "plan" so that traffic isn't diverted to alleys (blind or otherwise) Revise "plan" so that we don't have to pull U-turns, drive into alleys and back out, jump barricades or make lefts up the right-turn lanes to get where we need to go, generally because the plan is way over constrictive. Consider the needs of RESIDENTS and the myriad of visitors and workers to the neighborhood who provide services (lawn care, roofers, plumbers, carpenters, HVAC companies, delivery services, health aides, concrete workers, etc.) that have to deal with this mindless maze created by the plan. Integrate the existing traffic signals with a reasonable circulation and ingress/egress plan for RESIDENTS Instead of using only Median Barriers and Diagonal Diverters, incorporate speed bumps and other available speed altering devices. If speed bumps are considered ineffective based on statistics, get a different statistian. We do drive around Lawrence and have experience as to the effect of speed bumps and other mechanisms these "designers" now say are ineffective. Eliminate the marathon wild goose chases characteristic of the created traffic pattern in the central portion of OWL created by the Mississippi Chute and squandering of the value of the 9th/Mississippi traffic signal
Louisiana - 600 Block	
Maine - 600 Block	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Mississippi - 800 Block	<p>Really, really, really want to see additional traffic calming on both Maine and Michigan Streets. The diverters have no doubt increased volumes on both of these roads, as predicted from before the project even began. Options for the future of Maine as a collector street need to be clearly communicated from the city, as speeding seems particularly rampant in the 600 block while autos try to race to a traffic light that feels like a much longer wait than residents on the West side of town enjoy (intersections of Bob Billings & Crestline, Bob Billings & Stone Meadows, Clinton Parkway & Inverness are CONSTANTLY prioritizing residential traffic, some even before the vehicles reach the intersection).</p> <p>Two diagonal diverters along Mississippi Street was a mistake - perhaps an exit-only dead-end at one end of the 700 block? Putting any exit-only barriers on the 6th or 9th Street entrances to any of our streets seems likely to fuel the "elitism" fire, despite having them in several other neighborhoods in town.</p>
Maine - 700 Block	Get rid of the Diverters and maybe have flashing speed lights? Have those speed lights connect to actually getting a ticket. It's similar to states that have the "run red lights" and you'll get a ticket.
Mississippi - 600 Block [REDACTED]	
Kentucky - 800 Block	Please remove the traffic calming devices
Missouri - 800 Block	Keep them and beautify
Maine - 600 Block - [REDACTED]	The traffic barriers are ugly, divisive, elitist, and encourage unsafe driving. My suggestion for modifications: remove the barriers. Speed bumps work well.
Missouri - 800 Block	Put parking-lot style speed bumps (like those used in Free State High) on every street. The speed humps don't slow speeding frat rats down enough.
Maine - 600 Block - [REDACTED]	I strongly recommend traffic roundabouts that could be beautified with flowers, fountains, and art which I believe would not only slow traffic, but also beautify OWL neighborhood, and enhance the aesthetic appearance and potentially increase real-estate value in OWL.
Maine - 600 Block	Remove!!!!
Louisiana - 700 Block	More stop signs, change curves on Miss.
Arkansas - 700 Block	
Alabama - 800 Block - [REDACTED]	More significant barriers, which may just involve them being permanent. Especially during football games, I've seen a significant volume driving over them.
Maine - 600 Block - [REDACTED]	More appealing diverters- roundabouts would be preferred. Slow traffic, but not entirely impede the ability to get around within the neighborhood.
W 6th - 800 Block	Remove them
Ohio - 700 Block	
Illinois - 800 Block - [REDACTED]	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
W 8th - 800 Block	Make these 4 way stops if you want to slow traffic and reduce people cutting through the neighborhood at high speeds. There is no need for traffic diverter installations.
Mississippi - 800 Block	I realize that no solution will be perfect for everyone, but in the world I live in, the majority of drivers still slow for speed bumps and stop at stop signs. I'm very much in favor of the traffic control discussions heading back in that direction.
Mississippi - 800 Block	Take them away, please.
Mississippi - 700 Block	they are not needed
Mississippi - 700 Block	Barriers to entry on 9th and 6th would perhaps be more impactful.
Illinois - 800 Block	I'd like to see small center islands in the intersections rather than diverters. I think this would slow the traffic down but not be inconvenient or force indirect routes home
Mississippi - 700 Block	The stop signs on Mississippi are redundant and can be taken out.
Mississippi - 700 Block [REDACTED]	Take them out
Indiana - 700 Block - [REDACTED]	I would make the median diverters larger and permanent to prevent drivers from driving over or through them. I would also widen the intersection to allow people who are turning right to do so without driving over the curb. I would also rethink or eliminate the diagonal diverters because they direct traffic in ways that are not intuitive.
Louisiana - 600 Block	I suggest getting rid of the diverters and adding stop signs and/or speed bumps sufficiently pronounced to slow traffic.
Illinois - 600 Block - [REDACTED]	Be able to drive in a straight line from 6th to 9th st and vice versa. Speed bumps ok to slow people down.
Mississippi - 700 Block [REDACTED]	Curbs like the one at the SE corner of Illinois and 7th, should be rebuilt to remove the threat of sideswiping one's car while making the now tight right turn from northbound Illinois onto 7th going east. A family car sustained \$500 worth of damage (Pearson) by scraping that 18" tall protruding sewer cap on the passenger side.
Mississippi - 700 Block [REDACTED]	
Indiana - 700 Block - [REDACTED]	The median diverter materials need to be larger so they are not impassable. People regularly drive over median diverters.
Alabama - 700 Block	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Indiana - 700 Block	
Maine - 700 Block	
Alabama - 600 Block	
Maine - 700 Block	
Alabama - 800 Block - [REDACTED]	Take them all away. This has topped the list of stupid things the city government has done. People are driving over them (I don't blame them) and friends coming to our home get lost on the way. The unnecessary routes cause more traffic just to get home or out of our neighborhood. Where we could drive 3 blocks, we are now driving 5+. NO ONE travels off of 6th or 9th to travel through OWL to downtown or to the west side of town because no one would drive down brick roads with stop signs every other intersection rather than the major streets unless they live here and it's their easiest way home.
Louisiana - 600 Block - [REDACTED]	If the purposes are to discourage through traffic and speeding, I believe four-way stops at all intersections should be considered.
Alabama - 600 Block	<p>I noted that blocking off access to 6th on select streets had been ruled out, but don't recall why. I think that might be worth a revisit or reconsideration.</p> <p>I don't like the cutouts for bicycles. The angled diverters force you into the center of the street. The straight ones are confusing because the cutouts permit bicycle cross traffic, but it is not apparent to traffic moving with the barrier that bicycles may cross there. In both cases it makes the intersections unpredictable and hazardous, if not outright encouraging potential collisions. The failures to yield at stop signs exacerbate the issue. I would recommend either revising these barriers to better protect cyclists, or to remove them altogether.</p>
Alabama - 700 Block - [REDACTED]	I would like to see them removed.
Alabama - 600 Block	I feel like one thing that can help prevent speeding is adding more strategically visible speed limit signs. I know several people who thought the speed limit was 25-30 because that is typical for most neighborhoods in Lawrence. This includes myself when I first moved in. Sometimes, you can go a solid 2 blocks until you see a speed limit sign and realize that you were accidentally speeding. For example, entering the neighborhood from the east via 8th street, crossing Tennessee, you can easily miss the first speed limit sign because it's often obscured by a large tree. I understand this does not solve the issue of habitual speeders.
Illinois - 800 Block - [REDACTED]	Maybe get ride of the diagonal diverters and replace with median diverters.
Illinois - 600 Block	I think the diverters are unsightly and create an unwelcoming feel to the neighborhood. Slowing of traffic could be better achieved by use of speed bumps or roundabouts on streets that have the space.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Maine - 700 Block	Take them away
Ohio - 800 Block	
Alabama - 800 Block	
Alabama - 800 Block	
Mississippi - 600 Block	
Alabama - 800 Block - [REDACTED]	
Alabama - 800 Block - [REDACTED]	
Alabama - 600 Block - [REDACTED]	speed bum,ps
Missouri - 600 Block	
Mississippi - 700 Block	Please remove the diverters. This new infrastructure negatively impacts the neighborhood. I have noticed drivers do not stop at the Stop signs anymore, alleyways are the new highway, and people are doing all kinds of unsafe practices while driving. Large waste of funding and resources.
Mississippi - 700 Block	
Alabama - 800 Block	More stop signs or speed bumps would be effective. More speed limit signs. [2]
Alabama - 800 Block	Speed bumps
Indiana - 700 Block	I would suggest speed bumps and possibly the monitors that show the driver the speed they are going. Possibly "around about when and if there is enough room-
Mississippi - 800 Block	They need to change so they can't be driven over easily.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Indiana - 700 Block	No, I prefer to leave that to the experts -- too many Monday-morning quarterbacks as it is.
Alabama - 600 Block	There is too much control. This pilot feels like overkill. Is there a way to have small roundabouts, more speed bumps, dips, or fewer diverters? We tried this experiment, but I don't think it is working for many/some.
Alabama - 600 Block - [REDACTED]	
Indiana - 600 Block - [REDACTED]	
Mississippi - 700 Block	The Mississippi L diverters on 8th street could be moved to Indiana and a 4 way stop could be put into place at 8th. That would allow people who utilize street parking to use the signal at 9th and Mississippi, and would also slow traffic.
Mississippi - 600 Block	beautification
Ohio - 800 Block	I would suggest 4-way stops at every intersection, which should have happened years ago.
W 8th - 800 Block	I think one is needed at 8th and Illinois. I wonder if the one at 7th and Miss. should be changed from the diagonal to allow people living in the 600 blocks access to the stoplight intersections.
Maine - 700 Block	Better coordination and understanding; definitions of what neighborhoods want the traffic changes;
Mississippi - 700 Block	concrete diverters that drivers cannot drive over
Indiana - 700 Block	Please Use appropriate "Speed Bumps" on each North/South block so that the speed is slowed but Emergency Vehicles & other larger vehicles can reasonably negotiate the intersections without damaging Public and Private property including my SUV.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Ohio - 700 Block - [REDACTED]	I tend to trust the experts. Other than that, we need fewer non-experts thinking they are experts...
Alabama - 800 Block	
Alabama - 800 Block - [REDACTED]	
Tennessee - 700 Block - [REDACTED]	I'd like to see all the diagonal and most (or all) of the other diverters removed. If speed is an issue, we should have more stop signs - four way stops even - speed bumps and other things that naturally cause people to slow down. I actually like roundabouts, though I'm sure they'd be a tough fit in many intersections, but at least you aren't prevented from reaching your destination when you encounter them and it does require people to slow down. If speed is an issue on some blocks, then lets ask for one of them signs that shows peoples speed and flashes to tell them to slow down. There HAVE to be better options than the ones employed currently.
Mississippi - 700 Block	Make it more difficult for vehicles to simply drive over the diverters.
Missouri - 700 Block	
Illinois - 800 Block - [REDACTED]	traffic bumps would do much the same thing - convert to this or more stop signs
Indiana - 800 Block	Instead of diverters, I feel like speed bumps and roundabouts would be a far better and less invasive option.
Mississippi - 600 Block [REDACTED]	Modifications should be suggested by professional engineers and/or knowledgeable city staff, based on feedback from residents.
Illinois - 600 Block	I would suggest removing all the existing plastic barriers, which prevent residents and guests of the neighborhood from traversing easily. I suggest considering a different and proven approach to reducing traffic speed, such as speed bumps (as on the 700 and 800 blocks of Maine) or roundabouts (as seen throughout the city). These approaches reduce traffic speed without impairing the utility of the roads or excluding visitors from the neighborhood.
Alabama - 700 Block	No, just eliminate them all.
Indiana - 800 Block	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Mississippi - 700 Block	I have never noticed traffic issues in OWL and find the diverters to be ridiculous.
Illinois - 600 Block	
Mississippi - 600 Block	No
Louisiana - 600 Block	speed bumps and 4 way stops on 7th and 8th
Mississippi - 700 Block [REDACTED]	i would like roundabouts considered instead of the diagonal diverters. Also there have been proposals to close some streets at 6th and 9th. I think that is preferable to having the internal diverters that we have now.
Mississippi - 600 Block	The interior neighborhood diverters cause problems for people who live in the neighborhood. Perhaps blocking entry off main roads at a few key streets (Miss & 6th, or 7th & Tenn.) would be a better plan. See 6th & Schwartz as an example of this idea. I also happen to think that installing mid-block speed bumps and four-way stop signs at EVERY intersection would be far more effective and practical than the current diverter set-up.
Ohio - 800 Block - [REDACTED]	use other methods if needed - speed humps or something like that
Indiana - 800 Block	The current situation seems to me to be just about the least intuitive possible. Round-about or speed bumps would be less disruptive and would allow residents and guests alike to use the streets more safely as drivers. If speed is the issue, in fact, they would likely be more effective solutions.
Mississippi - 700 Block	In my letter to the city commissioners last month, I shared a NYTIMES feature on Carmel Indiana, where roundabouts are used extensively. Not only do roundabouts reduce the impact of traffic emissions, they slow traffic and beautify the neighborhood.
Indiana - 600 Block	I would rather have speed bumps.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Illinois - 700 Block - [REDACTED]	<p>1. Impacts on North-South streets should be balanced - Louisiana, not surprisingly, has none.</p> <p>2. I think the diverter's take up too much street space on 7th and 8th Streets making the imposed right-hand turns somewhat more difficult - I suspect emergency services vehicles may have a problem making turns without hitting curbs or the diverter structures.</p>
Illinois - 700 Block	I would prefer more policing particularly at the beginning of KU sessions, and I could accept speed bumps if necessary.
Illinois - 800 Block	<p>If not already available, it would be good to have maps available for the general public. These could be printable online, if people know to look for them. We have social media and other City organizations that inform us of events in our town. Perhaps KU would include a link for printable maps showing traffic calming devices in OWL.</p>
Alabama - 800 Block	Remove the diagonals on Mississippi and perhaps all of the other diverters. Put 4 way stops at every intersection. Add some speed bumps.
Arkansas - 700 Block - [REDACTED]	If they have to stay then stop sign locations need to change.
Arkansas - 700 Block - [REDACTED]	GROW UP AND OWN PROPERTY AND/OR LIVE IN THIS NEIGHBORHOOD !!!!!!!!!!!!!!!!!!!!!
Arkansas - 700 Block - [REDACTED]	
Mississippi - 600 Block [REDACTED]	<p>I do not like the diagonal diverters. I want to be able to travel up and down 7th Street to get to Maine and Michigan to use the traffic lights to access 6th. I do not like turning left onto 6th at Mississippi (esp. because you have to pull up quite a bit to see oncoming traffic). I wish I could turn left to go up Mississippi to 9th, but I can live with a vertical diverter at 7th and Mississippi—it would keep traffic speeds on Mississippi down, which is a good thing (and is a positive result of the current diverter). That said, I will admit that the diagonal diverter has decreased traffic in front of our house (at 7th and Mississippi) which is nice, because we have had two cars parked along the curb significantly damaged by drunk drivers.</p>
Arkansas - 700 Block	I would like to be able to use 8th street to get downtown instead of trying to reduce my drive and then ending up on 9th street anyway
Ohio - 600 Block	
Indiana - 800 Block	Please get rid of them. We personally never had a problem and now it is just a hassle to get back home.
Indiana - 600 Block - [REDACTED]	The SE corner of 7th and Illinois is a problem where the sewer drain concrete cover presents a deceptive turning radius. Lot of scrapes to the tires and sides of vehicles.
Illinois - 700 Block - [REDACTED]	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
W 8th - 800 Block - [REDACTED]	A pattern to allow easy touring of the streets in the neighborhood given the uniqueness and character, in order to show those new to the area.
Indiana - 600 Block	less diverters, possibly speed bumps
Arkansas - 800 Block - [REDACTED]	I will defer to: 1. The experts, 2. The organizers, 3. Others who are having different experiences than myself.
Louisiana - 800 Block - [REDACTED]	Consider including Maine Street. Also the design of the straight diverters makes turning difficult because of closeness to the curb or if there is a parked car near the intersection.
Arkansas - 800 Block	
Louisiana - 800 Block	On the previous question about the character of the neighborhood, I think will nice looking permanent installation it will be positive. I have seen cars driving around the straight barriers, so that's something to take into consideration.
Louisiana - 600 Block	
Tennessee - 600 Block [REDACTED]	
Ohio - 800 Block	Remove all from Ohio street
Ohio - 700 Block	I think the traffic-slowing function could be achieved with fewer blockages, but maybe not. I am not a traffic engineer, but I have worked with some, and I realize that traffic control measures like bumps and stop signs often have counterintuitive effects.
Louisiana - 800 Block	
Louisiana - 800 Block	Remove all diverters. If the LARGE dips at 1/2 of the intersections don't keep speeds down, there are a lot of damaged bumpers out there. A possible change would be to try one-way streets, but that, too, is probably more disruptive than helpful.
Kentucky - 800 Block - [REDACTED]	Very aggressive speed bumps like on some side streets south of campus.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Kentucky - 800 Block - [REDACTED]	Aggressive speed bumps in lieu of diverters as on side streets south of campus
Arkansas - 800 Block - [REDACTED]	I would make them not able to be driven over by people
Ohio - 700 Block	If there must be something at intersections perhaps 4 ways stops or something like it would be better. The current set up makes it impossible to get from point A to B in the neighborhood in a direct way.
Ohio - 600 Block - [REDACTED]	Enforce stop signs
Ohio - 600 Block [REDACTED]	Obviously comments and data need to be collected and considered. I have no doubt some changes will be needed to make things more positive for all. As I understand, that's the process in place.
Ohio - 600 Block - [REDACTED]	Eliminate diverters. Maybe speed bumps and signage
Arkansas - 700 Block - [REDACTED]	
Alabama - 800 Block	Remove the diverters and add more police enforcement of the speed limits and stopping at stop signs.
Missouri - 700 Block	
Ohio - 700 Block	We would suggest speed bumps be installed on heavily traveled streets in OWL.
Louisiana - 800 Block	
Tennessee - 700 Block	If there are still to be diverters, then I would reduce them to just two or three at strategic points. I am also a fan of all-way stop signs throughout the neighborhood. These may not reduce overall speeds for individual drivers, but they still impose a cost on those who use streets as shortcuts, and make such behavior inconvenient as a habit. From my perspective, the goal of this program should be to make high-volume, high-speed travel through OWL impractical, not impossible.
Tennessee - 600 Block	I want them removed.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Louisiana - 800 Block	
Ohio - 700 Block	If I'm parked facing west on Ohio and I want to go west on ninth, I can't do so without taking seven turns and going blocks out of my way. I can go the wrong way to sixth, but then I have to turn left on sixth without a light or turn East on sixth and go entirely around the neighborhood. If you at least removed the diagonals you could keep going on the direction you want and work your way toward where you want to go.
Arkansas - 800 Block	I feel people would have significantly fewer complaints if the diverters were placed mid-block rather than mid-intersection, allowing for normal use of the intersections to residents. However, that is obviously much more difficult to achieve for a pilot test program. I think there could be some thought put into where to position diverters to best drive traffic within OWL to the collector streets (eg: leaving OWL residence with a direction in mind) but the trade offs are acceptable as is.
Indiana - 600 Block	If there were just one turn (diverter) between 6th and 9th on each street I would think that would be enough to keep people from speeding through the neighborhood. I think easy access to every house is important and you shouldn't have to carry a map to figure it out.
Missouri - 700 Block - [REDACTED]	I would like fewer traffic calming devices and more attractive Construction subjective
Missouri - 700 Block - [REDACTED]	Removal of all barriers.
Missouri - 700 Block	bumps not barriers.
Ohio - 700 Block	It seems like you should be able to come back from campus via Mississippi, or from the Merc, and be able to turn left from Mississippi onto 8th .
Tennessee - 700 Block [REDACTED]	Although I understand that traffic calming measures are thought to be less effective, I would like to see more efforts to try those as opposed to what is less traffic calming and more traffic diversion.
Ohio - 700 Block	I most dislike the diverters at Mississippi and 8th. I drive relatively rarely, so am more neutral than others.
Maine - 700 Block - [REDACTED]	I live on Maine St. and my initial concerns with every street EXCEPT Maine getting diverters have come to pass. I have noticed faster speeds and at times heavier volumes of traffic. Having two young kids who play out front concerns me greatly. If equity was at the core of the decision making process, I believe Maine's traffic also needs to be addressed. I believe in the efficacy of the diverters and the vision of the program--I can see how this can positively affect our neighborhood. I want this to move forward, but not at the cost to those who live on Maine. We are OWL residents, too, and I do not want our street to be a funnel for through traffic that cuts the neighborhood in half.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Ohio - 700 Block - [REDACTED]	I would like these inconvenient eyesores removed.
Missouri - 800 Block	The aesthetic quality is rather junky looking in my opinion. Compared to the "historical" beauty
Missouri - 800 Block - [REDACTED]	Repaint the speed bumps so they are more noticeable. People still speed past the one on my street.
Missouri - 800 Block - [REDACTED]	
Missouri - 700 Block	Make all streets one sided parking on football game days - I can't park or sometimes even get out of my car. We pay taxes and they don't want to pay for parking so they park all along Missouri, 8th, 7th and other side strets. only one car can squeues by. Perhaps signs and a decal like apartments do I we have to park in the street so police/etc. know we live here.
Ohio - 600 Block	There still needs to be something to slow traffic down on 7th Street East of Louise's West bar.
Louisiana - 700 Block	
Illinois - 700 Block - [REDACTED]	Yes I would suggest for them to be taken out. People have the hardest time trying to get to my house and it's been a terrible time trying to get out of this maze as well.
Missouri - 800 Block	Remove diverters on Mississippi and install 4-way stops and speed bumps as on Maine.
Ohio - 600 Block	The diverters are ugly and an eye sore to the neighborhood.
Missouri - 700 Block	<p>MY MAIN CONCERN is that it would take emergency vehicles longer to reach most addresses because they would have to go around the block.</p> <p>A SECOND CONCERN is that the diverters are REALLY UGLY!!! They make beautiful Old West Lawrence look tacky.</p> <p>MINOR CONCERNS: Coming from KU, we tried crossing 9th street going north on Indiana. We kept getting diverted and diverted and diverted. At least we know the neighborhood, so we eventually got home. Someone visiting would likely be really confused. The diverters are not accounted for on google maps.</p>
Indiana - 600 Block - [REDACTED]	Most importantly, the diagonal diverters should be eliminated, as they fundamentally divide the neighborhood into east and west sections and cause unsafe actions BY RESIDENTS, eg making left turns onto 6th street where no traffic lights (all of which are west of Alabama) or forcing traffic into alleys to avoid the complications.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Missouri - 700 Block - [REDACTED]	I think the diverters should be made permanent in such a manner as to prevent drive-overs.
Louisiana - 800 Block - [REDACTED]	If they are made permanent work on the aesthetics
Tennessee - 700 Block [REDACTED] t	Remove the diverters.
Ohio - 700 Block	Keep them and add more if needed.
Missouri - 800 Block	perhaps more speed bumps - diversions are not helpful imho
Alabama - 800 Block	Eliminate the barriers...speed humps are better than this...consider 4-way stops too
Alabama - 600 Block - [REDACTED]	Perhaps less invasive plans
Ohio - 600 Block - j [REDACTED]	
Ohio - 700 Block - [REDACTED]	Perhaps we'd see a similar benefit with fewer diverters.
Illinois - 600 Block - [REDACTED]	The age of the neighborhood and size of the streets needs to be taken into account with any type of traffic control in OWL. Not all corners are equivalent, and some intersections do not lend themselves well to putting something "new" in the middle (for example 7th and Illinois is too small to accommodate this change). While there was a large amount of cut through traffic previously, it was not of any concern, anything to curtail speeds should be more equivalent to speed bumps and roundabouts rather than eliminating the ability to navigate the streets.
Maine - 800 Block - [REDACTED]	Not sure. I actually think roundabouts work better like at 8th and Ark
Ohio - 600 Block [REDACTED]	Why should the people for north and east Lawrence pay for the safety of old west Lawrence residents when they don't have the luxury of putting dividers in their neighborhood to protect their family and children. Why are people in old west Lawrence more important than other residents in Lawrence.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Indiana - 600 Block	The diagonal diverter at 7th and Mississippi is very difficult to deal with. I like to go up 7th St to get to a cross street with a light at 6th St so I can safely make a left hand turn onto 6th street. Also my Vet is straight up 7th and it's become complicated to get to their building.
Indiana - 800 Block - [REDACTED]	As a delivery business, Owens Flower Shop, we are in favor of traffic slowing measures but not blockades. The current plan makes our trip 3 block trip to Rumsey Funeral Home an 11 block adventure.
Indiana - 700 Block	make 7th and indiana a fourway stop
Indiana - 600 Block - [REDACTED]	Any reorganization should allow OWL drivers to access 6th street at a traffic light. Where I live we can't do that without going all the way to Kentucky. That adds half a mile to any trip, thus, ironically, putting more cars on more blocks of streets.
Ohio - 700 Block - [REDACTED]	For me it is as crucial that the East/West traffic flow be addressed (as it is currently) as any change to N/S flow. Also changing of the stop signs to be in sync with diverters would be good.
Arkansas - 800 Block - [REDACTED]	
Ohio - 800 Block	<p>As a new resident, we have been in process of moving various and sundry large and small items to and fro the house, and had many friends and contractors TRY TO FIND our house- that is, find a way to come to our house without our giving extremely explicit directions to them. Google does not help, obviously... at 815 Ohio, the only way to park directly in front of our house is to access it from Louisiana and 8th, traveling east on 8th, south on Ohio and then parking on the west side.</p> <p>I would MUCH RATHER have frequent stop signs, or (ugh) speed bumps than these crazy interruptions!! They may be methodical to you, but not to new residents, not to visitors.</p> <p>Verrrrrry frustrating to be forced to turn right here and there, especially!! I believe those are the absolute WORST of the lot!! I have always tried to cross 6th street with a signal. This means Ky, Tenn, and then all the way to Maine... I have found a way to get to Maine from my alley (not from in front of my house, tho), but I cannot seem to find my way from 6th and Maine OR Ky OR Tenn back to the front of my house to park!!</p> <p>ACK!!! I am extremely disappointed!! Susan</p>
Missouri - 800 Block	renove current diverters
Louisiana - 700 Block	Plans should accommodate snow removal, fire fighting equipment and ambulances. Plans should work with already existing safety features. No alternatives should be considered which destroy the utility of safe left-hand turn lanes into the neighborhood (such as at 9th and MS) or which block east/west access to the stoplights at 6th and Maine.
Missouri - 700 Block	
Tennessee - 700 Block [REDACTED]	Mississippi St. functions as a Collector Street, and though not officially so designated, should be free of any barriers, just like Maine St., an officially designated Collector Street. This would allow for a more efficient flow of traffic through the neighborhood in all directions and relive traffic on Maine St. as well as address many of the complaints by Owl and non-Owl residents.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Ohio - 800 Block - [REDACTED]	Need a stoplight at 6th & Mississippi
Arkansas - 700 Block - [REDACTED]	I feel like we should align stop signs with street dividers. Some streets don't have a stop sign but they do have a street divider and that seems confusing
Louisiana - 700 Block	I think the number of diverters is excessive. I assume that this is because they are still studying the correct number and location.
Ohio - 600 Block	Remove all the added controls
Missouri - 600 Block	Take it all out---I spend a lot of time driving around just to get to my destination--not good for climate control to waste gas and increase emissions
Louisiana - 800 Block	
Maine - 600 Block - [REDACTED]	JUST MAKE IT SO WE CAN GO FULLY THROUGH ALL THE ROADS
Maine - 600 Block - [REDACTED]	
Arkansas - 800 Block	I think if speed is the primary concern, stop signs or speed bumps are a better answer. Before moving to OWL, I did not even know my use existed, so the idea that people use this area to cut through is unsubstantiated. Nothing is being done on Michigan where I notice the most speeding from private and commercial vehicles. 6th street is cobble so you have to drive slowly, 7th street has a stop sign every block. The diverters are awful and the idea that the fire department can't get to me and my neighbors as quickly, is awful.
Maine - 600 Block	This is a small city and it isn't necessary. The stops have a better results.
Arkansas - 700 Block	Remove the barriers. I never noticed any issues with the roads in the first place.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Alabama - 600 Block	Removed!
Ohio - 700 Block	
Mississippi - 600 Block	How about 4-way stops at each intersection?
W 8th - 700 Block	
Indiana - 600 Block	Only there appearance.
Mississippi - 600 Block	Remove current system and install Speed Bumps.
Alabama - 700 Block	Remove them.
Arkansas - 700 Block	Remove them
Alabama - 700 Block - [REDACTED]	The diverters need to be removed as soon as possible.
Missouri - 800 Block	On straight diverters, the stop signs should address traffic that cannot move forward, not the other way around. The directional diverters could be roundabouts, so people would have to slow down, but could still move logically through their home neighborhood to errands, etc.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Louisiana - 800 Block	I would like to be able to turn right on the 700 block of Louisiana heading toward Indiana, or have that median removed completely. That has been a significant inconvenience to my whereabouts. That is the main road I take to get to where I need to go. As well as being able to turn left on the 800 block of Louisiana, turning to Ohio.
Arkansas - 700 Block - [REDACTED]	<p>As residents of Old West Lawrence, we chose to live in a neighborhood that is surrounded by major roads and is proximal to downtown and a major university. It is ridiculous to think we can noticeably reduce thru traffic in the neighborhood.</p> <p>Existing barricades serve only to irritate drivers (which increases other unsafe driving behaviors - see next response), increase traffic on certain other streets and alleys in the neighborhood, and serve as an impedance to neighbors, employees working in the neighborhood (mail carriers/delivery people - just in time for the holidays; city employees who are checking the water meters, collecting waste, sweeping streets, salting/plowing roads - just in time for winter, trimming trees, repairing electrical lines, etc.; contractors/service people who are doing maintenance on neighbors homes, and perhaps most importantly, emergency vehicles).</p> <p>A more realistic approach to traffic calming would be to install roundabouts and speed bumps throughout the neighborhood. These would force vehicles to slow down, and would likely result in at least some of the thru traffic finding alternative routes. If the ultimate goal is keeping the neighbors safe, slowing down traffic would serve this purpose without preventing people who live or work in the neighborhood from getting to their destinations safely and efficiently.</p>
Louisiana - 800 Block	
Louisiana - 700 Block	
Louisiana - 700 Block	
Maine - 600 Block - [REDACTED]	Unpack why there is an impulse to "control" human movement.
Ohio - 800 Block	I am not sure of the goal -- to reduce traffic period or improve the safety of the existing traffic? Slowing things down on the streets and at intersections seems reasonable -- making navigating a maze to get through the neighborhood does not. Wouldn't speed bumps or roundabouts do the trick?
Louisiana - 600 Block	I don't understand why we went from zero to nuclear. I would have preferred additional stop signs and some sort of speed bumps.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Mississippi - 700 Block	Take all diverters down ASAP
Illinois - 700 Block - [REDACTED]	Put roundabouts where the current diverters are located—I have voiced ad nauseam my annoyance at being diverted 6 blocks out of my way if my destination is west of our house. I don't mind turning around in the alley, but I'm not sure our neighbors enjoy the increased traffic. Also, I don't think constant comings and goings in the alleys are safest for pedestrians on the sidewalk, having had several close calls myself when walking the dog. Roundabouts would solve the concerns that I have.
Louisiana - 700 Block	I'd like to see at least a 50% reduction Remove at least one of the 2 diverters on Mississippi
Louisiana - 700 Block	One diverter on Mississippi should be tried / considered.
Mississippi - 600 Block [REDACTED]	Working with
Alabama - 700 Block - [REDACTED]	1)The diverters are far too large for the intersections in a historic district with narrow streets platted in the 1800s. It surprises me that the city's Historic Preservation group has remained silent! 2)The curved diverters are dangerous when 2 cars approach from two of the directions (ie: 1 car going north on Mississippi & a second car going east on 8th meet at the curved diverter, they endanger each other...when in the best of moods.
W 8th - 600 Block	Diverters don't need to be so big or ugly, nor do they need extra signage(which is also ugly.) Consider placing SMALL roundabout-type installations which will significantly slow all traffic and COMPLETELY stop huge SEMI-LENGTH beverage & food delivery trucks, while still allowing emergency vehicle access to OWL.
Indiana - 700 Block	
Indiana - 700 Block	
Mississippi - 700 Block [REDACTED]	Take out the diverters. They are fixing a problem that didn't exist and instead, created one out of whole cloth.
Tennessee - 600 Block	As an alternative to turning left onto 6th street, it's nice to be able to head West on 7th street until Main, and then head up to 6th street and make a left turn using the light. With the way the diverters are currently set up I can't do this anymore, and it's slight frustration.
Missouri - 800 Block - [REDACTED]	Four way stop at every corner instead of diversion.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Mississippi - 600 Block	I believe that if the goal is to reduce and slow traffic then 4-way stop signs should be placed on every corner in the Old West Lawrence area. This would disincentivize drivers from cutting thru the area and address safety concerns. Prior to the diverters being installed there was much more traffic but we noticed very minimal unsafe driving and drivers were generally courteous to pedestrians and cyclists. In 20 years I rarely saw any driving that caused concern. Now however I notice lots of drivers not stopping at the stop signs at 7th and Mississippi, 7th and Illinois, and 8th and Mississippi (frankly, these stop signs are likely not noticed by many drivers as there isn't any possible cross traffic at these intersections). Also, we have MUCH greater traffic in the alleys as drivers are using them to circumvent the diverters. This is resulting in greater rutting which will seriously degrade the alleyways resulting in rough terrain and water pooling in ruts which will lead to mosquito breeding areas.
Indiana - 700 Block - [REDACTED]	Instead of diverters, install speed bumps. They would be much safer. Also, place those electronic signs that sense and display the drivers' speed in red characters if they are speeding, or green characters if they are within the speed limit. They should be a permanent feature of OWL and moved around so that all streets have them from time to time.
Louisiana - 600 Block	Call me old fashioned, but I guess I just like being able to drive down a street and turn—either left or right—onto another one in a way that makes sense and doesn't feel like I'm solving some kind of puzzle or maze.
Alabama - 700 Block - [REDACTED]	I'm not sure many drivers even know the speed limit is 10 mph. I think having a "kiosk" in the middle of select intersections to make it clear that the speed limit is 10 mph would be a start. I also think that having a rotating electronic sign telling people how fast they are going would be a very good educational tool and behavior modifier. It seems the speeding is seen as more predominant in the eastern portion of OWL and traffic measures could begin there if necessary.
Ohio - 700 Block	I would defer to City traffic planners.
Tennessee - 600 Block [REDACTED]	Eliminate all diverters
Ohio - 700 Block	
Mississippi - 700 Block [REDACTED]	Remove them all this is causing issues with delivery companies and emergency services. The only way to eliminate the traffic cut though of OWL is to make 9th street a true four lane from Iowa to Mass and add turn lanes on the south side for Main and Mississippi for KU traffic.
Ohio - 700 Block	
Alabama - 700 Block	The current plan is overcooked. Four way stops seem simple, understandable. It will not fix every issue, but nothing will.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Indiana - 600 Block	Reduce the number of diverters, add stop signs to every corner, add traffic circles to slow traffic.
Illinois - 800 Block	I would like to have them removed
Maine - 800 Block - [REDACTED]	
Tennessee - 600 Block [REDACTED]	More aesthetically pleasing
W 8th - 900 Block	Remove them. Try literally anything else.
Maine - 800 Block	Put them on Maine St!
Maine - 800 Block	
Maine - 800 Block - [REDACTED]	
Arkansas - 800 Block - [REDACTED]	I have seen people drive around and over the diverted. I hope permanent ones make that not possible. Also having 2 on Mississippi seems difficult for those who live there. Would like to have one at 7th and Arkansas.
Kentucky - 800 Block	Remove all the modifications
Ohio - 800 Block	I would be ok with a round about. Or yield signs. How it is now, I'm forced to go out of my way every single day just to turn left. Not a huge deal but it would be nice if it was more convenient.
Arkansas - 700 Block	If too many people object to these trial traffic diverters, we could try other traffic calming devices, such as round-about type structures. Stop signs do not work well enough.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Alabama - 700 Block	
Maine - 800 Block - [REDACTED]	
Maine - 600 Block	
Alabama - 700 Block - [REDACTED]	
Mississippi - 600 Block	<p>No modifications, please. I've studied the layout in great detail and believe it covers the entire neighborhood in a fair and balanced way in order to achieve the goals. It's actually a pretty brilliant, very well-considered and well-developed plan that achieves the goals. I don't see a better layout possible given the constraints and the goals of the project. I'm really excited about making these changes permanent.</p>
Ohio - 800 Block - [REDACTED]	<p>My first choice would be to go back to NO diverters. However, I understand that certain streets get a lot more traffic than mine and I am not opposed to keeping A COUPLE of diverters much more skillfully placed.</p>
Missouri - 600 Block	<p>Remove diverters- causing unpredictable and unsafe driver behaviors - also negatively impacts aesthetics</p>
Maine - 800 Block	<p>I do not believe that the diverters are an inappropriate solution to the problem. It's my experience that if we're worried about the speed of drivers, speed bumps or humps would be a much more effective deterrent to the speeding than the diverters. I walk through the neighborhood almost every day to walk my dog or just go on a walk and almost every time I see people drive over the diverters, turn the wrong way around a diverter, or come speeding around a corner because they were forced to turn at the diverters like the ones on Mississippi. I live off Maine, which next to Mississippi is arguably one of the busier streets with the buses and direct route to the hospital-yet this road received no diverters (I'm assuming due to the hospital and existing speed bumps) and it's my experience the traffic levels on the other streets do not justify diverters- as I said earlier the biggest problem that previously existed is speed, which would be remedied more effectively with speed humps.</p>

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Maine - 800 Block	Remove all diverters. Have police establish the law by true and tried methods. Cops occasionally monitor the 4 way stops. Give out speeding tickets. Stop using CYA social barricades to expect appropriate behaviors by citizens.
Maine - 800 Block	
Tennessee - 700 Block	I would prefer to see the diverters organized like mini roundabouts. I think this would slow down traffic without driving traffic to the alleys.
Arkansas - 700 Block - [REDACTED]	Remove all. City crews cannot safely maintain the streets with them in place.
Arkansas - 800 Block	
Missouri - 700 Block - [REDACTED]	
Missouri - 700 Block - [REDACTED]	I would suggest large planters in the middle of the intersections which do not act as a roundabout, but prevent high-speed traversal of the intersections.
Maine - 800 Block	The diverters are the single most pointless addition to road traffic I have ever seen. Not only does it leave little to no difference to traffic, it makes it considerably more difficult to drive around the neighborhoods with the diverters.
Indiana - 800 Block	
Alabama - 700 Block	
Illinois - 800 Block - [REDACTED]	yeah get rid of them!

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Missouri - 800 Block - [REDACTED]	I would prefer that we remove the forced turns on Mississippi street and stick with straight diverters. Further, I suggest that we limit diverters to one between 6th St. and 9th St. for each north-south street in the neighborhood.
Illinois - 800 Block [REDACTED]	<p>I would like to see the diagonal dividers removed to restore downtown access to 7th and 8th streets.</p> <p>I'd like to see the city remove barriers on brick streets that already discourage speeding by the nature of their driving surfaces.</p> <p>I'd like to see the city enforce existing traffic laws like speed limits and stop signs and discourage actively cutting through alleys.</p> <p>It's dangerous to force people to make left-turns on 6th and 9th streets without traffic lights. The existing grids not only encourage this, but they become a cruel form of punishment for taking a wrong turn.</p>
Alabama - 700 Block	
Maine - 800 Block - [REDACTED]	Perhaps stop signs and eliminate the diverters.
Illinois - 700 Block	
Illinois - 700 Block - [REDACTED]	Remove them. Put speed bumps down. They are enough of a deterrent.
Illinois - 700 Block	4 way stops at more intersections or the ones with no barrier. 8th and Illinois is a great example of an intersection that has remained hazardous and also not detoured anyone's speed.
Missouri - 800 Block	I'm not sure if this would work, but I would like to see the plans modified to allow residents in OWL who are west of Mississippi to be able to take 7th and 8th to downtown (Mass) without having to use 6th or 9th streets. I don't know, but I don't think non-residents take 7th and 8th to Mass, I think they use 6th and 9th. Again, I'm not sure this is true, but anecdotally I see that non-residents use the OWL neighborhood streets as a cut-through going north-south and south-north much more often than east-west or west-east.
Arkansas - 700 Block	Remove them completely or update maps and signage for the changes.
Arkansas - 700 Block	If they aren't going to be completely removed there needs to be better or different signage installed. The stop signs no longer make sense and in my experience they have made the pedestrian walking experience more dangerous. Also if they are not going to be completely removed they need to be updated on maps. I've had multiple visitors get lost or frustrated as their GPS doesn't know what to do.
Arkansas - 700 Block	Update GPS technology with the new road blocks. People don't know where they are going because maps will tell them to do instructions that aren't possible. Change the signs to make sense with the new road blocks. The stops signs stop the wrong road of traffic.

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Maine - 700 Block	If anything, roundabouts or something similar that still allows thru traffic in all directions on 4-way stops.
Illinois - 700 Block - [REDACTED]	Given that it's still in the testing stage, it would seem prudent to try other methods--additional stop signs, traffic calming, etc.--before any final determinations.
Missouri - 600 Block - [REDACTED]	Get rid of it
Missouri - 600 Block	No more
Maine - 700 Block	
Missouri - 600 Block	
Maine - 700 Block	I would like to see the data gathered by the city first
Kentucky - 800 Block	Include Kentucky, Tennessee, 6th, and 9th for safety improvements.
Alabama - 800 Block	TRAFFIC CONTROL ISN'T NEEDED. PEOPLE HAVE A RESPONSIBILITY TO BE AWARE OF POTENTIAL DANGERS OF ROADS AND TO EDUCATE THEIR CHILDREN ACCORDINGLY. IT IS IMBECILIC TO PENALIZE RESIDENTS BY TURNING THE ROADS ESTABLISHED BY OVER A CENTURY OF USE INTO MAZES FOR RESIDENTS TO NEGOTIATE. THE BARRIERS ARE AN INSULT.
Maine - 600 Block	A simple stop sign or round about would have accomplished the same goal with out being highly disruptive
Mississippi - 700 Block [REDACTED]	
Arkansas - 700 Block	
Mississippi - 800 Block [REDACTED]	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Illinois - 700 Block - [REDACTED]	Someone said we tried speed bumps...I do not remember that at all. Perhaps as one of the many tools we choose to implement, they would fit right in.
Arkansas - 800 Block	I have observed conflict between the temporary diverters and existing signage, such as drivers running stop signs and nearly hitting me due to confusion caused by poorly planned diverters. I do think there are specific problem intersections, such as 7th and Missouri, which warrant 4 way stops, but are exacerbated by the diverter in my opinion.
Missouri - 800 Block	The Mississippi diverter is very hard to manage.
Kentucky - 800 Block	
Arkansas - 800 Block	
Louisiana - 600 Block	Do speed bumps not work? I just think the whole thing is kind of a mess.
Alabama - 700 Block - [REDACTED]	
Indiana - 800 Block	Would like the discussion to start of what these diverters could look like as permanent options because obviously the temporary ones are not the look we want for the neighborhood.
Alabama - 700 Block - [REDACTED]	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Outside of OWL [REDACTED]	
Outside of OWL	
Outside of OWL [REDACTED]	I wish there were more streets that went straight through.
Outside of OWL	Remove these and install speed humps
Outside of OWL	I'm supportive of the program, but 7th to 8th on Mississippi seems like an unfortunate configuration.
Outside of OWL	
Outside of OWL - [REDACTED]	remove these wastes of money NOW
Outside of OWL	
Outside of OWL	Remove them
Outside of OWL	Remove dividers - they are absolutely horribly placed. I had to drive around for 15 min trying to get to my friends house. AWFUL!!
Outside of OWL	Remove diverters and install speed humps
Outside of OWL	
Outside of OWL	

Reported Name	Would you like to suggest any MODIFICATIONS to the traffic control plans? If so, please add your comments below.
Outside of OWL	

Reported Name	What OTHER COMMENTS would you like to add?
Maine - 700 Block - [REDACTED]	<p>It is unfair and unwise to make major decisions (even for a pilot) out of public view and without surveying as many residents as possible BEFORE specific solutions are proposed. I'm sure the City and OWLA board originally thought they were crafting a solution to problems faced by a majority of the neighborhood. However, once vehement disagreement erupted on Facebook, it should have been obvious that the neighborhood has a wide array of opinions and needs. ALL opinions must be given equitable consideration or any solution will have significant shortcomings. Hopefully, this survey helps us collect the necessary public opinion data to better understand the needs of our neighbors.</p> <p>As I've previously stated to the City Commission (and to the Commissioners individually), after I announced on Facebook that I would create a survey, the OWLA board asked me to work with them to craft a survey. I said I would, so long as we moved forward in a transparent fashion. (In my estimate, communication had been a failure and I wasn't going to be attached to a project that continued this pattern.) However, even after the OWLA board appointed me and one other person to create a survey, they insisted that I wait at least 1 week to let people know about their decision to create a survey. I refused to stay silent, drafted an announcement letter which they edited and I released the announcement via the OWL Facebook group. That angered them and they made it clear that I would not be a part of their survey effort. (Of course, they never created a survey.)</p> <p>So, I moved forward and made the creation of this survey open to any neighbor who wanted to join in the effort. In all, about 40 people contributed to this project in some form (e.g., survey design, flyer distribution, etc). After the survey was created, I spoke at the City Commission meeting on 12/7 to voice my frustrations with the process to-date. Steve Lopes, the Treasurer of the OWLA board, got up right after me and asked the City Commission to ignore my public testimony. He couldn't have made it more clear that the OWLA board has not and will not work in the interest of all neighbors. Rather, the board is working only for itself and those who completely agree with their desired outcomes. They have abdicated responsibility to this neighborhood and the City needs to stop treating OWLA as if it represents the neighborhood.</p> <p>The equitable solution is to create an advisory panel consisting of at least 2 residents from each street in the neighborhood. If traffic issues are such a major concern, that isn't too much to ask. Until then, the City engineers are the blind leading the blind. (To my knowledge, 3 of 4 people on the OWLA Traffic Team live on Indiana. Further, the 4-person OWLA board has 2 people who live on Mississippi and 1 person who lives on Indiana. So, 6 of 8 representatives from the neighborhood live on only 2 of our 12 North / South streets!)</p> <p>Further, the meetings of this new OWL Traffic Advisory Panel must be conducted in public and open to all. The meetings should be recorded and made available on the City's YouTube channel. Meetings should be announced in advanced through many marketing channels (e.g., email, social media, big signs in the neighborhood). This group should be the deliberative body working with the City traffic engineers and anyone should be welcome to weigh in during public comment portions of the meeting.</p> <p>I'm not against reasonable traffic safety! I'm against ineptitude and this entire process has been one haphazard bungle after another.</p> <p>Fix the process and traffic safety issues will get solved. If the City continues down the current path, the entire project will fail. How can city commissioners vote for something so inequitable and poorly managed? Stop making this harder than it needs to be.</p> <p>Also...</p> <p>If only a few barriers went up, there wouldn't have been such an uproar. But, if you block HALF of the interior intersections in a neighborhood, you're going to end up with a lot of frustrated residents. The only way to avoid similar fiascos is to ensure equitable representation within the neighborhood, communicate A LOT through many different channels and run a very deliberative / transparent process.</p>
Illinois - 700 Block - [REDACTED]	
Missouri - 700 Block	Thank you to all who have dedicated time and effort to this project and also to those in the neighborhood who have found the changes more challenging, for their patience.
Missouri - 700 Block	<p>By the response in more generalized LFK groups, the rest of the city thinks we're elitist and discriminatory. I've also heard complaints of wasting taxpayer money to coddle the privileged in OWL when we have significant real infrastructure issues that need to be addressed.</p> <p>The increase in drive time is a minor inconvenience, but the added emissions are a big deal. Every climate change scientist recommend reducing drive time and here we are making a two block jaunt into a half mile in a circle. Those trips add up.</p> <p>To me, the cost benefit analysis is clear. The payout of reduced traffic through OWL isn't worth the hit to our community's character, the increased emissions, or the ire of our neighbors in other neighborhoods.</p> <p>Most people I've spoken to outside of the neighborhood, note the issues with making left turns on sixth, And they also wonder why one way streets were not the first step rather than make OWL an unavailable maze.</p>
Maine - 600 Block	I've seen more near accidents than I did before the dividers.
Illinois - 800 Block	The entire neighborhood should agree to the solution, not just an elite few.

Reported Name	What OTHER COMMENTS would you like to add?
Maine - 800 Block - [REDACTED]	<p>I bought a house on Maine, so I came to OWL prepared for traffic. I haven't noticed a significant change to volume or speed on Maine during the project. The trouble for me is that I didn't recognize drive through traffic elsewhere in the neighborhood as a significant issue prior to the diverters. I recognize that I don't live on those other streets (although I walk on them constantly), so my perceptions are only my own. The diverters are unfriendly and confusing, and so because the problem they're meant to address did not resonate for me, I find them unnecessary or at least too extreme. I'm surprised to see so much attention paid to this issue when the extreme speeds on Tennessee and occasionally on Maine seem more pressing dangers in my view. I look forward to reviewing the data and, to be clear, I don't intend to rally in the streets against these traffic calming measures. I just don't personally find them necessary and they're certainly unwelcoming.</p>
Missouri - 700 Block - [REDACTED]	<p>From my understanding, the traffic diverters have done what they were designed to do, at least at the 700 block of Missouri St. The speed reduction was my main concern and I don't believe I've seen a single person speed down our street since the diverters. I have my nieces and nephews over regularly and we play in the front yard. It is more safe and pleasant now. There has been a reduction in traffic as well since Missouri was used as a cut through to 6th St often instead of Maine St. I am happy to see people using the designated streets mean to handle the traffic with their street lights and speed humps.</p>
Louisiana - 600 Block	<p>I think, in typical Lawrence fashion, that the issue of traffic diverters has been hijacked by a host of other issues that are tangentially related, but are not the real problem. The issue of "collector streets" morphed into "property appraisals." The specter of a "gated community" has been cussed and discussed ... although that has not been proposed as a solution as far as I know.</p> <p>I think there's a time in a process like this that all those side issues should be aired - and then we should continue with solving the main problem at hand, which is that our neighborhood is overrun by traffic traveling at high speeds.</p>
Alabama - 800 Block	
Missouri - 800 Block - [REDACTED]	<p>I can see the inconvenience for some who have enjoyed a direct route to their location for several years. However, I have clocked the time it takes to use the diverters and it's never been more than 1 minute 16 seconds extra travel. I will also happily say that I have chosen to walk more knowing that it may be easier. I realize this is not an option for all residents but a few extra minutes can't hurt anyone.</p> <p>I have lived in my same home for nearly 40 years. The last 14 of those, I have had children. Getting in and out of my car can be dangerous. Riding bikes in the hood can be dangerous. People who don't know and appreciate our neighborhood and are just looking to get somewhere fast don't stop at stop signs and often drive too quickly. As a block, we rallied for a speed bump. It is a joke. There is no difference in speed and no difference in the amount of traffic that goes past our home.</p> <p>In an effort to understand my neighbors and their positions, I have kept a close eye on the OWL Facebook page. I must admit my disappointment in some of the comments I've seen there. Several neighbors started complaining before they even allowed themselves a moment to notice a change.</p> <p>I have also noticed several residents who do not live in the neighborhood or even our town, post all kinds of comments online. It is unfortunate that people often just look for something to complain about.</p> <p>I hope we don't fight this so hard that we lose the opportunity to reduce traffic and speeds that our neighborhood design was never intended for. I also hope we can find a way to communicate that is reasonable and understanding and most importantly looks at the bigger picture as it effects our neighbors as a whole and not just the individual.</p> <p>I appreciate the time spent to create this survey. I am not sure opening it to the entire town is effective.</p>
Arkansas - 800 Block	
Maine - 800 Block - [REDACTED]	<p>Make it safe for the entire neighborhood not just some streets. Accidents can happen everywhere. We do not need to do this for 1 accident.</p>
Arkansas - 700 Block - [REDACTED]	<p>I've also been out with my children and my dog prior to the installation of the diverters on days where high speed police chases were happening. I do feel my kids are somewhat safer in the neighborhood, but the way people are acting, I feel like anger over these diverters are making people crazy and do whatever it takes to prove a point. It's scary for people like me who actively use our roads and sidewalks for more than driving.</p>

Reported Name	What OTHER COMMENTS would you like to add?
Maine - 700 Block - [REDACTED]	<p>I was present at the OWLA meetings where this project originated. I still support its aims.</p> <p>As a resident of Maine St., I do not expect traffic speed or volumes to ever decrease on my own street. The two-speed bumps on Maine have helped.</p> <p>Also, I do think environmental diverters can be needed and successful. The diverter at Sixth and Schwarz near Dillons keeps speeders from cutting through to/from Lawrence Ave. Likewise, the diverter at 7th and Rhode Island served a very real volume control purpose when Border's bookstore first opened on New Hampshire St. years agos. The diverter on 21st St., though, is still controversial. Thanks for giving OWL residents a chance to be heard on this project and issue. [1]</p>
Ohio - 800 Block	I think the diverters are terrible for the neighborhood. They are unsafe, unsightly, not welcoming.
Missouri - 800 Block - [REDACTED]	
Ohio - 600 Block	
Maine - 800 Block - [REDACTED]	I understand people are concerned about speeds and traffic in the neighborhood.. I live on Maine so my observances are based solely on my experience when walking or driving (which I no longer really do) through the neighborhood. Traffic on my block has always been and will always be more than any other street in OWL. Speed bumps on Maine have helped with speeding.
Indiana - 800 Block - [REDACTED]	
Alabama - 600 Block	
Alabama - 800 Block	<p>OWLA October 2020 meeting had an attachment for the traffic program goals (https://assets.lawrenceks.org/assets/agendas/cc/2018/12-04-18/MSO_Neighborhood_Traffic_Management_Program_ExhibitA_res7272.pdf). I would like to see the traffic program follow the first two goals listed: 1. Improve or maintain existing neighborhood environments, cohesion, and integrity through traffic management.</p> <p>2. Promote safe, comfortable, and efficient travel within neighborhoods for all modes of transportation.</p> <p>If we can't meet these two goals, then don't make any traffic changes. I feel separated from my neighbors, access to the library, post office and downtown. Heck, even separated from my own front and back doors!</p> <p>Not surprised, and very disappointed in OWLA. Decisions are limited to a very few insiders and communication extremely poor. For example, how were neighbors notified of the June 21st traffic survey?</p>
Indiana - 800 Block	

Reported Name	What OTHER COMMENTS would you like to add?
Mississippi - 700 Block	<p>I have watched as many have tried to negotiate the corners of 7th and Illinois and 8th and Indiana. Neither of these turns are easy to make without damage to the curb, damage to tires and damage to drain covers that need to be a specific height to drain properly. Large trucks and trailers for tree and lawn service, emergency vehicles, delivery vehicles, mail trucks, street cleaners and soon we will need sand trucks and snow plows to do the jobs the tax payers have paid for. I have noticed that the city has modified these barriers a few times and they just don't work.</p> <p>I witnessed a fire truck and an ambulance who tried to get to the corner of 7th and Louisiana two weeks into the placement of barriers. They did not know their way around and drove all over the neighborhood before arriving at the fire. I can't imagine why emergency services were not informed of the new routes.</p> <p>A mail carrier told me that the routes add an hour minimum to his daily deliveries.</p> <p>The person who decided where the barriers went, totally disregarded value of the traffic light at ninth and Mississippi.</p> <p>I have never seen this neighborhood so upset and divided about anything and I have lived here 35 years. I am not a member of the old West Lawrence Association so I was not informed even though they said they went house to house with flyers. I have talked to many people who never got one of those flyers or were informed in any way. I found out about them because Eric Kirkendall told my husband what was happening a couple of days before they went in. He lives across the street and we talk sometimes. It was mentioned in passing. The timing of placing the barriers was November 5th, which was the day before the KU vs. K State football game. It created absolute chaos. No emergency vehicle could have gotten into the neighborhood because of cars that were parked all the way up to the stop signs. We are fortunate not to have had an emergency that day. The police did not ticket or tow anyone that day. They never do on game days. I would be interested to know when the last time a speeding ticket was given out in Old West Lawrence or a parking ticket on game days. Police used to come down the street and ticket us for parking too far from the curb when we couldn't get close enough because of snowbanks and give us a ticket for a car that's in one spot more than 48 hours. Now they do nothing for us on football game days or apparently any other time. One extreme to the other.</p> <p>I would love to see all barriers removed. Our streets are not wide enough for them and it is a frustrating, not welcoming experience to drive in Old West Lawrence any more. I now drive inside the Old West Lawrence area more than I ever have because of the routes I am forced to take. I alone have increased usage on these streets when I could have just come off of 6th or 9th streets and come directly to my house. This has been an extremely negative experience for me.</p>
Mississippi - 700 Block [REDACTED]	
Louisiana - 700 Block	<p>It took a week or so to get used to the diverters, but it is now easy to plan routes around them within minimal extra driving. So, for any modifications or future iterations, I would suggest waiting at least 1 week after the installation to collect any feedback.</p>
Louisiana - 600 Block	<p>Our neighborhood has been affected by drivers who turn off 6th Street before reaching a collector street and race down residential streets at high speeds, often slamming on the brakes just before reaching a stop sign. This is dangerous — I have seen it often on my block — and it is what the traffic diverter study was meant to combat.</p> <p>The issue here is not the many other things that people have brought up in an attempt to hijack the study. For example, wanting people to drive the speed limit does not equate to a desire for a gated community.</p> <p>I am interested in what the study shows us about driver behavior after the diverters were placed in the neighborhood. I do not oppose the judicious placement of traffic diverters in OWL.</p>
Maine - 600 Block - [REDACTED]	<p>This is completely unfair to the residents that live on Maine, they are equally part of the neighborhood.</p>
Illinois - 700 Block	<p>This issue has divided our neighborhood, and I hate it. We have too much of that in other parts of lives right now, and this was not the time to do this. The negative responses should be ample reason to remove them. No one owns the streets their homes reside on, even if you pay more taxes and your house values are higher. This is entitlement. I know those who support keeping them do not see that. Look around at the world right now. Have you ever heard anyone say they are entitled? No. That is a symptom of entitlement. The one who possesses it cannot see it. But listen to what people tell you and try to view it from their vantage point, That is all they are asking.</p> <p>[2]</p>
Alabama - 700 Block - [REDACTED]	<p>I'm saving my responses to this as I expect some other survey to be developed in the future and I don't want to have to retype everything.</p>
Indiana - 800 Block	<p>Punish those that don't obey the traffic laws instead of inconveniencing an entire neighborhood and those that abide by the law.</p>

Reported Name	What OTHER COMMENTS would you like to add?
Missouri - 800 Block - [REDACTED]	<p>I've lived in the neighborhood for 17 years and the only real problem I have had is the traffic issues. On a daily basis I have been frustrated with speeding drivers and reckless driving. Like a lot of older homes in the neighborhood, we do not have a driveway nor do we have any off-street parking. Getting in and out of cars is challenging and dangerous. Especially with children. Even walking in the neighborhood can be frustrating and dangerous with the reckless driving. We've been advocating for effective traffic calming for a long time. The previous attempts at traffic calming have not made a difference.</p> <p>I have noticed a huge reduction in traffic and a huge reduction in speed and reckless driving with the barriers. The barriers have inconvenienced me and my driving through the neighborhood but I'm willing to deal with it because of the increase in safety and reduction in traffic.</p> <p>It's also sad that friendships have been lost and rifts have developed among neighbors. People are quick to judge without leaving any time for analysis. Negative comments on line are sad and people need to be reasonable with their words and actions.</p>
Mississippi - 700 Block [REDACTED]	<p>1) We must trust experts about the next steps and empirical data, not People's feelings 2) homeowners' opinions count, not renters, friends, or children. It is the homeowner that has a vested interest in the character of the neighborhood 3) if more than one person can fill out a survey per house, it invalidates the entire survey because it over-weights multi-tenant homes and under-weights single tenant homes. Therefore I cannot support any raw results without data weighting to create equality</p>
Maine - 600 Block - [REDACTED]	
Louisiana - 600 Block - [REDACTED]	<p>The communication around the project has been very poor , uncoordinated and lacked transparency. This has had the unfortunate result of creating divisions in the neighborhood. The whole thing feels like good intentions gone awry. This plan felt rushed, seemingly due to expiring grant funds if things did not progress. Other less invasive and decisive measures should have been tested and voted on.</p> <p>This plan in its inception (watch the original zoom) was intended to mimic the way suburbs discourage thru traffic - by making it inconvenient and even confusing to drive the neighborhood and I find that exclusionary at its core. I don't live in the 'burbs ' for a reason.</p>
Maine - 700 Block	<p>I think while the diverters may have reduced traffic around the neighborhood (not that I've noticed because I live on Maine) - they have caused more issues with unsafe driving due to people getting frustrated and speeding around intersections or just going around the diverters completely</p>
Maine - 700 Block - [REDACTED]	<p>I am concerned about the problems these diverters are causing for others in our community, particularly our mail carriers, delivery drivers, and other service providers. The streets of all are for all of us, not just those who live in OWL.</p> <p>I'm also wondering how the diverters will affect snow removal.</p>
Indiana - 600 Block - [REDACTED]	<p>these obstructions are a nuisance to residents, visitors and delivery services.</p>
Mississippi - 700 Block	<p>If the diverters stay, I think we need to seriously consider what they will look like -- right now they are an eye sore.</p>
Indiana - 600 Block - [REDACTED]	
Missouri - 600 Block	<p>Communication from OWL and the city between the January OWL meeting where it was decided to look into this project with the city until we were told there was a Zoom meeting with OWLA and city engineers was essentially non-existent. I would have asked to be involved had I known how extensive the plan was going to be. I planned on attending that January meeting, simply forgot about it and missed it, and have forever regretted it. The plan is far to extensive for the size of the alleged issue, which I hadn't noticed anyway. It has also really hurt community/neighborhood unity and friendliness. It's sad overall.</p>
Indiana - 800 Block	<p>On our street, i have perceived a reduction in traffic- which I have appreciated. The diverters have had very limited impact on my daily commutes. I do think we need to look at the impact on other streets (Maine is the primary one that comes to mind). My sense is that the traffic on those streets has increased, and that should be addressed.</p>
Indiana - 700 Block	<p>Thanks to everyone... pro and con... for trying to solve this issue.</p>

Reported Name	What OTHER COMMENTS would you like to add?
Ohio - 600 Block	I do worry some that distraction from the large number of diverters and their minimal appearance may be having the opposite effect - may see pedestrians less than prior to implementation. This is something that would improve with time and more permanent diverters that take up more visual space and are easier to understand from down the block.
Indiana - 700 Block - [REDACTED]	Thank you for trying to help and it is a thankless job. The cure, however, is much worse than the disease. It's like killing a gnat with a sledgehammer. Can we start over or stop this well intentioned but misdirected experiment? Thanks for asking our opinion.
Indiana - 600 Block - [REDACTED]	Just GET IT OUT. Get it out and start over.
Missouri - 600 Block	I think this would have been a far more successful project had there been a decent amount of communications. The communication about this project in 2021 was terrible.
Illinois - 600 Block - [REDACTED]	<p>The gentleman who stood up and told the City Commissioners to "ignore the comments of the previous speaker (Kyle,)" should stand up and apologize for his reckless behavior. That was THE most disrespectful comment to our Freedom of Speech, and directed to our new City Council on their first night. I there and so shocked anyone could say that to our City Commissioner. I think he should stand and apologize.</p> <p>The OWLA does not rule the neighborhood, and should not be allowed to make such widespread changes to the WHOLE OWL. If they truly have concerns for speeding, they should have put these in their block only. And only then with written permissions from all affected. They can have their HOA, send newsletters, plan picnics, etc. But they should not be allowed to tell me where I can drive and where I cant. The needs of the many outweigh the needs of the few.</p>
Indiana - 800 Block - [REDACTED]	<p>Implementation of the plan should be suspended until</p> <ol style="list-style-type: none"> 1) HOWL is reconnected to the traffic signal at 9th & Mississippi 2) Eliminate the Mississippi Chute <p>These two improvements will result in a substantial drop, at least at the 8th/Indiana and 8th/Mississippi barricades, in the currently rampant illegal acts of jumping barricades, making left turns up the right turn only lanes, and unsafe acts of U-turns, driving into alleys and backing out to change directions, and using alleys as a mechanism to subvert the over restrictive and poorly designed blockades.</p> <ol style="list-style-type: none"> 3) Reestablish the monitoring program as the data generated before these basic improvements are incorporated will be rendered invalid. Except this time provide data on <ol style="list-style-type: none"> a) the number of illegal and unsafe (forcing drivers to back into the street like U-turns and alley turnarounds) practices created at each blockade b) alley traffic counts and speeds - too bad we don't have "before" data for this dangerous creation of the so-called "safety plan". 4) the data analysis should be open and not the one-way communication that it is now.
Louisiana - 600 Block	I'm disappointed in the process this pilot has taken and I'm hopeful that we can find better solutions to the perceived problem with traffic in OWL.
Maine - 600 Block	<p>The plan must seriously consider speed reduction on Maine Street on all blocks, but especially between 6th and 7th streets. Prior to the traffic pilot, I would estimate that 10% of traffic traveled the speed limit or under. Most vehicles go through at 30 to 40 mph. Every day there are a few cars that race through at 50-60 mph 'trying to make the green' at 6th & Maine. (The same happens at 9th & Maine to a lesser extent.) People run the 4-way stop at 7th & Maine multiple times a day, every day. Since the pilot began, all of the OWL traffic is funneled to Maine (where it should be, since it is an arterial) and the problem has been exacerbated.</p> <p>There are very young children who live or regularly visit on this block, and it terrifies me every time they are playing outside and their parent turns their back for a second.</p>

Reported Name	What OTHER COMMENTS would you like to add?
Mississippi - 800 Block	We are really in a tough spot with trying to balance the needs of our pedestrian residents vs the needs of our auto-bound residents. I would hate to de-prioritize residents on foot or bike, particularly in this environmental climate where, overall, we should be encouraging people to use their cars less.
Maine - 700 Block	Please get rid of these diverters as it's not attractive and very inconvenient. If I'm coming from the Library, it's horrible to get home as I have to drive down an alley and then go back on another street just so I can get to the 700 block of Maine. In addition, when we have guests coming from other places in Lawrence, it's inconvenient for our guests to go all over.
Mississippi - 600 Block [REDACTED]	
Kentucky - 800 Block	It feels as though these traffic calming measures were shoved on the neighborhood by a small group of people who stood to personally benefit. I would like to see them removed.
Missouri - 800 Block	None
Maine - 600 Block - [REDACTED]	There needs to be a threshold established for the amount of traffic Maine St can safely handle. This project has routed all North/South traffic onto Maine St. which was already carrying more traffic than a residential street should. We desperately need speed bumps on the 600 block of Maine to slow northbound traffic attempting to beat the light at 6th St. Can speed bumps and/or roundabouts be used in the neighborhood instead of barriers? There's nothing about this project that has been beneficial to the 600 block of Maine. Total fail in every aspect of this project.
Missouri - 800 Block	I have read the vitriolic and counterproductive comments by a few on the OWL FB page and hope that cooler heads prevail.
Maine - 600 Block - [REDACTED]	I agree that traffic speeds need to be decreased and can easily be done with traffic roundabouts, easily. They can be beautified with Lawrence Art, Water Fountains, beautiful flowers, and trees that would enhance OWL curb appeal.
Maine - 600 Block	It makes the OWL neighborhood an elite neighborhood
Louisiana - 700 Block	I hope everyone in the OWL neighborhood would talk to each other and not split the neighborhood into groups that support or not support the diverters or anything else. Let's all work together, please.
Arkansas - 700 Block	
Alabama - 800 Block - [REDACTED]	
Maine - 600 Block - [REDACTED]	Really appreciate all of this.
W 6th - 800 Block	Frustrated.
Ohio - 700 Block	They're very confusing. I have rinds complain about them every time they come over. I see drivers getting frustrated as they come to median after median. Then they use the ally ways or make u turns.
Illinois - 800 Block - [REDACTED]	It is my opinion you have created an inconvenience and nuisance for everyone involved trying to deal with a perceived problem that may or may not exist but cannot be solved by these means.

Reported Name	What OTHER COMMENTS would you like to add?
W 8th - 800 Block	The diverters are causing headaches for residents and drivers in our neighborhood. I understand wanting to reduce driving speeds but I feel like just adding stop signs to create four way stops, or even adding some speed bumps, is much less intrusive. As a low income person and a renter I already feel unwelcome in OWL a lot of the time and the large traffic barriers literally blocking people from navigating our streets add to our neighborhood's reputation as elitist and disdainful. Also as someone who is very concerned about the climate crisis, these barriers are increasing driving time and distance, leading to more transportation related emissions in our neighborhood all while making pedestrians feel unsafe. It is hard to cross the street on foot when I'm not sure if a car is going to stop or if they're going to fully drive over the barricade, or whip around a corner quickly. It's made the traffic patterns very unpredictable.
Mississippi - 800 Block	To those involved, thank you for your efforts.
Mississippi - 800 Block	These are more of an annoyance than a solution to the problems being addressed by the program. Thank you for taking the time to collect opinions of residents affected by these diverters. My opinion is that they are terrible.
Mississippi - 700 Block	i feel the diverters are not needed and give a poor message about the neighborhood, GPS has not caught up with them and sometimes it is impossible to give directions to a visitor since the system is quite irrational and I have not committed it to memory since I hope it goes away. As a resident on MS ave between 7th and 8th, I actually feel locked in. What about emergency vehicles? That is also a concern
Mississippi - 700 Block	Putting the barriers up during KU vs K State football game day was especially oblivious to reality.
Illinois - 800 Block	I don't see traffic as a big problem here. Living as close as we do to both downtown and KU, I think we have to accept some traffic in OWL
Mississippi - 700 Block	I like these diverters very much.
Mississippi - 700 Block [REDACTED]	Before barriers you had speed monitors on the sign in front of my house. After barriers put up speed monitor was on the last sign closest to eight street. So of course the speed would show up slower since it was right before turn.
Indiana - 700 Block - [REDACTED]	I am very sympathetic to the frustrations of other OWL residents. I consider myself fortunate to live in the 700 block of Indiana, because I feel the median diverter at 8th & Indiana has addressed my concern. Prior to the installation of that diverter, drivers were frequently speeding down my street. If others are passionate about the redesign of median or diagonal diverters at other intersections, I am absolutely sympathetic. I just want the median diverter at 8th & Indiana to stay.
Louisiana - 600 Block	To the extent that studies show speeding in OWL is a hazard, I am supportive of measures to reduce speeds, but there are better measures to deploy. I believe speed bumps and/or all way stops would work better. I see very few drivers running stop signs or ignoring speed bumps, but I routinely see drivers ignoring the diverters prohibiting left turns.
Illinois - 600 Block - [REDACTED]	Re the survey itself. Even though I own property in OWL I don't live there. So for my "home" address I put where I live not the address of my property in OWL (637 Illinois). Also I don't think all questions should be required to answer. Some I didn't have an answer for but I couldn't go on to the next page without answering so I picked a random answer. Like the one about equity?? Also, my main issue is the streets are public. They don't belong to one resident more than any other. It doesn't matter if you live in OWL or not. Anyone can drive on any street they want. Of course you have to follow the laws. But this set up punishes people that follow the laws too. Doesn't it? Is that ok? I don't think so.
Mississippi - 700 Block [REDACTED]	"You'll need to pry the barricades out of my cold dead hands."(TM) The barricades are a huge, brilliant success. Let's shush the whiners. The drivers that have honked or yelled at me while outside, or who drove through the barricades were cut-through cars and trucks, annoyed that they could no longer zoom so efficiently and directly through our environs between 6th and 9th. Sorry for them but it's not their quality of life that this impacts. The experiment is complete with overwhelmingly positive results. Let's make the brilliant barricades permanent now.
Mississippi - 700 Block [REDACTED]	I live in the 700 block of Mississippi and it takes me from 3-5 more blocks to get home and without the benefit of stop lights. Almost daily, I see drivers drive over the diverters - the storm drains at 7th and Illinois and 8th and Indiana have now become traffic hazzards. Stop signs are no longer observed
Indiana - 700 Block - [REDACTED]	
Alabama - 700 Block	

Reported Name	What OTHER COMMENTS would you like to add?
Indiana - 700 Block	
Maine - 700 Block	
Alabama - 600 Block	
Maine - 700 Block	
Alabama - 800 Block - [REDACTED]	<p>I have not heard one positive comment about this idiotic "solution" to a problem that doesn't exist. I use to walk my children down the middle of 8th street and all of OWL to jump in puddles because there isn't any traffic in the first place. I literally almost shit my pants coming home from my office 2 weeks ago because I drove up 8th (my usual way home) was forced to go north down Mississippi, then west down 7th and then as I turned south down Alabama (my street) I was forced to go west at 8th again, then South down Main, south back down 9th (almost caused a wreck) then a left back on Alabama on my street to a screeching halt in front of my home and then sprinted inside. I would not have been surprised if I had been ran over not locking both ways in my unneeded journey home by another pissed off OWL resident trying to escape the maize that has been created.</p>
Louisiana - 600 Block - [REDACTED]	
Alabama - 600 Block	<p>I feel like these traffic control devices are very successful in reducing cut-through traffic because they are super inconvenient, but that inconvenience has enabled some pretty unsafe behavior. Based on the information I do have about why they were selected, I don't feel they are an appropriate solution. I would like to see them removed. I also feel it would be a very poor choice to implement these city-wide.</p>
Alabama - 700 Block - [REDACTED]	
Alabama - 600 Block	
Illinois - 800 Block - [REDACTED]	<p>Speed bumps DO reduce speed. These should be considered on all streets.</p>
Illinois - 600 Block	<p>I have heard very polarizing views from people of old west Lawrence and people outside old west Lawrence. I appreciate the survey for the people of this community but the entire project to me seems like another way for OWL to create exclusivity, just short of gating the entire community. I have heard many residents claim speed an issue and back up their claims with the term "cut-through" traffic, as though anyone driving through the neighborhood who is not an OWL resident must be a law-breaking degenerate. These claims are spoken with much contempt and disgust that it makes me wonder the true intentions of the people in power. If this were truly in the best interest of "safety", the diverters hold many flaws, such as causing law enforcement and emergency vehicles to drive excessive blocks out of their way to reach a household and again to get back out to the main roads to the hospital. Furthermore, in a neighborhood where the ratio of electric cars to drivers far surpasses most neighborhoods in this city, it seems ironic that we are applauding the extra drive time for OWL residents just to inconvenience the few others who don't live in the neighborhood. For some streets, the diverters may cause less traffic, but just like water, the traffic will find a way through and unfortunately this means some streets are getting more traffic than ever before. [3]</p>

Reported Name	What OTHER COMMENTS would you like to add?
Maine - 700 Block	It makes more traffic on certain streets which isnt right... I have a young son and I dont want to see more traffic on my street because people cant drive thru on the street they want to. Ive lived in this neighborhood since 1987 and traffic wasnt ever an issue until now. The impact this is striving for makes it worse
Ohio - 800 Block	I think this survey is flawed - it assumes that the majority of neighbors were upset at the way the diverts were implemented. I don't know that is or is not the case. I do know that a minority of neighbors created this survey. I used to occasionally cross thru the neighborhood - now I don't. I also used to see many, many cars speed down my block while I was walking my dog - now I don't.
Alabama - 800 Block	I live at 9th/Alabama and work on 8th/Mass and these damn diverters have doubled my commute. If I forget and take my normal route it sends me out to 6th (which is not the best place to cross) where I have to cross 2 lanes of cross traffic and a turning lane to get on 6th and then cross again to get back to OWL.
Alabama - 800 Block	
Mississippi - 600 Block	I understand the aim of the program, but I don't think our neighborhood is that heavily trafficked in the first place. Yes, there is the occasional car that sped through the neighborhood, and that seems somewhat lessened now. But I would gladly take the odd speeding car over the daily inconvenience of the diverters. The diverters never fail to make my blood boil every time I leave the house. I truly hate them.
Alabama - 800 Block - [REDACTED]	
Alabama - 800 Block - [REDACTED]	
Alabama - 600 Block - [REDACTED]	it is to confusing
Missouri - 600 Block	I have noticed less traffic volume on 7th by Missouri street.
Mississippi - 700 Block	Put in speed bumps, not traffic diverters.
Mississippi - 700 Block	Barriers are ugly and while they might discourage some speeding activities, lots of new, dangerous driving patterns are becoming common
Alabama - 800 Block	They diverters are unsightly and not necessary. Please remove them.
Alabama - 800 Block	
Indiana - 700 Block	The diverters are very unattractive and in fact ugly. I think they greatly detract from our lovely historical neighborhood. In the long run, I think they could impact our property values. I haven't minded people driving through the neighborhood to see it but wish others would not cut through and speed on our streets.
Mississippi - 800 Block	One the whole I think they improve the neighborhood

Reported Name	What OTHER COMMENTS would you like to add?
Indiana - 700 Block	I wish the diverter at 8th and Indiana had been in place in September. It would have prevented the accident in which a driver cutting through the neighborhood ran a stop sign and hit another vehicle. That car in turn was propelled into my wife's car, which she had had for less than a year. It was totalled and she suffered soft tissue injuries from which she is still recovering. Compared to that, any inconvenience from the diverters is minor.
Alabama - 600 Block	I support the idea of "calming" traffic by reducing speeds, but this method is flawed. This feels like the creation of a maze-like fortress specifically intended to keep people out of the neighborhood. That's not the type of neighborhood that I want to live in, especially given our proximity to downtown, the pool, and the library. And I am still having trouble getting to my house on Alabama when driving from downtown on 7th street. I really don't want to make left hand turns onto 6th Street or 9th street when they are busy just to get home.
Alabama - 600 Block - [REDACTED]	I really don't like the diverters but they are a necessary evil. In a perfect world, everyone would drive safely and obey the law and we wouldn't need diverters. But we don't live in a perfect world.
Indiana - 600 Block - [REDACTED]	The city needs to communicate directly with the community, rather than the current set up of phone tag through a small group whose job is not to communicate and answer questions on behalf of the city. While I like the results of the plan, the communication has been a failure of epic proportions, where failing to meet with the community for 3 months to speak, answer questions and dispel myths is too long. I give the overall results a B+ of the project, but I give the city a F. The city has caused division within our neighborhood by only communicating with OWLA rather than the community as a whole, as a result there are misplaced theories on who put in the diverters and why. This survey is a perfect example, the city should be in charge of survey and communicating not a group of fed up residence sick of hearing silence or changing answers from the city.
Mississippi - 700 Block	I don't appreciate that the traffic diverters make our neighborhood less welcoming to the rest of our community. My whole life people have driven through our neighborhood enjoying the hard work people have put into the older houses were all so proud of and now people look at us as snobs who want to shut out the rest of our community.
Mississippi - 600 Block	
Ohio - 800 Block	I really, really dislike the traffic obstacles, hate what they have done to neighborhood cohesion, think they are a disproportionate response to a minor problem, and hope they are removed as soon as possible.
W 8th - 800 Block	<p>I'd prefer following the smart streets idea of restricting access from 6th and Tennessee st to only a few places and leaving the neighborhood free from diverters in order to keep traffic flow smoother on the busy streets and still allow access within the neighborhood with more ease. The concept of stroads which some of our streets have become not because people are pulling in and out from shopping centers but because are residential streets have turned into bypasses to campus. On Mississippi this is even noticeable when there are basketball games (yes, basketball games). I think our neighborhood should be safe enough for kids to play and not worry about a speeding texter racing down the street.</p> <p>On an unrelated topic but somewhat associated with this we need protected bike lanes on these busy streets where it would be easy enough to add them instead of bike gutters where the trash goes that ruin tires and cars are constantly drifting into them.</p> <p>Also the comment that speed bumps and roundabouts would solve the problem are off in my opinion. Since the blocks are long people still wind up racing from one to the other. I see it on Maine all the time.</p> <p>I am completely in support of making it difficult for people to use the neighborhood as their personal freeways to continue racing like they do on 6th st. If the city is out of the business of enforcing traffic laws then something needs to be done.</p> <p>My experience commuting from KU by bicycle is that there are people who are either too stupid to realize the consequences of what would happen if they hit somebody or just really that dangerous. There were times when I signaled and moved to the left side of the lane to make my turn and still had people force their way past hell bent on getting home and not letting anything stop them. This is not the kind of behavior I think we have to pander to and if they are inconvenienced they have brought it on themselves. And I'll also have to say I've seen plenty of bad driving examples by the people who live in this neighborhood sad to say.</p>
Maine - 700 Block	To be frank, I think it is a terrible solution. I don't understand who came up with it and who is responsible for reviewing the fairness and equity of the results as well as what the intent and anticipated results were relative to the residents in each affected area.
Mississippi - 700 Block	I like what has been done
Indiana - 700 Block	Quickly Re-Assign the folks who designed this mess!

Reported Name	What OTHER COMMENTS would you like to add?
Ohio - 700 Block - [REDACTED]	I am so sad to see that many of my neighbors have taken on this cause as a humanitarian crisis. This is just traffic and a slight inconvenience that isn't really at ALL a reason to point fingers and blame people who they believe are conspiring against them. The name calling and accusations have been a really disheartening and of NO service to anyone. I'd really love to see people use the energy toward actual crises and check their privilege when it comes to this issue and others. Unfortunately this is another example of division within our country. It is sad that it has moved down into groups as small as a neighborhood.
Alabama - 800 Block	I would not be opposed to speed bumps and 4 way stops
Alabama - 800 Block - [REDACTED]	First bumps, no diverters, what is next, walls?
Tennessee - 700 Block [REDACTED]	I really dislike that I can't make a simple transverse through the neighborhood without making a significant detour. I chose to reside in this side of town because our neighborhood streets are in a grid and easy to move across. I've always had a dislike for the windy roads of suburbia that have cul-de-sacs in 3 out of 4 streets, with neighborhoods where there is only ONE way to get from point A to B. That is what we have now - nobody except OWL residents will ever fully understand how to make it through the interior of this neighborhood - and there REALLY ARE people besides our neighbors, that we should want to be able to transverse our neighborhood easily - police, fire, delivery, visitors, etc. If we want people to obey the law and drive slower, then we need the laws enforced periodically. I also dislike having my friends from adjacent neighborhoods complain about the elitism of OWL for doing this. I understand it's only a study at this point (and I do point that out), but the experiment isn't working and it's a source of embarrassment at this time.
Mississippi - 700 Block	I am strongly in favor if making the diverters permanent. I would also recommend keeping the diagonal diverters in place on both intersections of Mississippi Street.
Missouri - 700 Block	The intersection at 7th and Illinois needs to be re-thought.
Illinois - 800 Block - [REDACTED]	While well-intended the diverters are the wrong solution to any problem -- as I said, more speed bumps, stop signs, one-way streets, etc would be far more beneficial and more friendly to bikers, etc.
Indiana - 800 Block	Delivery drivers and transit drivers (Uber/Jaylift/Taxi) are dealing with the added confusion and delays caused by the diverters, I'm concerned with how this impacts emergency response vehicles.
Mississippi - 600 Block [REDACTED]	
Illinois - 600 Block	The diverters will pose even greater challenge in football season.
Alabama - 700 Block	I am afraid that both fire and ambulance would have difficulty getting to my home as rapidly as without the diverters... a delay that might cost me my life. I never saw an issue with traffic before, only with drunk drivers who get a mere hand slap for smashing cars & leaving the scene. Game days are always an issue & would be impossible with these diverters. People are not always obeying the no left turn diverters anyway. Remove them all.
Indiana - 800 Block	My primary mode is walking in the neighborhood with my family and dogs. I applaud any traffic safety efforts that improve safety for pedestrians. I enjoy the barrier nearest to me at 8th and Indiana. The barriers that most segment the neighborhood and make it difficult to drive and park close to my home are the diagonal barriers on Mississippi street. Please Remove the Mississippi St diagonal barriers.

Reported Name	What OTHER COMMENTS would you like to add?
Mississippi - 700 Block	There is no need for traffic diversion in OWL.
Illinois - 600 Block	<p>I am saddened that so much of the interaction on the facebook neighborhood page seems to aim to make the people on the committee out to be the enemy. They communicated well and in advance about the diverters and where the diverters would be. I don't know the committee members personally, nor do I know the naysayers. But I have found the committee member's responses to be fair, and the "other side" to be downright snarky. I really do not appreciate the negativity that has been hurled at them. The difference in high speed driving on my block is significant. Before the diverters, it was difficult to sleep or to try to concentrate working from home in the front bedroom of our house, night or day, due to the volume and speed of the traffic. Having the diverters has not inconvenienced me – I knew they were going to go up, was even provided a map ahead of time – my change in route might amount to a half a block at most. I feel considerably safer walking in my neighborhood now as well – prior to the diverters, in the past year, there were 3-4 times that I thought a car was going to hit me while walking. Traffic is so much calmer now. Arguments on the facebook page about the message the diverters send (not welcoming)...I find ridiculous. I pay to live here, and I expect to be able to work peacefully in my home, sleep peacefully in my home, and walk peacefully in my neighborhood. When drivers from outside the neighborhood made it impossible for me and other neighborhood residents to do those things, diverters seem to be taking care of those issues. There is no need for the hostility.</p>
Mississippi - 600 Block	What a stupid waste of taxpayer money.
Louisiana - 600 Block	
Mississippi - 700 Block [REDACTED]	
Mississippi - 600 Block	<p>Frankly, as someone who lives on an "outer" block of OWL, I had considered us part of the neighborhood since moving here over a decade ago. And I love my neighborhood. But the current diverter set-up gives me the distinct impression that the 700 blocks are somehow considered more "worthy" of "protection" than other blocks with smaller, less impressive houses. It smacks of classism, as do some of the comments I have seen on public forums, referring to keeping "others" out of the neighborhood, and discussing property values as if they are more important than people, etc. It's not a good look, and I'm pretty disappointed by some of the residents views.</p>
Ohio - 800 Block - [REDACTED]	may actually make it more dangerous with people doing turns and driving over the temporary devices
Indiana - 800 Block	Traffic in OWL was low even before these measures were taken. The disruption caused by the diverters is wildly disproportionate to the issue they purpose to address.
Mississippi - 700 Block	<p>Aside from the idiocy and inconvenience of this heavy-handed fix to a minor issue, what makes me most upset is the divisiveness this project has created during one of the most stressful times in our history: a global pandemic! Pitting neighbor against neighbor, this "experiment" is literally tearing us apart, and it breaks my heart. I moved to OWL 17 years ago because of the cohesive, congenial feel of this historic, inclusive, inner city neighborhood. And now?? I don't even feel comfortable putting my name on this form—sad.</p> <p>Further, I would like to see Lawrence City leaders take exclusive responsibility for the final decision once they receive feedback from residents. They should stop abdicating their responsibility by putting power in the hands of the "neighborhood," thus making future reconciliation among neighbors all but impossible.</p> <p>Lastly, I would like to thank you, Kyle, for being a calm sane voice for those opposed to this poorly designed, badly engineered project.</p>
Indiana - 600 Block	

Reported Name	What OTHER COMMENTS would you like to add?
Illinois - 700 Block - [REDACTED]	<p>1. I have noticed that the beer supplier trucks have found alternate routes to the Quick Shoppe and the Cork & Barrel - since the imposition of the diverter test, only one truck with more than three axles has driven along Illinois in front of our house.</p> <p>2. I don't think the diverter system is reducing traffic speeds as much as do the hump-bumps on Maine and other streets. It would be of interest to compare traffic speeds on the North-South streets before and after imposition of the diverter system to see if the obstructions are meeting speed reduction goals (there were goals established, I hope).</p>
Illinois - 700 Block	This has been a most frustrating experience even though the intent was for a good purpose.
Illinois - 800 Block	I strongly think we need a traffic light(s) at 7th or 8th on Tenn. St., or speed bumps, because that is a 'speedway' from 6th to 9th St. Cars parked on the west side of Tenn. St. in the 800 block, have been hit by people speeding in their vehicles. I don't know if cars parked further north on Tenn. St. have been also hit. In particular, when the pool is open, cars park up to the corner of 8th and Tenn. St., making it very difficult to see in order to safely drive or walk across Tenn. St. going east.
Alabama - 800 Block	This seems to have been designed by a very small group without broad neighborhood input. The goals (slowing traffic) are good, but this is a horrible approach.
Arkansas - 700 Block - [REDACTED]	
Arkansas - 700 Block - [REDACTED]	JEEZZEEEEEEEEEEEE.....WHY DO WE CONTINUE TO MISSPEND TAX MONEY, DISFIGURE NEIGHBORS AND BE BASICALLY WILLY-NILYY WHEN WE NEED TO DO SOMETHING PROPER ?????????????????????????????? (LOSE THE FOOLISH SPPED BUMBS ALSO)
Arkansas - 700 Block - [REDACTED]	I think the effort to prioritize non car traffic in our neighborhood as a positive. Hope this becomes permanent and becomes an example for other areas of Lawrence.
Mississippi - 600 Block [REDACTED]	Thank you for the opportunity to share my thoughts.
Arkansas - 700 Block	I am sick of these things getting in the way of me trying to minimize my driving time and suddenly turn all of the through traffic to 9th street which already has enough traffic
Ohio - 600 Block	
Indiana - 800 Block	Please remove the diverters.
Indiana - 600 Block - [REDACTED]	I think having the neighborhood quieter without cut through traffic and others at slower speed is a positive thing. Perhaps some tweaks could iron out significant problems which affect certain areas.
Illinois - 700 Block - [REDACTED]	

Reported Name	What OTHER COMMENTS would you like to add?
W 8th - 800 Block - [REDACTED]	If Maine is considered a route for hospital traffic, as designated by the sign on 9th street, then I am assuming the city considers it a major thoroughfare. Despite putting up 20mph signs because it is part of OWL it is not receiving the same consideration as the rest of the neighborhood. Does the city only want speed humps because it can't handle the amount of hospital traffic?
Indiana - 600 Block	
Arkansas - 800 Block - [REDACTED]	The immediate negative reactions that I saw on Facebook seemed excessive in tone and quantity. I would counsel the City representatives to not let a very vocal minority disproportionately impact the outcome. I admittedly have visitors who make fun of the diverters, but as resident I am very impressed and appreciate the efforts of all involved.
Louisiana - 800 Block - [REDACTED]	I would like us to consider what tweaks we can make to this plan once the data is in.
Arkansas - 800 Block	
Louisiana - 800 Block	See last answer. Thank you for your hard work and effort on this project. Very appreciated.
Louisiana - 600 Block	Kyle, thank you so much for all of your time and effort that you have poured into this project.
Tennessee - 600 Block [REDACTED]	I think it would've been helpful to have been informed about these changes ahead of time!
Ohio - 800 Block	OWL is not supposed to be akin to a gated community. As a resident on Ohio Street for almost 30 years I have been seeing university cut through traffic and never considered it a problem. Diverters are bizarre and impede use and enjoyment by residents of the residential streets on which they front. But I would not object to normal traffic calming devices such as brick surface, roundabouts or speed humps if that is what it takes to resolve concerns of unlawful speeding.
Ohio - 700 Block	I'm not in a position to answer the question about equitable distribution of effects, so I rescind that response. Character of the neighborhood is not a simple answer - it's been nice to have reduced speeding, not so nice to have more alley traffic (some of which is aggressive). As the diverters are now, they are UG-LEE. I assume permanent ones would be less so, but it's hard to imagine ever seeing them as something that belongs there. It's just too bad some folks are inconsiderate and behave stupidly; without that, we wouldn't be wrestling with this issue.
Louisiana - 800 Block	
Louisiana - 800 Block	
Kentucky - 800 Block - [REDACTED]	Applaud speed control. Diverters not necessary in other neighborhoods. Why OWL???

Reported Name	What OTHER COMMENTS would you like to add?
Kentucky - 800 Block - [REDACTED]	Diverters not necessary in other neighborhoods, Why needed in OWL?
Arkansas - 800 Block - [REDACTED]	
Ohio - 700 Block	The present solution, since it makes it so difficult to turn in whatever direction one needs, has lead to people turning through the diverters in opposite directions they're supposed to so as not to end up in an endless loop of turns. This is causing greater safety problems as they turn into oncoming traffic lanes, etc. Something which wouldn't occur with a 4 way stop sign for example.
Ohio - 600 Block - [REDACTED]	The drive-through traffic is a vexing problem with no simple solution. I appreciate the effort being made. Can improvements be made? Probably, and I hope no one looks upon this as an all-or-nothing project.
Ohio - 600 Block [REDACTED]	Two things have become obvious. The inconvenience varies by your home location, and the perception of the severity of existing traffic problems varies greatly depending on several factors. If you regularly walk, ride a bike, or have children on your block playing out front, you are much more likely to view traffic as a problem and potential danger.
Ohio - 600 Block - [REDACTED]	I think the traffic plan was poorly done. Please eliminate these barriers.
Arkansas - 700 Block - [REDACTED]	
Alabama - 800 Block	There are still people who make left turns into the wrong side of the street and small and large trucks who just drive over the barriers to go north or south! The drainage problem at the of corner at 8th & Alabama is worse now. We had ice then a deep slushy mess after this last storm for days. The barrier prevents the water from crossing to the north to head to the drain on 7th street. We are wondering too if a snow plow will be able to go through the intersection.
Missouri - 700 Block	
Ohio - 700 Block	
Louisiana - 800 Block	
Tennessee - 700 Block	The grid pattern of OWL was first proposed in October 1854. This layout has persisted for more than 167 years, serving the city through a network that flexibly accommodates traffic across all streets -- including high-volume ones like the one I live on. To impose a rigid set of diverters converts the grid into a maze that is unintelligible even to the people who live here, and unwelcoming to those who do not. The streets of Lawrence are not the private domain of the people who live on them; rather, they should be accessible to (and navigable by) everyone. In OWL, we have the privilege of proximity to a thriving downtown and to the state's premier university -- two of the defining features of Lawrence as a whole. For us to benefit from those attractions, while simultaneously imposing literal barriers to visitors and neighbors alike, ultimately speaks poorly of our character.
Tennessee - 600 Block	The addition of the medians is unwelcoming to OWL. It makes the neighborhood feel classist - only those who live here are welcome on public streets. Everybody should be welcome to drive on public streets. We are so close to downtown businesses that many people who don't live in OWL still need to use our streets for safe routes. It is also unsafe. From personal experience I can't take 7th street to a light to turn left on 6th street. The only option to get on 6th st is to turn at a stop sign and wait forever, also increasing my chances of a car accident. Removing the traffic from 7th and 8th street just pushes even more traffic onto 6th and 9th st - which are already often times very congested. I am 100% against these medians.

Reported Name	What OTHER COMMENTS would you like to add?
Louisiana - 800 Block	
Ohio - 700 Block	
Arkansas - 800 Block	
Indiana - 600 Block	
Missouri - 700 Block - [REDACTED]	
Missouri - 700 Block - [REDACTED]	
Missouri - 700 Block	
Ohio - 700 Block	My biggest objection to the diverters is their unsightliness - they look cheap .
Tennessee - 700 Block [REDACTED]	<p>I believe that the OWLNA communicated ahead of time about this pending project. BUT, it was described as traffic calming, which led me to imagine a certain set of activities that proved very different from what we actually got - diverters. I am absolutely in favor of efforts to get people to slow down and obey traffic laws, but don't understand how this approach accomplishes that rather than moving the same problems to other streets. This doesn't feel very "neighborly" to me (again, influenced by where I live). So much emphasis has been placed on the one serious accident that happened last summer, and I agree, it was terrible. But, we have witnessed many such injury accidents over the years and this effort will do nothing to mitigate those.</p> <p>Other random comments:</p> <ul style="list-style-type: none"> - I hope we get a big snow this winter so that we can see how the diverters work with plows. - We live in what is for Lawrence, KS an urban neighborhood with gridded streets. and should expect more traffic as a result of that. I don't think we need to accept dangerous driving behaviors, but nor do I think we should make it so difficult to drive on what remain public streets. - I feel like we are somewhat of a guinea pig project for the consultants the City hired for this. I would like to see more results from similar diverters used elsewhere. - Thanks!
Ohio - 700 Block	Wondering how UPS etc drivers feel, or airport shuttle drivers, and also: how will firetrucks and other emergency vehicles deal with the diverters?
Maine - 700 Block - [REDACTED]	We are so close! Let's work together to make this plan improve the safety of our neighborhood. Let's examine the data and see where traffic flow, volume, and speed has improved. Let's achieve equitable solutions that ensure that others don't suffer for the benefit of some.

Reported Name	What OTHER COMMENTS would you like to add?
Ohio - 700 Block - [REDACTED]	These are ugly. They don't belong in this beautiful, historical district, it takes much longer to come home or leave the neighborhood. No one respects them, they just illegally avoid them. I think was just a waste of time and money. Honestly, they anger me every single day.
Missouri - 800 Block	One example of it causing inconvenience: if my goal is to park on the east side coming from the south toward 7th and Missouri, I have to go around the block, wait for 6th street traffic to allow a left turn off Maine, come south on Missouri, then either U turn or use another drive way to turn around. very inconvenient being the parking is 50 feet the other side of 7th and Missouri. And takes as much time as 6th street decides at rush hour.
Missouri - 800 Block - [REDACTED]	There are diverters on three consecutive streets: Michigan (roundabout), Arkansas, and Missouri. It slows and confuses traffic in the area, especially on game days.
Missouri - 800 Block - [REDACTED]	I wish you had added another potential answer by the question on equitability. I had to choose yes or no. I would have preferred to answer: don't know, or not sure. I really don't know enough about the impact on blocks other than my own to really be able to answer that question. Mostly I am happy with the new traffic situation. One concern I have is that I have noticed some cars ignoring the diverters and making dangerous turns or simply driving over the diverters on Mississippi. I am also concerned that there might be a slight increase in traffic through the alleys.
Missouri - 700 Block	
Ohio - 600 Block	I don't think there is anything elitist about wanting less automobile traffic in a residential neighborhood.
Louisiana - 700 Block	
Illinois - 700 Block - [REDACTED]	First, people do not pay attention to them. You will probably have to restructure all the rain drains by the end of the year. Finally, it's incredibly hard to get anywhere you are trying to go in a time effective manner.
Missouri - 800 Block	
Ohio - 600 Block	I understand the reasoning behind the installation but I'm not convinced the current diverters are the best solution.
Missouri - 700 Block	Thanks for doing the survey.
Indiana - 600 Block - [REDACTED]	Overall, I have been pleasantly surprised by the positive benefits of the control plan -- but the benefits come at an unacceptable and needlessly excessive cost. So selective modification is an imperative. In addition to the changes above, we should test a small number of roundabouts, which definitely slow traffic but do not force aberrant behaviors that result from both types of barriers. Redesigns should focus most urgently on correcting particular problems, eg the east-west divide that renders the stoplights on 9th and 6th essentially worthless to residents of eastern OWL (like me.)

Reported Name	What OTHER COMMENTS would you like to add?
Missouri - 700 Block - [REDACTED]	<p>I feel that those who complain about having an extra 30 seconds added to their drive time should consider the needs of the neighborhood. Once you are aware of the diverters navigating them becomes a simple, standard part of your everyday commute. It is an incredibly minimal disruption at worst, and it has made our neighborhood significantly safer.</p> <p>I see many yard signs in OWL that state "We are all in this together" and "We look out for each other". I hope that our internal convictions are as strong as the signs we put in our yard for everyone to see. If we are all truly in this together, let's prove it. Being a good neighbor sometimes means accepting a minor inconvenience in exchange for something that benefits us all.</p> <p>If you want a better neighborhood, it starts by being a better neighbor.</p>
Louisiana - 800 Block - [REDACTED]	So far all we have are opinions - some quite strong - will be very interested in the facts that will come out from the pre and post traffic study. Facts break ties!
Tennessee - 700 Block [REDACTED]	
Ohio - 700 Block	I am thrilled to see this program launch to try to mitigate the speeding, and floating through stop signs in this area.
Missouri - 800 Block	
Alabama - 800 Block	
Alabama - 600 Block - [REDACTED]	I'm not against some kind of traffic control, but the current barriers don't seem to do much to slow traffic. Rather I hear and see people go through them and not stop at stop signs any longer and/or just blow through them at fast speeds likely in annoyance, but this causes more danger for those walking, running, biking or with small children on the road.
Ohio - 600 Block - [REDACTED]	
Ohio - 700 Block - [REDACTED]	Personally, I have liked the diverters. I regularly walk and bike with my kids and the streets feel much safer. However, I am sympathetic to those (my husband included) who argue that OWL is now like a gated community, and the diverters add confusion to visitors/delivery drivers/emergency response vehicles.
Illinois - 600 Block - [REDACTED]	This took an isolated but visible issue of too fast cut through traffic and an isolated non-injury accident, and turned it into a continuous, but less visible safety issue. The significant increase in alley traffic which was only home owners before, is now excessive and dangerous, with less visibility on a route not intended for mixed car and foot traffic. The new traffic diverters clearly undermine the historic look and feel of the neighborhood. I would prefer they be removed entirely, and the neighborhood returned to the state it was in before.
Maine - 800 Block - [REDACTED]	I primarily walk and bike through the neighborhood and do feel a bit safer with the straight diverters, knowing that people aren't going to drive straight through. The diagonals always create confusion when encountering vehicles there.
Ohio - 600 Block [REDACTED]	Let's remove all diverters and let's all be equals and equally important in our community. And if we are keeping them up let's be sure to provide it to all of Lawrence east north south and west. Every family should be protected from traffic.

Reported Name	What OTHER COMMENTS would you like to add?
Indiana - 600 Block	I would like to see roundabouts considered. They are aesthetically pleasing and slow traffic and still allow the driver to go where he wants to go using his normal route.
Indiana - 800 Block - [REDACTED]	My personal residence is on the west end of Harvard RD. My route to work was 6th street from Folks Rd to Indiana, and 3 blocks to Owens parking lot. I used to enjoy seeing the neighborhood and especially the changing of the trees along Indiana. Since Indiana was blockaded, I never drive in OWL. It was VERY unfortunate that no businesses were informed or consulted prior to the barrier installations. I grew up in Lawrence and raised my kids here, and remember walking with my kids on OWL tours. This fiasco really is unfortunate in that OWL does not seem welcoming to the community at large. One final comment about the speeding data: most residents are used to driving 30 mph in neighborhoods. That's what the city norm was until it was recently lowered to 25. The fact that OWL had a school zone speed limit of 20 thru the neighborhood was unusual. If you look at the data, only 9.44% of traffic was above 30 mph. I don't feel the drastic measures were warranted.
Indiana - 700 Block	thank everyone involved for time and efforts
Indiana - 600 Block - [REDACTED]	I like the concept of the diverters, but the plan could be better. I don't see why we need a one-size-fits-all solution; we could have a combination of four-way stops, other kinds of diverters (as in mid-block ones), roundabouts, and other devices. I'm not sure what the expertise of the city's consultants was, but many cities have effective traffic controls that should be studied before any final plan is enacted. Try checking out Eugene and Portland, Oregon, for example.
Ohio - 700 Block - [REDACTED]	
Arkansas - 800 Block - [REDACTED]	Ugly and annoying, but I guess they are necessary.
Ohio - 800 Block	Ha Ha!! I think I've said enuff!!
Missouri - 800 Block	
Louisiana - 700 Block	We genuinely appreciate what you are trying to do. Communications is always a challenge.
Missouri - 700 Block	While we thought that there were communication shortcomings with the planning of the traffic pilot and its deployment, the problem of speeding/dangerous driving behavior is something that we've long recognized on our block, and it was a nice surprise when we realized that the city had a plan to address it. Of course, diverters come at a cost for local residents in terms of car access, but the increase in quality of life in the neighborhood (in terms of noise, safety for pedestrians, outdoor life for the neighbors' kids, etc.) clearly offsets it in our opinion.
Tennessee - 700 Block [REDACTED]	

Reported Name	What OTHER COMMENTS would you like to add?
Ohio - 800 Block [REDACTED]	Seems like we need another North/South thru street between 6th & 9th between Maine & Tenn/Kentucky. I am also concerned about how the diverters affect street maintenance activities like street sweeping & snow removal.
Arkansas - 700 Block - [REDACTED]	
Louisiana - 700 Block	I think that there could have been better communication from the city when they were beginning the process. Communication from the OWL organization was very good. I did not attend the meetings that were held but received updates through the FB page and through notices left at our front door.
Ohio - 600 Block	How does this impact emergency vehicles trying to get through the neighborhood? Can a ladder truck make the tight turns? How much extra time will an ambulance take to get to a house in the neighborhood?
Missouri - 600 Block	Just take it all out!
Louisiana - 800 Block	
Maine - 600 Block - [REDACTED]	Please make it go away.
Maine - 600 Block - [REDACTED]	
Arkansas - 800 Block	I hate that I cannot casually drive through my neighborhood to see my neighbors beautiful houses without being sent to 6th or 9th. This is not the answer.
Maine - 600 Block	Takes more time of my day to get around in my neighborhood.
Arkansas - 700 Block	I knew nothing about any issues with traffic to begin with before these things were put in place. I've since heard the reasoning was people were speeding. If that's the issue I think adding another speed bump or an actual police presence would be the answer. They've done nothing but disrupt, people are actually driving worse now and driving around them. They're an eyesore, ruining a beautiful Historic neighborhood and making the lanes even smaller. Over the last snow there was ZERO treatment done to this neighborhood and I'm assuming this is because snow plows can't fit! I've seen more people pull up to them confused and there is more traffic in my one lane alley that has caused more disruption just trying to get home. I'm personally upset that there wasn't any input from actual residents before people who don't even live here come and try to "fix" things. They haven't accomplished anything but headaches, from everyone I've spoken to about it. The roads were not designed for this, this is not the answer. They shouldn't be put back/moved in any capacity, except to remove them completely. I would be less disrupted by an extra speed bump or two. Maybe a police route coming through around busy times. Even a traffic camera. Not traffic diverters, which seem to me to be the most nuisance in the actual residents.

Reported Name	What OTHER COMMENTS would you like to add?
Alabama - 600 Block	
Ohio - 700 Block	Additionally, the diverters are an eye sore and make the neighborhood look less quaint.
Mississippi - 600 Block	It is elitist and exclusionary to try to get non-residents not to drive at all through our neighborhood. They are city streets--they should serve everyone.
W 8th - 700 Block	
Indiana - 600 Block	My car was parked in the street in front of my house prior to the diverters and was totaled by a speeding car. They were going so fast that they pushed the car up onto the yard and into the alley next to the house. Fortunately, no one was injured. I appreciate having less traffic and slower moving traffic.
Mississippi - 600 Block	Please find a better way to mitigate this problem. For example: Speed Bumps. I agree the through traffic is an issue, this is not the solution though.
Alabama - 700 Block	
Arkansas - 700 Block	As someone who walks the neighborhood more frequently than most, there was never a safety concern to begin with. The diverters only make drivers upset and frustrated leading to unsafe driving.
Alabama - 700 Block - [REDACTED]	<p>I don't think there's any question that driving in OWL can be tricky. When I noticed people speeding through our intersection when it was only a two-way stop, I petitioned the neighborhood and city to have a four-way stop put at our intersection (this was in 2012). What used to be a daily hazard of people speeding down Alabama Street to get to KU has become a non-issue. I've never understood why every intersection in OWL has a different stop-sign situation. It makes driving confusing to visitors and dangerous for residents. The traffic diverters only complicate driving, which inherently makes for a more dangerous situation.</p> <p>My opinion is that getting rid of the diverters and putting 4-way stop signs at every intersection would greatly reduce confusion and dangerous driving. I know the argument against that is that cars tend to speed up between stop signs, but if you weigh that against cars speeding up everywhere because the diverters keep rerouting them, and the drivers being angry, confused, and lost, well...I'll take the four-way stops.</p> <p>I would also like to reiterate how uninviting, confusing, maddening, and unwelcoming to visitors the traffic diverters make OWL seem. I've visited many historic neighborhoods in my time--never have I seen this kind of thing. It denigrates our beautiful neighborhood.</p> <p>I would love to know how this got steamrolled through without consensus from the neighborhood. This is an historic, beautiful neighborhood, and a lot more consideration from a design and historic angle should have happened. The way this was done was bound to make people angry, and so now the city has created a whole new headache for itself. We have bigger and more pressing issues in our city that need attention and resources, and this project seems like a frivolous and useless waste.</p>
Missouri - 800 Block	Would like to know how this impacts access to emergency vehicles.

Reported Name	What OTHER COMMENTS would you like to add?
Louisiana - 800 Block	I liked it much better without these traffic medians. It has become a major inconvenience to living in this neighborhood. I want to be able to get around thoroughly.
Arkansas - 700 Block - [REDACTED]	<p>The barricades have done nothing to prevent thru traffic in the neighborhood. If anything, there is a greater volume of traffic in the neighborhood, and more people speed and ignore stop signs because they are frustrated that they have to go out of their way to get to where they are going. On a daily basis, I see vehicles - often company vehicles - circling the block, meandering through the neighborhood, passing by the same area of the neighborhood several times. When I first saw someone doing this, I thought it was suspicious, but as it started happening regularly - daily or sometimes multiple times a day - I realized that the drivers are just trying to figure out how to get to where they are going and cannot figure out the maze that the barricades have created. This is an extreme and frequent example of how the barricades are increasing traffic volume in the neighborhood, but the same logic equally applies to neighbors, city workers, and delivery services who have to take longer, less direct routes to get to/from their destinations in the neighborhood. If drivers have to take longer, less direct routes (more turns on more streets, which takes more time) to get in and out of the neighborhood, they are effectively increasing traffic volume throughout the neighborhood.</p> <p>The above are not considered thru traffic, but I have not noticed a decrease in thru traffic either. On multiple occasions, I have witnessed vehicles be routed out to 6th St. or 9th St. at the barricades only to cut back into the neighborhood at the next block. Though, more commonly I witness people drive over the barricades. Both are evidence that the barricades are ineffective at preventing thru traffic.</p> <p>And God forbid anyone who lives west of Mississippi have a fire at their house or a medical emergency - it will take the fire department/paramedics an extra 5min to get there.</p> <p>As I mentioned in a prior comment, if the goal is to improve the safety of the neighborhood, there are more effective, tried-and-true methods of traffic calming than what is being experimented with in Old West Lawrence now. If the real goal is to turn Old West Lawrence into a quiet, suburban neighborhood, you chose the wrong place to live. There are plenty of suburban housing developments in 'new' west Lawrence - I'm certain you can find a home on a cul-de-sac out there.</p>
Louisiana - 800 Block	I still see people speeding and now I see people just drive the wrong direction in their turns to get around the diverters. How has this affected delivery drivers, the school bus or emergency vehicles? I also feel it makes the neighborhood seem a bit stuck up and closed off, or not open to all people.
Louisiana - 700 Block	
Louisiana - 700 Block	
Maine - 600 Block - [REDACTED]	Instead of paying a company to study traffic patterns and build walls, why not invest in reinforcing the public transit system in Lawrence. The most impactful way to reduce traffic would be to reduce the number of vehicles on the road; the reason we all drive is because public transportation is not reliable or time-efficient or accessible to the majority of the Lawrence population. And if investing in public transit is too radical, how about investing in fixing these horrifying sidewalks? Or even installing actual sidewalks on some sections of the street? These road barriers you've all chosen to pioneer just highlights that you want to keep certain people out of OWL.
Ohio - 800 Block	I would be interested in seeing whatever other options the City is considering -- BEFORE they are implemented, not after.
Louisiana - 600 Block	I would like a more thorough discussion about methods of controlling speed that do not include methods that affect anyone's ability to navigate our neighborhood.

Reported Name	What OTHER COMMENTS would you like to add?
Mississippi - 700 Block	I've lived in this neighborhood 30 years. There have been grumpy old men this whole time. Why are we just now giving birth to one of their senile fantasies? This is a college town. If you don't want to be bothered by the community or culture that brings, move the west side, or Topeka. Why are we spending money on this bullshit instead of keeping an elementary school open? Why is there a massive new police station. I can't believe people are so numb, rich, and self involved that they aren't embarrassed at this disgusting display of entitlement. Diluting our neighborhood to make a gated community where no one wanted one is outrageous nonsense. There are plenty of elitist gated communities out there - go there.
Illinois - 700 Block - [REDACTED]	<p>***!!!There have been endless cars damaged by the storm drain at 7th and Illinois—they don't realize how deep the slope is and drop onto the top of the drain.</p> <p>Every. Single. Time. We sit in our living room, we hear at least one car bite it, and just this morning, a car lost most of it's rear, passenger quarter panel turning right at our corner. I went out with duct tape and scissors, but the owner was quite angry and thought I was making fun. We also have tire tracks going across the corner where drivers of large vehicles decided they wouldn't be able to make the turn. [4]</p>
Louisiana - 700 Block	<p>Initially (that first weekend) I hated the barriers, then I tried to adapt and accept for a couple of months. But I am back to not liking them at all. The character of the neighborhood is changed, the route calculations to get where I want to go each time seem ridiculous, and I have seen only a minor decrease in traffic volume. And there is an increase in violations at the intersections-- left turns, driving over barriers etc</p> <p>Would not the small roundabouts like off south campus work? Slow traffic significantly but still let you go where you need to go.</p> <p>Having the diverters at both ends of Mississippi seems overkill to get the traffic off of that street. Either at 7th or 8th seems more reasonable.</p> <p>I really really hope we can end this experiment.</p>
Louisiana - 700 Block	I was not in favor initially, but am fully accepting that this is a good thing for OWL.
Mississippi - 600 Block [REDACTED]	We need to ensure all stakeholders receive sufficient advance notice of traffic pattern changes. We know how the City blindsided its fire department.
Alabama - 700 Block - [REDACTED]	The most outrageous aspects of this traffic program trial are 1) To propose a traffic program without considering how it will affect all of the other aspects that create & maintain our wonderful, much loved larger neighborhood is shortsighted. 2) To impose a plan that affects the whole but primarily benefits the few is mean-spirited. 3) Minimal initial communication as well as a lack of valid evolving project information has created high levels of frustration & unnecessary hard feelings re: the program. For many - "one day, it just began"
W 8th - 600 Block	Our outcome ought nit to aggravate OWL residents, nor detract from our historic neighborhood. Rather we can find a way to slow & discourage normal traffic, and STOP COMPLETELY the passage of HUGE trucks. Thank you to those who are working to make OWL safer.
Indiana - 700 Block	
Indiana - 700 Block	I live on a corner and am often looking out my windows observing people, cars, and dogs! It really bothers me to see so many drivers barely even slowing down to take right turns where there is a stop sign. This seems to happen more now since the diverters were placed. It is also quite common to see cars making illegal left turns where there is a barrier (8th and Indiana). And of course, trucks and SUVs regular go right over the curb barriers.
Mississippi - 700 Block [REDACTED]	I am completely opposed to these diverters. They have been nothing but a nuisance. The traffic on Mississippi was not terrible. The traffic on Maine has always been copious and is now worse than ever.
Tennessee - 600 Block	-
Missouri - 800 Block - [REDACTED]	The real issue for me is that this system of transportation has racial overtones. There is a child in the Pinckney neighborhood whose thoughts are " we used to drive through old west Lawrence. I liked it because all the houses are so pretty. At Halloween mom and dad would take us there for trick or treat and the people were so nice. But now mom says we can't drive through there. I guess it is because she lost her job or maybe because we are black. " Certainly this is a unfair belief but the kid is 6 years old. Twenty years from now there will be another kid who comes to the same conclusion. We are supposed to be tearing down systematic racism in our community not building more.

Reported Name	What OTHER COMMENTS would you like to add?
Mississippi - 600 Block	<p>Prior to the diverters, when I left my house to go to campus, I would simply take Mississippi Street. Now the diverters send me three blocks west to Maine Street (where I generally have to wait for the light to turn green (and eventually stopping all traffic on the main thoroughfare/9th) only to then have to travel three blocks east to get back to Mississippi.</p> <p>Also, the diverters make me feel a bit elitist which is undesirable. There is such minimal traffic now that it feels somewhat like living in a gated community with a feeling that we don't want the riff riff driving in our snooty neighborhood, the antithesis of the open and liberal ways of the majority of OWL habitants.</p>
Indiana - 700 Block - [REDACTED]	The lessening of traffic is not worth the extremely unsafe driving behaviors this project has caused.
Louisiana - 600 Block	Good luck!
Alabama - 700 Block - [REDACTED]	<p>Since moving into the neighborhood in April 2021, I have not observed any speeding or dangerous traffic. In fact, I was amazed at how little traffic there was in general. I see no reason for the traffic calming devices. I don't have children but do walk regularly and have not seen any dangerous drivers. We have an historic neighborhood and the traffic divider at 8th and Alabama is in right next to a home on the historic register. The divider detracts from the historic feel of the entire neighborhood.</p>
Ohio - 700 Block	<p>I am so glad that the City has gone to the time and effort to help address concerns about speeding and unsafe cut-through traffic in our neighborhood. We have already adjusted to the changes and altered our driving patterns. If someone is coming to visit or drop something off for us, I give them instructions on how best to get to our house, and no one has problems. It was always very upsetting when cars would speed down our street, not bothering to stop at stop signs, but barreling through without any concern for residents. I want to live in a walkable, pleasant neighborhood. The traffic diverters has accomplished that.</p>
Tennessee - 600 Block [REDACTED]	Non elected individuals made decisions to do this pilot program without the homeowners consent and have destroyed the historicity of this neighborhood.
Ohio - 700 Block	<p>If the concerns of excessive speed and other forms of unsafe driving are a concern, there needs to be discussion of how to enforce traffic ordinances. I don't believe suggesting drivers change their direction of travel does anything but encourage them to simply ignore the traffic diverters. As of now, the diverters aren't truly diverting traffic, but suggesting traffic. I don't feel this study is truly able to achieve what it set out to do, as the consequences for not following the diverters' traffic control do not exist. I suggest placing more stop signs at intersections to slow traffic and force those wanting to cut through the neighborhood to either abide by stop signs with traffic enforcement or simply take the main thoroughfares.</p>
Mississippi - 700 Block [REDACTED]	This has added to delivery times for mail and packages. The delivery and emergency service can not navigate the diverters. This is hardly a carbon negative project, increased driving and fuel usages. God forbid that someone's house burns down or EMTs are delayed to save a live because of this.
Ohio - 700 Block	
Alabama - 700 Block	wear a mask. wash your hands.

Reported Name	What OTHER COMMENTS would you like to add?
Indiana - 600 Block	<p>The survey asks about an equity question without giving an I Don't Know option. There is no way for me to determine an answer to that question without more information.</p> <p>I'm very concerned about the apparent divisions in the neighborhood. I appreciate everyone's engagement in this matter and thank the neighborhood association for their work on many matters for the neighborhood. Traffic is one issue and there are many more that are not so salient. I hope we can all work together in the future.</p>
Illinois - 800 Block	<p>I was pleased that the diverters were being installed and tested. It is not unusual for cars to speed by our house. We have grandkids at our house frequently. When they are in our front yard the cars which speed by are a concern. So we liked the idea of efforts being made to remedy that. That said, cars are still speeding by. I don't know if there are fewer cars, but some are still going by too fast. I don't see that they have made a difference at our location.</p> <p>My opinion, at this point, after trying them out, is that the traffic control devices are a mistake, for many reasons. They are ugly. They catch leaves and other debris. They hinder snow removal, and restrict the flow of rain or snowmelt runoff. They obstruct emergency vehicles. Plus, they are routinely ignored. They are driven over or around. If speed limits aren't really enforceable, why do we think the traffic control devices will be enforceable?</p> <p>I don't see that they are doing anything to improve the neighborhood, and they seem to me to be diminishing it. At some intersections they cause you to turn earlier into the intersection and some of our unusually high curbs cause damage to our cars. I suggest we consider this a nice try, but give it up.</p>
Maine - 800 Block - [REDACTED]	
Tennessee - 600 Block [REDACTED]	
W 8th - 900 Block	<p>These are not effective, as people ignore them anyway. They are visually unappealing and change the character of the neighborhood. They disproportionately affect some homes at the expense of others and this all feels very political.</p>
Maine - 800 Block	<p>People keep driving over the dividers.</p>
Maine - 800 Block	<p>I don't drive, and I'm seldom in a car, but find these things unsightly and haven't heard any positive comments from the drivers when I AM in car. I'd prefer to see them removed. If anything, it makes drivers more dangerous because it makes them angry.</p>
Maine - 800 Block - [REDACTED]	<p>It increased alley traffic. A visitor to our house couldn't figure how to turn left. They finally went through an alley.</p>
Arkansas - 800 Block - [REDACTED]	
Kentucky - 800 Block	<p>Over control. I would rather see speed bumps than telling me I cannot turn a certain way to get to my destination.</p>
Ohio - 800 Block	
Arkansas - 700 Block	<p>Some type of traffic calming really needs to be permanently installed</p>

Reported Name	What OTHER COMMENTS would you like to add?
Alabama - 700 Block	
Maine - 800 Block - [REDACTED]	I still enjoy my walks on OWL streets. Improving the sidewalks will keep me from walking on the streets (some sidewalks are very hard on my old knees, ankles, etc.).
Maine - 600 Block	Aside from the frustrations of traveling through the neighborhood, I think that the character of the neighborhood has changed with the various barricades. I understand the problem that is trying to be solved, mainly people speeding through. I see the problem all the time at 7th and Maine. Few come to a complete stop at the 4 way stop. I see people flying down both 7th and Maine. My biggest concern is the bar on 7th and the drunkards that have destroyed several of our vehicles over the past 15 years. Speed bumps seem to have some affect but am wondering if roundabouts might be a more effective deterrent, placed where they would be most effective. I think there would be less impact on the character of the neighborhood and less frustration from those of us who live here.
Alabama - 700 Block - [REDACTED]	I've had 2 different vehicles hit and totaled on 7th street so I am very happy with the new traffic system with the significant reduction in volume and speeds. My inside/outside cat is much safer as well.
Mississippi - 600 Block	I appreciate all the work that has been done on this project, and I hope you will make the changes permanent as soon as possible.
Ohio - 800 Block - [REDACTED]	What is most sad to me is the number of people I talk to that do not live in OWL that say they love to drive through and look at the houses, remember a home they used to live in, or just enjoy the uniqueness of the neighborhood and now it feels to them they they are shut out. That's not what I want. These are not speeders.
Missouri - 600 Block	
Maine - 800 Block	As a resident of the area for the last 6 years, I would very strongly like to see the diverters removed and in areas where traffic is a problem, speed bumps put in their place. I will finish by saying- if it's decided that the diverters are to be left in place- police presence needs to be put in the neighborhood to actually enforce the traffic laws. We put the diverters in and expected people to follow the rules-which they do not as I've witnessed. We MUST inspect what we expect. And if we had the police presence to enforce speeding and traffic directions we would not need the diverters in the first place. So it's my ultimate opinion that they need to go and potentially be replaced by a different, less intrusive form of traffic control. Thank you for allowing residents an opportunity to provide feedback!

Reported Name	What OTHER COMMENTS would you like to add?
Maine - 800 Block	<p>How come my tax money is paying for this AND I fail at the PAID FOR STREET SWEEPER cannot clean leaves in front of my house due to the apartments across the street have cars filling the street in front of my house 10 months of the year? They can't sweep the gutter like they can anywhere else. Do I get a property tax reduction due to this? No. And the renters park on a reasonably maintained roadway while we park off the alley which has no speeding issues because it is only minority passable due to roughness and overgrown. Oh yes, we need to report it, right? We have and also you city services go down it weekly. Possibly do your jobs well could be a solution?</p> <p>With the "we pay for it", City Gov't sidewalk take control - I am NOT Rep. or Dem. but you are instilling Socialism to the EXTREME!!!</p> <p>After the KU Indoor fb facility was finished, 9th St has deteriorated as expected. And.....?????</p> <p>I find your management and projects reprehensible. Hope you are ready for the truth.</p>
Maine - 800 Block	
Tennessee - 700 Block	I'm in favor of slowing down traffic in the neighborhood but I'm not certain the diverters are the right approach.
Arkansas - 700 Block - [REDACTED]	People are driving through and waiting to make left turns against the arrow when traffic is clear, including city vehicles. If I wanted to live on a dead end type of street, I would have moved there almost 50 years ago instead of where I am at.
Arkansas - 800 Block	In a time of global warming, increasing gas prices, and gas shortages, why the city wants to increase fuel consumption eludes me. Enforcing speed limits and stop signs seems a better use of resources than inconveniencing law-abiding residents. Scofflaws should be punished, not those of us who live in the neighborhood.
Missouri - 700 Block - [REDACTED]	
Missouri - 700 Block - [REDACTED]	I believe the entire neighborhood should have remained cobbles and center-of-intersection decor could be added to improve traffic calming. Overall, traffic calming techniques should be implemented and kept in place for a long time. Changing traffic patterns constantly is pointless.
Maine - 800 Block	I am a delivery driver, it makes delivering to houses in this neighborhood much more difficult. These need to be removed ASAP.. so pointless, almost more dangerous than with without, and negatively impactful to traffic.
Indiana - 800 Block	I think for residents (after figuring out the layout) it works fine and for those just driving through I think it will help them go around in the future.
Alabama - 700 Block	i really hope this is not a permanent procedure,I think it makes our nice brick streets and old neighborhood look totally ridiculous. Old West Lawrence was and will remain better off without all these strange formations sticking up everywhere we turn! Please do away with them!
Illinois - 800 Block - [REDACTED]	What a waist of money, They ruin the look of the neighborhood, and they piss me off everytime i turn to drive down my street and forget about them, and end up driving all over the neighborhood just to get home. They are totally not worth keeping and i hope they are gone soon!

Reported Name	What OTHER COMMENTS would you like to add?
Missouri - 800 Block - [REDACTED]	
Illinois - 800 Block [REDACTED]	<p>I know everyone meant well and had good intentions, but this project was a net loss for our neighborhood and has both physically and figuratively divided our community in two. It added stress to our residents, who were already upset that there was no traffic enforcement. With this pilot, every block that saw a positive change put more burden on our neighbors who live on the next block or down the street by increasing their traffic.</p> <p>That's not a win in my book.</p> <p>I sat in on several meetings where I heard neighbors who live on the same street arguing over the benefits of barriers that divided them on 8th street. Those that were cut off from access to 9th street were upset, and their neighbors who lived on 9th street minimized their issues as being merely inconvenient with little to no empathy. People who were anti-walls when it was a political issue yet have no problem walling off their neighbors.</p> <p>This type of neighborhood divide makes the pilot a failure in my book. Now we have neighbors questioning the intent of other neighbors volunteering to make the neighborhood safer for everyone.</p> <p>**My advice to the city would be to save everyone's stress by installing more speed bumps and enforcing existing traffic laws like speed limits and stopping at stop signs.**</p>
Alabama - 700 Block	<p>Speed bumps, roundabouts, and/or increased enforcement should be tried to remedy this perceived problem before we resort to permanently destroying the tranquility and atmosphere of this historic neighborhood.</p>
Maine - 800 Block - [REDACTED]	<p>I want to know how forcing one to sixth street and making a left turn is a good option. I have had deliveries be late, talked with frustrated delivery persons. I suffer from migraines and the diversions when trying to get home make them increase. I generally avoid driving down sixth and ninth streets because traffic is hectic and isolated from my neighborhood.</p> <p>Also walking is more difficult for me as I am getting older and my handicaps are aging with more pain, so driving through the neighborhood helps me to feel more connected to my neighborhood and less isolated.</p> <p>How about saving the money from this fiasco and applying it to keeping our schools open.</p>
Illinois - 700 Block	<p>OWL residents seem to walk in the street a lot. Perhaps improving the ankle twisting, stroller wheel grabbing "beautiful" & "historic" sidewalks would make everyone, pedestrians and drivers, safer.</p>
Illinois - 700 Block - [REDACTED]	
Illinois - 700 Block	
Missouri - 800 Block	<p>Thank you to all who have been involved with this project.</p>
Arkansas - 700 Block	<p>This was not a preferred pilot and has inadequately distributed the traffic. There is more traffic on streets that shouldn't have it and it is impacting quality of life in the neighborhood.</p>
Arkansas - 700 Block	<p>I did not feel as though there was a problem with traffic before and these have made any small problems worse.</p>
Arkansas - 700 Block	<p>Why were these installed? They make me feel nervous to walk the neighborhood because they encourage worse driving behavior.</p>

Reported Name	What OTHER COMMENTS would you like to add?
Maine - 700 Block	I live on Maine street and use my driveway to back out into the street. Now there is more traffic on my street and I've got to double check both side because cars will turn on 7th or 8th to come down my direction. The diverters also make it very inconvenient from driving from one house to another within the neighborhood. In instances where you have to go back out on 9th or 6th street to turn back around to the direction you need to go.
Illinois - 700 Block - [REDACTED]	I just want to register my shock at how this project has divided the neighborhood and the intensity of the reactions to it. While I am at times frustrated by the diverters--and myself for forgetting about them and having to re-plan my driving route--, I know that they are an attempt to address issues of real concern. Hopefully, the neighborhood can find a way to agree on the goal of safe streets while hashing out the different means that might be implemented to achieve that goal.
Missouri - 600 Block - [REDACTED]	Get rid of it
Missouri - 600 Block	Increases time for emergency service vehicles to arrive at homes. I shouldn't pay for a small group of homeowners to ruin the neighborhood infrastructure over niche issues
Maine - 700 Block	I appreciate the efforts to provide a safe environment for OWL residents, but I miss being able to drive through my neighborhood, whether driving home or looking at Christmas lights or looking at all of the interesting houses. I have started driving in the alleys more to avoid both Sixth Street and the diverters.
Missouri - 600 Block	Why not more speed bumps instead?
Maine - 700 Block	Communication about the project was poor initially. There was indication in an OWL January 2021 newsletter that it may be discussed. No minutes regarding that meeting was located and I asked for them via the OWL Facebook group. Since then, there have been comments/posts/sporadic replies on the OWL Facebook group about the project, the OWL website, and another website created after the diverters were installed. Communication has remained poor during the pilot to date.
Kentucky - 800 Block	Some of the questions should have a no comment choice. Forced choice has some limitations. Also, are you planning on sending out a second survey after the results are posted by the city? That could help sort out who is recalcitrant, who is unfamiliar with the goals and accomplishments of the project etc. Thanks for all your work.
Alabama - 800 Block	OTHER THAN THE OVERWHELMING WRONG FROM CONCEPT TO EXECUTION, NOTHING
Maine - 600 Block	They are extremely disruptive to neighborhood traffic! They should all be removed.
Mississippi - 700 Block [REDACTED]	
Arkansas - 700 Block	To me, traffic barriers on our streets just feel like unnecessary hostile architecture. I did not notice many issues with speed or safe driving prior to these being installed. They make our neighborhood look inhospitable.
Mississippi - 800 Block [REDACTED]	

Reported Name	What OTHER COMMENTS would you like to add?
Illinois - 700 Block - [REDACTED]	Thank you for making this a more accessible public discussion. I was very surprised when this project suddenly appeared with only a week's notice.
Arkansas - 800 Block	I have gotten more used to the changes, but I think it is overall heavy-handed. I believe it has also increased issues on the remaining accessible routes such as Michigan.
Missouri - 800 Block	I do not understand the comments surrounding 'equity' and keeping people out of the neighborhood. I get that this is about making streets safer because I have seen the result on my street. I realize my survey is late, so you may not see this, but good luck!
Kentucky - 800 Block	Diverters make driving inconvenient and are unnecessary.
Arkansas - 800 Block	I do like that traffic volumes and speeds have decreased on my street. I do not notice significant changes on Michigan.
Louisiana - 600 Block	I appreciate everyone trying to solve the problems but I think the current situation is not the solution.
Alabama - 700 Block - [REDACTED]	The question about equitability is a good one, but my answer does not reflect an informed answer. I think we all need a bit more discussion over this question and more data.
Indiana - 800 Block	<p>In reference to the character question of the neighborhood, these are temporary. These are not how the final permanent ones will look. I asked the city to start explaining their ideas of the permanent ones and encouraged them to consider landscaping and greenery added to them to keep them more natural looking for the historic neighborhood. The TEMPORARY ones aren't the end result and therefore that question is a little off and could be explained that they are temporary for anyone thinking they will just end up looking like this.</p> <p>As for the equitably distributed traffic safety question, I will say that traffic volume and speed were not distributed equally through the neighborhood before those were installed. Some blocks and entire streets have so much more volume and speed than others so I feel there needs to be more elaboration on those answers. Our intersection is one of the busiest, but when I go walking and see other intersections further into the neighborhood I get why people say there isn't a traffic problem. It truly depends on location in this neighborhood and before these were installed, it was OUT OF HAND in regards to the speeding and traffic volume on our block. So dangerous! I'm not the biggest fan of these diverters, but they are slowing down and reducing traffic on our block in particular and I'd rather have them than not have them because they are stopping the dangerous issues we had before.</p>
Alabama - 700 Block - [REDACTED]	

Reported Name	What OTHER COMMENTS would you like to add?
Outside of OWL - [REDACTED]	
Outside of OWL	
Outside of OWL - [REDACTED]	I see the road work ahead signs along 9th st and I try to avoid going down the roads if I can. then I find myself driving around trying to figure out how to get home. It's like being in a maze
Outside of OWL	Remove the barriers. You're creating havoc in this neighborhood not helping it.
Outside of OWL	OWL streetscapes and intersections exceed the appearance of other neighborhoods, but still leave much to be desired. These are incremental improvements, but can look very good if landscaped and permanently installed.
Outside of OWL	
Outside of OWL - [REDACTED]	Whoever invented these is ridiculous waste of time and money for our city
Outside of OWL	It is negatively affecting the people who live, work and visit often this area. It is not decreasing cut through traffic. This is a nuisance and they look horrible.
Outside of OWL	
Outside of OWL	REMOVE. please :)
Outside of OWL	
Outside of OWL	
Outside of OWL	People tend to completely disregard the diversions in general. Driving over them, turning the wrong way or driving though areas to simply get around them. If anything they are a negative installment on the streets of Lawrence.

Reported Name	What OTHER COMMENTS would you like to add?
Outside of OWL	I hate it

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
<p>Maine - 700 Block - [REDACTED]</p>	<p>I have seen dozens of unsafe driving behaviors as people approach the barriers. Some people drive over barriers. Some people turn left (when they're supposed to turn right).</p> <p>When I was out running recently, a driver approached a barrier and rolled through the intersection (because he was confused by the barrier) and turned right without stopping. He didn't notice me until he was already halfway through his turn even though I had been waiting there the entire time.</p> <p>Because of the confusion caused by the barriers, pedestrians (and cars) have to be even more careful to avoid accidents in the neighborhood.</p>
<p>Illinois - 700 Block - [REDACTED]</p>	
<p>Missouri - 700 Block</p>	<p>Much more pleasant time outside, easier unloading cars and monitoring children in front yards (ours and neighbors'), more people interacting outside in front. Feels much safer and more like the neighborhood should be. It took a minute to get used to using 9th and 6th for cross-neighborhood traffic and if I space out I end up having to reroute on my way home from work (because my brain is on autopilot from years of doing the same thing) but overall it's just so much better.</p>
<p>Missouri - 700 Block</p>	<p>More people cutting through alleys speeding, more people driving over diverters causing more risk than when they were there, almost got hit a half dozen times at intersections with diverters as people tried to cut around or through an alley</p>
<p>Maine - 600 Block</p>	<p>It negatively affects the people that live in the area, I've had to change how I get to a lot of places I used to frequent. I stopped getting my morning coffee cause it's a pain just to get downtown.</p>
<p>Illinois - 800 Block</p>	<p>Much less attention by drivers to stop signs. It is MUCH more dangerous to walk.</p>

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Maine - 800 Block - [REDACTED]	
Missouri - 700 Block - [REDACTED]	
Louisiana - 600 Block	
Alabama - 800 Block	
Missouri - 800 Block - [REDACTED]	<p>The traffic on my block as well as the speed at which people travel has reduced significantly. I also very much notice the difference in traffic when I walk the dog around the neighborhood. In the beginning, I did notice that people were confused and did not stop at the stop signs but I have seen that behavior much less over the last several weeks.</p> <p>The two times I have almost been hit by people avoiding the diverters it has been by people who I know live in the neighborhood. So, if we are not going to agree to follow the standard traffic rules, someone is going to get hurt.</p>
Arkansas - 800 Block	More traffic on Michigan.
Maine - 800 Block - [REDACTED]	Increase alley traffic, more u turns , more risky driving then before, increase wait time to back out of my driveway and get on Maine. Increased traffic on Maine you won't see cause u observed when less people in Lawrence due to holidays and KU schedule
Arkansas - 700 Block - [REDACTED]	The largest impacts I've seen is people who just willingly ignore them. I was walking with my children one day and a driver made no effort to slow down to make the turn, which would have resulted in the person hitting us while we were walking; instead, the person ran over the diverter without slowing. I was out running one day and had a similar experience with a driver who ignored the way the diverter told them to turn; they didn't stop or go the right way, and I felt unsafe while running. I do feel the diverters have made drivers unpredictable.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Maine - 700 Block [REDACTED]	<p>The diverters do not easily or intuitively prepare first- or second- or tenth-time drivers for what to do next. I routinely see drivers making forbidden left turns at the 7th St. diverters. They simply slip to the left of the diverter, usually when they can see traffic is light on the cross street.</p> <p>To complicate that, original signage was confusing. Some of that has been addressed by moving the "do not turn" graphic signs from the middle of the intersections to the right curbs, with the Stop sign if there is one.</p> <p>But the inconsistent number of stop signs at our intersections has made the diverters even more confusing. I observe more people are running the stop signs next to diverters because they are busy looking for permission on which way they can turn. I suppose they are slowing down, but slowness caused by confusion can also be unsafe. [1]</p>
Ohio - 800 Block	People driving through barriers, using alleys, emergency vehicles not being able to navigate efficiently; complaints by everyone I encounter
Missouri - 800 Block - [REDACTED]	
Ohio - 600 Block	I have to travel more on Tennessee and Kentucky Streets; that does not make me feel safer as a driver.
Maine - 800 Block - [REDACTED]	People are getting frustrated and driving faster out of frustration. More importantly, people are cutting down alleys driving much too fast to circumvent the diverters; this makes the neighborhood significantly less safe.
Indiana - 800 Block - [REDACTED]	
Alabama - 600 Block	
Alabama - 800 Block	<p>I am now using alleys as a way to get to/from my home, the community garden and my neighbors -- I don't want to be driving in alleys. I have also noticed an increase in alley traffic.</p> <p>I am now making three-point turns in the streets.</p> <p>I have witnessed delivery vans making three-point turns in the neighborhood.</p> <p>I must give detailed instructions to guests and service providers on how to get to and leave my home.</p> <p>I am very happy to see neighbors not on the OWLA board speak up and lead.</p> <p>I trust the OWLA even less than I did before.</p>
Indiana - 800 Block	Delivery drivers are having a noticeably terrible time

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Mississippi - 700 Block	<p>A very long and unsafe way home traveling east on 9th street. Since I cannot go north on Mississippi past 8th street, I am forced to go to the next light at Kentucky, turn left at 8th and Kentucky, take my chances across Tennessee St. and go down 8th street to turn right on Mississippi so that I can park facing north on the 700 block.</p> <p>Traveling in from north Lawrence, I would have to drive south on Vermont to 8th street, go west across Kentucky, take my chances across Tennessee and take the washboard street to Mississippi.</p> <p>I have seen just as many cars speeding as I ever have. People are frustrated and lost, so they speed to the next turn to get out of the neighborhood. Few are stopping at stop signs, curbs and landscaping on the corners are being destroyed, drain covers are being broken bit by bit, alley traffic has significantly increased, U-turns and driveway turn arounds are prevalent, I have seen many cars just go over the barriers anyway.</p>
Mississippi - 700 Block [REDACTED]	
Louisiana - 700 Block	<p>All of the tensions on Facebook has been a real shame, but really spoiled by a small handful of aggressive complainers. I think most people are interested in finding a solution that makes everyone happy. I appreciate all the hard work of both OWLA and non-OWLA community members to gather feedback in a constructive way.</p>
Louisiana - 600 Block	<p>I have had to think about ways of entering and exiting the neighborhood, which is not a bad thing, in my opinion. I think being deliberate about driving here is an acceptable trade off for safety.</p>
Maine - 600 Block - [REDACTED]	<p>I live on the block of 6th and Maine. Cars driving North can see the streetlight at 6th from the stop sign at 7, cars will floor it from the stop sign to the light to try and make the green light. Very high speeds are reached. This was a problem pre-barriers, but it is significantly worse now. I worry for the safety of my children and also the many cats in this area.</p>
Illinois - 700 Block	<p>People are driving over and around them. As it was before they were installed, those who do not care continue to be unsafe and do what they want. The ones who have no regard for others continue to have that attitude. Law enforcement will not monitor it now any more than they did before. [2]</p>
Alabama - 700 Block - [REDACTED]	<p>Lack of engagement / awareness among many in the neighborhood right up until the diverters were installed, as well as vastly different perspectives about the importance of traffic calming versus straight-line driving, have led to significant conflict in the neighborhood. Since much of it played out on social media, it's been pretty unpleasant. Doesn't bode well for our future as a neighborhood or for our ability to advocate with the city for the good of OWL and other similar areas of town.</p>
Indiana - 800 Block	<p>I park in the alley on the 800 block between Indiana and Mississippi. In order to get to the traffic light at 9th and Mississippi to safely enter 9th street, I now have to drive through a private business parking lot. Exiting the alley directly on to 9th street is extremely unsafe because there is zero visibility in each direction.</p>

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Missouri - 800 Block - [REDACTED]	
Mississippi - 700 Block [REDACTED]	It makes some people angry because they are inconvenienced
Maine - 600 Block - [REDACTED]	Drivers seem to be ignoring stop signs way more than they did before the diverters were put up (cognitive overload? being pissed off? I don't know) which makes me feel much more unsafe while walking in the neighborhood.
Louisiana - 600 Block - [REDACTED]	People ignore stops signs at diverters more often than they used to run them prior. I find people still speeding to get through the maze. Alley traffic is way up and the ability of many residents to safely cross 6th street to go west has been made ridiculously difficult. I also not a fan of the aesthetics of the barriers and fear that the permanent versions will be as , if not more, hideous once constructed of concrete and I have seen nothing from the engineers to make me think otherwise.
Maine - 700 Block	Increased traffic on Maine. Noticed more people running stop sign @ 7th and Maine and 8th. Have almost been hit twice from people running the stop sign @ 8th& Maine or pulling a U turn. Also, as someone who walks around the neighborhood quite a bit - I have seen many people going around the diverters instead of following the traffic pattern as intended
Maine - 700 Block - [REDACTED]	<p>We (my husband and I) are experiencing a lot of through traffic in our alley which makes it considerably more unsafe than it had been previously.</p> <p>Everyday, we see drivers going the wrong way around the diverter at 7th and Alabama. This has led to a dramatic increase in close calls and horn honking.</p> <p>Less importantly but still worth mentioning, I miss the pleasure of driving through OWL. Also, there is an element of inconvenience and increased time in driving to and from the library and, if it were summer, the swimming pool.</p>
Indiana - 600 Block - [REDACTED]	cant get to 6th street traffic lights. no direct way to get home from 9th street
Mississippi - 700 Block	<p>I have seen lots of cars disregard the diverters and either drive over them or make a prohibited turn.</p> <p>It has changed the feeling of the neighborhood -- visitors arrive frustrated and neighbors are divided between pro and against.</p> <p>From 7th/Miss I cannot get to a house I can see across the street without going several blocks out of the way or using an alley. Before the diverters, I can count on one hand the number of times I have driven down an alley in the last 15 years. Now I need to do so regularly.</p>
Indiana - 600 Block - [REDACTED]	It seems safer. It has disrupted the neighborhood friendliness.
Missouri - 600 Block	I see people turning left illegally despite the signs multiple times per hour. People still speed between diverters and stop signs. People run the stop signs throughout the neighborhood more often now.
Indiana - 800 Block	
Indiana - 700 Block	People driving in the alleys, three point turns in the middle of the street, people turning left when the the sign says no left turn, AND the worse is that I can't get to my side of Indiana St. from 9th and Mississippi! Totally ridiculous! I am willing to try to work with the new plan and appreciate all of the work that people have put in to make our neighborhood safe. OWL is a destination for those of us who live here but we are also a historical destination that other people would like to explore the neighborhood.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Ohio - 600 Block	Have seen some 'creative driving', mostly lots of 3 or more point turns to get around diverters.
Indiana - 700 Block - [REDACTED]	<p>I drive from the 700 block of Indiana to downtown every day and we live on the west side of Indiana. So I drive south on Indiana toward 8th street but can't go east on 8th nor south to 9th. I have to out of my way back to the west and north until I get to 6th street. I must go out of my way 8 blocks (4 long blocks and 4 short blocks), just to go onto dangerous 6th street, which is additional driving by . 8 miles every trip. These diverters also incentivize people to use our alleys...and make 3 point turns...which is dangerous.</p> <p>Multiply that by 5 days a week X 50 weeks a year and that's an extra 200 miles per year. That's a lot of extra greenhouse gas and global warming...and extra fuel, depreciation and time. I don't understand how prohibiting one left turn southbound on Indiana could make traffic that much better. We didn't have much of a problem anyway.</p>
Indiana - 600 Block - [REDACTED]	<p>Blatant disregard, for which I can't blame anyone who lives here. This setup has made traversing our own streets nearly impossible in many situations and ridiculous in others and potentially deadly in some -as well as contributing to the disdain of people for traffic control measures in general (not a good thing). I've never seen so many stop-signs ignored because they are redundant or contraindicated by the diverter placements. The argument was given that "The city has rules so we can't take out the stop signs." They should have thought that through first with the city commissioners and gotten that figured out BEFORE they dropped this debacle on this otherwise happy, quiet, neighborly and most beautiful part of Lawrence. The way this was rolled out, I would NEVER trust the city to make it 'beautiful' in the final plan. It will always be hideous.</p>
Missouri - 600 Block	I have noticed so much bad driving.
Illinois - 600 Block - [REDACTED]	<p>They don't do anything regarding the bicycle speeders. They ride right through the diverters as fast as they please. the curb to curb big bumps or dips would help.</p> <p>Its absolutely infuriating trying to get in or out of my neighborhood. Turning left on 6th should have been a huge red flag. Our streets are now a 'Hot Mess'. I've seen delivery guys, tow truck drivers, tree trimming trucks, city trucks, moving vans, you name it that have an extremely hard time navigating the rubber bumpers. If you want to order delivery, you better get used to cold food. I wonder just how long it will be before we have a serious wreck turning left on 6th during rush hours.</p>
Indiana - 800 Block - [REDACTED]	<p>Rampant violation (hundreds per day, 40-50 alone at 8th and Indiana) of traffic laws (by jumping barricades and making left-turns up the right-turn lane)</p> <p>Creation of much more hazardous situations (forcing traffic into alleys, many with blind exits) than the original issue</p>
Louisiana - 600 Block	<p>For my family the diverters have increased driving risks significantly. We have always used the light at 6th and Maine to access 6th Street going West. Now that we can no longer take 7th street to Maine we are having to access 6th street in one of three ways: 1)Use the E/W alley to get to Illinois St., then 7th to Maine. Our alleys are not designed to withstand that kind of traffic nor is it safe to have folks driving through alleys where there are typically children shooting hoops, sleepy neighbors dragging out the trash, etc. 2)Go well out of our way by taking the E/W alley to Ohio (you can't turn left headed South from the 600 Blk. of Louisiana at 7th St.) and then take 7th Street in the opposite direction to Kentucky street. This is clearly inconvenient and this route (which was the one recommended by the OWL committee) has me wondering about the increase in our carbon print. We already live in old drafty homes most of which are not allowed to have solar panels because of the HRC, so adding to our collective carbon print with 100's of residents spending more time driving seems counterintuitive and out of touch with the reality of global warming. 3)The last alternative is to simply hurl yourself through traffic to directly get onto 6th street. This is difficult to do most times of the day and I am gravely concerned that this will result in an accident. If trying to access 6th Street from Louisiana Street your visibility is greatly reduced due to the off street parking slip that runs parallel to 6th street adjacent to the home at 601 Louisiana. In addition to the increased driving risks there is another impact that the diverters have had on me and it's not something that you can measure or pin down with data collection....I really miss driving through our beautiful neighborhood. I miss seeing the Christmas lights, waving at Alex as he waters his garden, giving Brigid a honk as she weeds her flower patch, you get the idea. The diverters have taken away that daily joy, the small pleasure of laying eyes on your neighbors and their homes and that feeling of connectedness which makes our neighborhood a special place to live.</p>
Maine - 600 Block	I've had to readjust my routes and unlearn 11+ years of rote memory, but that is not a significant drawback.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Mississippi - 800 Block	<p>Auto traffic on my particular block has very MEASURABLY decreased, which is nice since we are one of the few blocks in OWL that does not have an alley and must back out onto the actual street from our driveways. We are not seeing the frequent, extreme high speed outliers that we used to.</p> <p>Bike traffic along Mississippi Street and 8th Streets has increased.</p> <p>The street noise is significantly quieter.</p>
Maine - 700 Block	More people go down Maine street and continue to speed
Mississippi - 600 Block [REDACTED]	
Kentucky - 800 Block	Other Lawrence residents have an more negative view of OWL because of the implication of the traffic calming measures.
Missouri - 800 Block	None
Maine - 600 Block - [REDACTED]	<p>More traffic on Maine St. which was already carrying more traffic than a residential street safely should. More speeders on northbound Maine attempting to beat the traffic signal at 6th St. The alleyways are unsafe with cut through traffic attempting to avoid the barriers. I regularly see drivers making illegal turns to circumvent the barriers. Our once close-knit neighborhood has been ripped apart by this project. The neighborhood association and traffic management team does not represent the neighborhood as a whole and does not accept/listen to criticism of the project. There's been no communication between the neighborhood association/traffic team/city and the residents. I feel no one listens or cares about Maine St concerns since it had been designated as a collector street.</p>
Missouri - 800 Block	The diverters have made the neighborhood much more quiet and safe. The noise has been cut, people feel safer to cross the street and we don't fear as much for the many children who live in the neighborhood.
Maine - 600 Block - [REDACTED]	The intention to slow traffic I 100% agree with, but the diverters are a terrible idea, please use traffic roundabouts. They work and slow traffic without impeding traffic or diverting traffic which is aggravating for residents of OWL when they cannot efficiently get to their home.
Maine - 600 Block	All negative
Louisiana - 700 Block	I lived on the 700 LA. block almost all of my life. Since the diverters, I have observed reduced traffic and much less speeding. I think it is safer for all of us walking, biking and driving.
Arkansas - 700 Block	The intersection I live at sees increased traffic due to the diversions.
Alabama - 800 Block - [REDACTED]	Quieter, more neighborhood-like feel to our block.
Maine - 600 Block - [REDACTED]	Inability to drive home my usual route, slowing traffic is great, but redirecting it entirely isn't helpful. My block still has a huge issue with speeding, running stop signs, increased traffic from the diverters, etc.
W 6th - 800 Block	35 feet of truck and 25 feet of boat not fun. Now the alleys are race ways.
Ohio - 700 Block	
Illinois - 800 Block - [REDACTED]	A huge inconvenience as I can no longer just drive to the library or downtown without being diverted to a main artery. I can't come home without driving halfway around.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
W 8th - 800 Block	People drive over them, or speed angrily around corners after encountering them. It seems to confuse people and has made my driving and walking experiences feel LESS safe. I personally have gotten confused and redirected by them multiple times trying to get to my own home and been frustrated at having to use extra gas and drive for longer just to get to and from my own house.
Mississippi - 800 Block	Getting around the neighborhood and accessing our driveway has been more difficult. Drivers encountering the diverters become angry & annoyed, and ultimately end up driving faster and more recklessly than they would otherwise. Our alley cut-through traffic has increased significantly. Those drivers are also visibly agitated and driving too fast. Decreased access for emergency vehicles is also a concern.
Mississippi - 800 Block	Less stops at stop signs, rolling over diverters, increased travel time, increased aggravation, speeding through alleyways
Mississippi - 700 Block	Many making u turns illegally. Increased traffic in the alleys. Many going around diverters when possible.
Mississippi - 700 Block	Drivers often completely disregard the diversionary barriers and drive over them especially on Mississippi.
Illinois - 800 Block	Getting caught in a diverter pattern that ends up in a circle and kicks you out on 9th.
Mississippi - 700 Block	Our block is peaceful and quiet now. Truck traffic has quit coming through. Rush hour traffic to and from KU no longer zips past my house and through stop signs. When the bars let out at 2 am we no longer have a mini-rush of loud vehicles speeding by and through stop signs. [3]
Mississippi - 700 Block [REDACTED]	Doesn't feel like a neighborhood, feels like a rat maze.
Indiana - 700 Block - [REDACTED]	In my opinion, I feel the diagonal diverters are not intuitive and would be incredibly frustrating to someone driving through the neighborhood who doesn't have the opportunity to become familiar with the overall diverter design.
Louisiana - 600 Block	The diverters are a significant inconvenience to residents living on certain streets in OWL. They increase the time to get in and out of the neighborhood, add to the environmental footprint, and have a disparate negative impact on residents living on certain streets. The diverters increase traffic in alleys which were not designed for an increase in thru traffic. The diverters are unsightly. On game days and days of other events, the diverters create confusion and distract drivers, which cause a safety hazard. Finally, OWL is a neighborhood that supposedly welcomes people. Sadly, the diverters send the message "stay out of our neighborhood".
Illinois - 600 Block - [REDACTED]	I Avoid going there. Negative feeling about the community.
Mississippi - 700 Block [REDACTED]	The diverters have changed the entire environment and character of Mississippi Street. Gone are the tanker trucks, the SYSCO trucks, the compressed gas trucks, the many other kinds of pass through commercial traffic, the 8AM raceway drivers heading south on Mississippi to KU, the 5PM races north to 6th street from KU, and all the other cut-through personal traffic all day and night long. The amount of traffic seems to have dropped >75% I am no longer woken up at night from the window-rattling, muffler-less jalopies roaring and rumbling down our brick block. Before the barricades, living on the 700 block of Mississippi was like living on a highway ramp with rush hours. Now, for the first time in 25 years, it feels like a real neighborhood. It's beyond awesome, the best thing imaginable that could have happened to Mississippi Street. Making a few extra turns is hardly a bother. The westbound 8th street traffic gets routed through my block, as does eastbound 7th street traffic, but even as the OWL 7th & 8th street cross-over path, the overall volume of traffic is limited and reasonable. Never thought living in OWL could be this peaceful, normal, and pleasant.
Mississippi - 700 Block [REDACTED]	
Indiana - 700 Block - [REDACTED]	Since the diverters have been installed, we have yet to experience any vehicles speeding down the 700 block of Indiana street. Also the diverters have almost eliminated speeding East/West traffic on 7th/8th St. This is a remarkable improvement from what we were experiencing on a daily basis before the diverters. Yes, the diverters require residents to think through their route(s) as they learn the new traffic flow, and I'm sympathetic to the frustration this can initially bring about. But the reduced traffic speeds have greater outcomes to human safety than the human inconvenience.
Alabama - 700 Block	Calmer safer neighborhood

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Indiana - 700 Block	I've simply had to reconfigure how I get to various destinations, but that has been a minor inconvenience. I now have new/modified routes in and out of my house.
Maine - 700 Block	
Alabama - 600 Block	
Maine - 700 Block	
Alabama - 800 Block - Brian Sims	People speeding down roads like Mississippi because their route home or to a friends house is 3X as long. It's creating frustration in drivers. The purpose of roads is for direct easy routes to your homes. The city is trying to solve a problem that doesn't exist.
Louisiana - 600 Block - [REDACTED]	
Alabama - 600 Block	<p>My morning commute is now six blocks longer.</p> <p>I don't know if the streets weren't plowed because of the barriers or not, but the ice that formed was extremely hazardous. If the barriers were the reason, that is an issue.</p> <p>The barriers are very inconvenient to traffic and seem to encourage drivers to either drive the wrong way around straight barriers in order to turn left, or to drive over the angled ones. I've seen this quite frequently when driving, riding my motorcycle or bicycle, or just walking at any time of day. I also noted that these driving patterns were pretty apparent in the tire tracks left in the snow. This might be worth studying.</p> <p>The number of people running stop signs is enormously worse than it was prior to the installation. I think it might be because drivers in part assume the barriers negate the stop signs.</p> <p>Unpredictable driving due to the two prior points make the neighborhood feel a lot more hazardous. I mostly walk or ride my motorcycle and I've had a lot more close calls than I ever did when the roads were unrestricted.</p> <p>The barriers choke traffic, particularly during games when street parking is full. It can be so difficult to navigate that some people drive through alleys. The roads really aren't wide enough to accommodate these barriers.</p>
Alabama - 700 Block - [REDACTED]	I have seen the charm of old west lawrence completely die.
Alabama - 600 Block	I have seen essential workers such as the postal carriers and EMS have trouble getting around due to the barriers. Traffic disobedience also becomes more obvious when people are driving over the barriers (before the poles were installed) or ignoring stop signs at barriers. I also feel bad whenever I have company over and I need to warn them about these barriers that Google maps can't help them with, although I understand that could be a temporary problem.
Illinois - 800 Block - [REDACTED]	Fewer large trucks (like those delivering beer to Rick's Place).
Illinois - 600 Block	

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Maine - 700 Block	Ive noticed people tend to roll through the stop signs more or not stop at all since these came...
Ohio - 800 Block	
Alabama - 800 Block	People drive over them. People speed because they're pissed off trying to get around in a neighborhood that has been turned into a maze.
Alabama - 800 Block	More traffic on Maine St. May need additional speed bumps.
Mississippi - 600 Block	<p>Heard one wreck at 7th and Mississippi around 11pm one night approx. one month ago; car looked to have lost control at the diverter and spun out, possibly hit a parked car (?). Police were on scene. Never before have I seen any wrecks in my neighborhood.</p> <p>There is a marked increased in cars speeding through alleyway.</p> <p>Cars are not stopping at stop signs. I walk a mile every morning and the diverter intersections feel a lot more unsafe when cars aren't stopping and just rolling through,</p> <p>Drivers seem to be generally agitated, which does not make for safe driving.</p> <p>Also I just want to say I really, really hate driving in my neighborhood now.</p>
Alabama - 800 Block - [REDACTED]	
Alabama - 800 Block - [REDACTED]	
Alabama - 600 Block - [REDACTED]	alley use
Missouri - 600 Block	My dissatisfaction comes from many people disregarding the center street barriers and turning the wrong direction or driving over the barrier to go straight. I've had three near misses with cars not following the rules/laws. Lastly people using alleys to avoid barriers is a problem. Based on these concerns, I would prefer we remove barriers.
Mississippi - 700 Block	Unsafe driving conditions.
Mississippi - 700 Block	Lots of unsafe driving: ignoring directions, many u-turns, no stopping at stop signs, ect.
Alabama - 800 Block	Many vehicles simply make "iillegal" left turns or do U turns in the middle of the road. This is dangerous for pedestrians and vehicles alike.
Alabama - 800 Block	
Indiana - 700 Block	Friends have difficulty finding our house. For any events, I have had to send special directions to tell people how to get to our house. I have had many complaints from friends. I have had much difficulty finding routes to regular stops such as Dillon's on 6th street. It adds at least 5-10 minutes onto trips out and back to our home. Early on, I had an accident turning on the Illinois diverter in my husbands car went into the sewer drain. Neighbors had to help me maneuver out of the sewer drain.
Mississippi - 800 Block	Have to think before I leave the driveway

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Indiana - 700 Block	Traffic is definitely reduced, especially those care which used to use the neighborhood to cut through at unsafe speeds
Alabama - 600 Block	Drivers are intentionally driving over or around the diverters, ignoring the traffic signs, and making it unsafe for pedestrians, cyclists, and other drivers. Delivery trucks are hitting the diverters as they attempt to follow the traffic plan.
Alabama - 600 Block - [REDACTED]	
Indiana - 600 Block - [REDACTED]	Cars are now running stop signs, they assume they can roll through as they are forced to turn. No clue how to fix this issue
Mississippi - 700 Block	I am now forced to make a left hand turn off of 9th during rush hour traffic, on a non signaled street so that I can legally get to my house and use street parking facing north.
Mississippi - 600 Block	fewer dead animals in the street
Ohio - 800 Block	Cars sticking tightly to their lanes, which is dangerous for bikers and runners who are forced into the road by weather or sidewalk conditions; cars ignoring stop signs, cars ignoring diverters.
W 8th - 800 Block	There is a lot less racing down Mississippi and 8th streets.
Maine - 700 Block	Unsafe activities with people driving over diverters and speeding due to irritation when trying to circulate within owl (for example you get forced to 6th when you are just going one street over since the diverters and the placement don't make good sense as to why and where they are placed); it takes me 5 minutes to get to my mothers house which is in owl due to the diverters which should take 30 seconds.
Mississippi - 700 Block	Mississippi is somewhat safer to walk across the street
Indiana - 700 Block	Within a few evenings after these things were installed, my wife had to make a grocery trip to a store 6th & Lawrence Ave. and upon trying to return home in the dark, had trouble maneuvering around a corner requiring a tight right hand turn and became "High Centered " on a concrete drain culvert on the right runningboard of my Toyota 4Runner. This caused several hundred dollars damage to my primary car. In addition, and of even more concern, is the incidence of people who are extremely confused and aggitated with this layout, racing around corners or over and through the installations causing even more concentrated, and more serious traffic conditions than experianced before.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Ohio - 700 Block - [REDACTED]	I have started using Tennessee and 6th more, which is what is supposed to happen. I am pleased that the streets are safer throughout the neighborhood. Feeder streets are able to handle the additional traffic as is their intention.
Alabama - 800 Block	It's amazing that I am unable to access my local post office and library with out having to access 6th or 9th street, both busy
Alabama - 800 Block - [REDACTED]	I have to drive further to get where I want to go
Tennessee - 700 Block [REDACTED]	The biggest issue I've had is with the diagonal diverters on Mississippi St. I rarely cut all the way through that street from 6th to 9th, but I often went down 1-2 blocks of it and now it's impossible. I've had to cut down alley-ways to avoid a much longer detour - and as someone who lives on an alley, I know that's not what alleys are designed for.
Mississippi - 700 Block	The diverters improve the overall safety of the neighborhood and make it a much more peaceful place to live. I believe they also encourage more pedestrian traffic.
Missouri - 700 Block	Lots of unsafe left turns at intersections with no left turn signs.
Illinois - 800 Block - [REDACTED]	far less direct to travel downtown; damage to vehicle from diagonal diverter, cars driving unsafely to go through the diverters, interfering with emergency vehicles
Indiana - 800 Block	I can no longer park in front of my house without having to zig-zag all through the neighborhood, this adds time and frustration to my drive home when it was never a thought before. I know others feel the same as I see people driving over the barriers and turning directions they're directed not to.
Mississippi - 600 Block [REDACTED]	Less trash in the neighborhood. Less noise. I don't fear as much for my car when I park on the street.
Illinois - 600 Block	The impacts of this approach are manifold: (1) The neighborhood is difficult to navigate for residents, let alone their guests or delivery drivers; (2) As a result, every trip by car takes longer, causing residents to burn additional gasoline; (3) Larger trucks and emergency vehicles have extra difficulty navigating the diverters, and I consider it unlikely snow plows could navigate them; (4) Due to the extreme difficulty in navigating the neighborhood by car via roads, there is an increase in people instead driving down alleys or driving the "wrong" way through the diverter, posing a potential safety risk; (5) In many areas, vehicles have already driven over the diverters (because, again, they impair use of the roads), breaking the plastic diverters into pieces which drift into stormwater sewers which drain directly to the river; (6) In addition to the likely environmental impact of the splintered diverters, the missing diverters also look unappealing and will require continual replacement and maintenance, at financial cost to the taxpayers; (7) The neighborhood, which previously came across as friendly and welcoming, now seems quiet and exclusive, as if it does not want visitors or "outsiders" entering.
Alabama - 700 Block	Requires blocks of added routing to get where I want to go!
Indiana - 800 Block	

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Mississippi - 700 Block	Severely lowered my opinion of my neighborhood, my neighbors who decided to do this and the city planners who implement this silly shit.
Illinois - 600 Block	
Mississippi - 600 Block	A lot of angry friends. People getting lost about half the cars ignoring them or doing unsafe driving around them.
Louisiana - 600 Block	Many people ignoring and driving around or over the diverters.
Mississippi - 700 Block [REDACTED]	Angry drivers stop me when I am on foot to ask what I think of the diverters. Also, when we have guests, it is hard to explain to them how to navigate the neighborhood.
Mississippi - 600 Block	From my house, I can no longer drive directly to my job at KU, nor can I drive west on 7th to reach an intersection with a light in order to make a safer left-hand turn onto 6th street. It increases my travel times on a daily basis, forcing me to either drive through alleys or go blocks out of my way to reach necessary destinations such as my office or the grocery store. In addition, I have noticed an INCREASE in speed on our block from frustrated drivers after they encounter the diverter at 7th & Miss. People have also stopped heeding the stop-signs at the intersection, and just drive through the curves. Some drivers simply drive over the center barrier and continue in their direction anyway. So overall the project has made the traffic on our block LESS safe than previously.
Ohio - 800 Block - [REDACTED]	confusing for people
Indiana - 800 Block	Significantly more non-resident traffic in the alleys; significantly more speeding in the alleys. It has also become more difficult for residents to avoid dangerous intersections. Because of the traffic diverters, for instance, when leaving my house I now need to turn onto 9th at Indiana or, worse still, cross 9th, instead of simply using the traffic light on Mississippi. I would add that, because the traffic diverters are intensely frustrating, quite a few drivers simply ignore them and drive over. By making it more difficult to navigate the neighborhood, particularly for those who have nothing invested in its safety, we are creating more erratic driving and more unpredictable behavior at the wheel. Finally, we are not eliminating traffic, we are simply diverting the possibility of accidents disproportionately to Maine Street. Surely the residents of this street also care about the safety of their children. Morally, I find it reprehensible that our community is actively diverting what the proponents of this project identify as a clear and present danger from streets with higher property values to a street with lower property values.
Mississippi - 700 Block	As a resident on the E side of Mississippi st, I'm unable to access my garage (located in the alley between Miss and Indiana) from the 9th street, without driving 7 blks e of Mississippi to Kentucky street, then back to Mississippi on 7th to my alley..really?!. This is more than a mile out of my way and beyond exasperating!! As am sure you've noticed, Mississippi st. has taken the brunt of this insanity.
Indiana - 600 Block	I can't get any place easily or directly.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Illinois - 700 Block - [REDACTED]	<ol style="list-style-type: none"> 1. I've gotten to know neighborhood alleys much better! 2. I've also noticed that many people prefer to drive over the diverter's rather than obeying the imposed directional rules - I don't think navigating the diverter maze is so hard that people should risk damaging their vehicles by running over them.
Illinois - 700 Block	Difficulty getting around the neighborhood, and directing visitors to our house.
Illinois - 800 Block	I have figured out how to maneuver the traffic calming devices to drive to places I usually go. At first I did NOT like the traffic calming devices, but I am fine with them now. I think they are probably very confusing and annoying to people who attend KU games. Streets around my house are always completely filled with parked cars during game days. I always see people driving around looking for an open parking place. People sometimes park in places that are not legal parking places.
Alabama - 800 Block	A forced left turn at 6th and Mississippi for west bound traffic on 7th is a real safety hazard. Visibility there is bad. Simple short trips in the neighborhood turn into a real puzzle. Today I watched a pickup towing a long trailer BACK into 9th blind because a right turn at the end of Alabama would not be possible.
Arkansas - 700 Block - [REDACTED]	Michigan St is to the back of my house. I have seen an increase in traffic as the diver tore on 8th funnel them to it. Speeders have increased with the volume on Michigan St
Arkansas - 700 Block - [REDACTED]	BUILDING THE FIRST ROUNDABOUT AND REMOVING THREE OF MY TREES IN THE NINTIES DID ABSOLUTLY NOTHING FOR 8TH AND MICHICAN !!!!!!!!!!!!!!!!!!! TRAFFIC ACCIDENTS AND BROKEN BONES ABOUNDED !!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
Arkansas - 700 Block - [REDACTED]	More walkable and commuting from work to home on bike has involved less car interaction on 7th.
Mississippi - 600 Block [REDACTED]	
Arkansas - 700 Block	Drivers avoid them and make more illegal turns, etc. than they did without them
Ohio - 600 Block	More drivers are taking the alleys. Many drivers are illegally driving around the diverters. Fire trucks are unable to easily get to houses as needed. The diverters negatively affect the driving patterns of OWL residents more than noon-residents.
Indiana - 800 Block	People have just been driving around them anyways, so I think it has just made things worse. It has appeared to be a safe neighborhood since we moved in, so not sure why they were put there in the first place?
Indiana - 600 Block - [REDACTED]	Have had to adjust routes home somewhat but not drastically
Illinois - 700 Block - [REDACTED]	I really wanted to like the diverters, but after living with them for a couple of months, I don't see many positives. Every day when I walk my dog I see drivers driving over and around them, like they aren't even there. They also seem to confuse most drivers about how the stop signs now work, since those are being completely disregarded under the new system. I don't think they have really impacted speeding in a meaningful way. If anything, I feel like I've seen more frustrated drivers driving faster because they are annoyed at having to drive around the diverters.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
W 8th - 800 Block - [REDACTED]	It has allowed me to cross Mississippi at 8th street without fearing speeding cars. When cars are parked on both sides of Mississippi in the 700 block and along the east side of the 800 block it is very difficult to cross 8th street safely.
Indiana - 600 Block	literally cannot get where I want to go, and have seen frustrated drivers driving recklessly as a result
Arkansas - 800 Block - [REDACTED]	MUCH safer for my walking & bicycling. MUCH quieter for my working from home. Minor inconvenience for rerouting my driving.
Louisiana - 800 Block - [REDACTED]	I've enjoyed the less traffic and slower traffic when I walk my dog which is several times daily.
Arkansas - 800 Block	
Louisiana - 800 Block	Has it made drive thru the neighborhood the first few times a bit of a maze? Absolutely. But once you know your routes, it's fine. Has it made our roads quieter, safer and more peaceful? Absolutely. I hope we don't ever go back to the way it was!
Louisiana - 600 Block	I see frustrated drivers routinely ignore the diverters by turning left on 7th street when they are supposed to turn right. Drivers, myself included, are now using the alleys more as they try to navigate the neighborhood. Both of these behaviors are making OWL less safe.
Tennessee - 600 Block [REDACTED]	Increased alley traffic. Kids play in alleys. People driving over and ignoring diverters. Large vehicles having difficulty navigating barriers. I have found them to be a very large nuisance.
Ohio - 800 Block	Impedance of use of my own street, inconvenience to self from driving to and from work, also delivery, service, and visitors unable to navigate to house because of bizzare unusual traffic restrictions
Ohio - 700 Block	Several unpleasant encounters with pissed-off neighbors. A few have really sullied the atmosphere. Also, I learned that one of my long-habitual routes is actually not as quick and efficient as the (slightly longer) one that the diverters forced me to adopt. That surprised me. Other preferred routes are pretty much a wash.
Louisiana - 800 Block	
Louisiana - 800 Block	Not knowing how to get from A to B. I go through the neighborhood once or twice a week and have still not figured out the best route to get to where I want to be.
Kentucky - 800 Block - [REDACTED]	Unable to get to locations when traffic blocked on 9th street. Confusing routes.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Kentucky - 800 Block - [REDACTED]	Unable to navigate routes when 9th street blocked.
Arkansas - 800 Block - [REDACTED]	
Ohio - 700 Block	They make it extremely difficult to get to my house and park on the street in the right direction. I have a hard time getting out of my neighborhood and onto major streets without running into several diverters that prevent me from taking an effective route to class, work, grocery store, etc. When I take my route I used to take before the diverters I end up getting stuck in an endless series of turns taking me up and down every block of the neighborhood until I can turn onto my street. I should be able to get to my house in a direct fashion.
Ohio - 600 Block - [REDACTED]	
Ohio - 600 Block [REDACTED]	Through traffic on 7th Street has significantly dropped in amount and speed as has traffic on Ohio. There's a minor driving inconvenience to me personally, but a good trade off. Most residents and all delivery vehicles quickly adapted and found alternative routes as needed.
Ohio - 600 Block - [REDACTED]	People are using ALLEYS as thru streets. People are driving over barriers. People using wrong side of road to make turns.
Arkansas - 700 Block - [REDACTED]	
Alabama - 800 Block	The only way that we can drive north from our house is to use the alley or go east, then south, then west, then north which is 4 blocks out of our way. We also have to go out of our way to get back home. We also feel cut off from the easy access to downtown since we can go east at Mississippi Street.
Missouri - 700 Block	
Ohio - 700 Block	Confusion of drivers coming from different areas to our residence.
Louisiana - 800 Block	
Tennessee - 700 Block	Incidentally, while walking around the neighborhood, I have witnessed people driving through or around the diverters; executing three-point turns in the middle of blocked intersections; and using alleys as thoroughfares when their preferred paths were blocked. This is counterproductive behavior, which works against the goals of increasing safety.
Tennessee - 600 Block	The layout is so confusing drivers end up driving over the medians or flipping a U turn in the middle of the road. Seems more unsafe to me.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Louisiana - 800 Block	
Ohio - 700 Block	They are ignored by a large number of drivers. People turn left at the median barriers through the wrong lane to get where they need to go. Alternatively they just drive straight over the barriers. There is a safety issue because drivers don't know what other drivers are going to do.
Arkansas - 800 Block	
Indiana - 600 Block	I can't figure out how to easily get anywhere
Missouri - 700 Block - [REDACTED]	It is stimulating conversation which should lead to awareness and change
Missouri - 700 Block - [REDACTED]	None
Missouri - 700 Block	inconvenience; confusion; frustration; dangerous driving (around and over them); more angry drivers.
Ohio - 700 Block	
Tennessee - 700 Block [REDACTED]	All of my answers are influenced by the fact that we live on TN Street. We have always had terrible problems with speeding, and those persist. They may be a little worse, but I would want to see data before asserting that too strongly. Other impacts are mild to moderate frustration in instances where I have mis-planned a route through the neighborhood and ended up going out of the way. I have also had several people tell me that they are put off by the fact that they could no longer navigate through the neighborhood, even at a safe speed.
Ohio - 700 Block	I see drivers ignoring the diverters -- with the snow it was apparent from tire tracks, but I also see such behavior every few days. Most seem to obey them.
Maine - 700 Block - [REDACTED]	Although it takes a couple extra blocks to get where I need to within the neighborhood, I feel like the integrity of the plan is solid. As a biker, I sometimes notice cars not stopping or looking for bike traffic at some of the 6th and 7th street pass throughs.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Ohio - 700 Block - [REDACTED]	People just turn left anyway (wrong way down the street), drive over them, I have witnessed people driving through yards because they couldn't turn right.
Missouri - 800 Block	There are less drivers in the neighborhood but that includes me, in my own neighborhood.
Missouri - 800 Block - [REDACTED]	1) OWL streets are not wide. When the diverters extend past the intersection grid, the space between the diverter and parked cars is too narrow to pass through. Traffic gets choked especially on game days when cars are cruising back and forth looking for parking. Emergency vehicles will not be able to get through. 2) Cars still speed down my street. After making it through the gauntlet of diverters, they sprint through the 800 block to 9th St.
Missouri - 800 Block - [REDACTED]	The amount of traffic on our block has significantly decreased. I feel that the impact on residents is minimal on our block (800 Missouri). Mostly I am still able to take the same routes I did before.
Missouri - 700 Block	Hassle - I have to go several blocks out of my way to be able to park on the correct side of my road.
Ohio - 600 Block	With less automobile traffic, the neighborhood is quieter and more pleasant as well as safer. I don't fear a speeding vehicle ripping off my driver side door as I exit my car in front of my house, which used to happen a couple times a week. I never see cars going that fast after the diverters went in. [4]
Louisiana - 700 Block	People drive over and through them.
Illinois - 700 Block - [REDACTED]	I've seen multiple cars stuck high center on the rain drains for several embarrassing minutes. It leaves the drain broken and everyone outside watching them try to figure it out.
Missouri - 800 Block	
Ohio - 600 Block	I usually used the main thoroughfares (6th, 9th, Tenn) anyway. I use them more now.
Missouri - 700 Block	
Indiana - 600 Block - [REDACTED]	The median diverters also stimulate unsafe behaviors, largely by confused and frustrated non-residents, eg left-hand turns where only right are allowed; turning around in mid-block to be able to turn where desired, or even running over the barriers.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Missouri - 700 Block - [REDACTED]	The streets are much, much safer for our children. I used to regularly see college students speeding up to 30-40 mph down our streets in the morning, that has stopped almost completely.
Louisiana - 800 Block - [REDACTED]	Less traffic is good - I have to make an extra turn or two to enter my alley from the right side but it is worth it.
Tennessee - 700 Block [REDACTED]	I now do not drive through OWL. I enjoyed seeing what my neighborhood was doing, and how it looked. I miss that. More cars drive through my alley between 7th and 8th street/Tennessee and Ohio now days. I don't enjoy the actual fact that now I live in a "gated" special part of Lawrence. It feels just wrong.
Ohio - 700 Block	There is less traffic and it is slower.
Missouri - 800 Block	risky strategies to go around the diversions and vandalism to the diverters as well as divisiveness among neighbors
Alabama - 800 Block	Judging from tracks in the snow, lots of traffic roll right over the barriers...biggest concern is negative effects on emergency vehicle--large fire trucks--access to our block--this is a SAFETY issue...increased alley traffic...blind alley exit between Indiana/Mississippi and 8th...LOTS of frustration for fans on football game days, leading to angry acting out...discouraging visitors wanting to experience OWL from spending their time and frustration doing so
Alabama - 600 Block [REDACTED]	with the sidewalks in our neighborhood being as rough as they are we often have to move to the side of the street when taking our daughter for a walk in the stroller (she is 3 not a baby but cannot walk long distances due to a physical disability). Sometimes when we reach the diverters cars blow through them very quickly with very little attention to who is around and we have had to try to move the stroller away quickly which has been scary. Yes, this is mostly because of the awful sidewalks, but the diverters do make it more difficult.
Ohio - 600 Block [REDACTED]	
Ohio - 700 Block - [REDACTED]	Quieter!
Illinois - 600 Block - [REDACTED]	There has been a massive increase in alley traffic especially on my block (6th and Illinois). This has led to incredibly unsafe instances where drivers can not be avoided, and excessive wear of the alley itself. There is no way for me to get to my house from 9th street, without going onto 6th street, or down an alley now, with 6th being a much more dangerous option due to the inability to clearly see in all directions at all times. When heading Northbound on Illinois street, the right turn on 7th street has clearly caused a significant amount of vehicle damage (look at the curb and the broken stands in the street) as there is now no longer sufficient turning radius. During game days there was a significant increase in poor driving, as a result of the confusing ability to navigate the neighborhood. This resulted in one crash I saw the results of. I expect this to start up again next football season when there are out of town people parking and being lost.
Maine - 800 Block - [REDACTED]	Maybe it's because they are new, but drivers are often clearly acting out their frustration by turning and driving erratically around them, making them unpredictable and a different kind of hazard. I don't often drive through but when I do it has been very frustrating trying to go west to 8th and Maine. If they were to stay, I'm sure I'd just find the route that works best and get used to it. I thought that the diverters would send more traffic to Maine but haven't noticed that. Maine often continues to have high-speed drivers despite our speed cushions.
Ohio - 600 Block [REDACTED]	Notice first responders are having a hard time getting through to emergency calls to protect and save lives of the people.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Indiana - 600 Block	I find many people unsafely using the alleys in OWL to go around the diverters or making U turns in the middle of the street to get where they want to go.
Indiana - 800 Block - [REDACTED]	Our delivery app is programmed to maximize efficiency and right (safer) turns. Our drivers have not been able to use the app for directions and have to take extra time to determine how to arrive at the front door of OWL addresses, often times going several blocks out of the way. Several of our freight partners have reacted unfavorably as well.
Indiana - 700 Block	more speeding between 6th and 8th on indiana
Indiana - 600 Block - [REDACTED]	Increased traffic in alleys; lots of cars turning around midblock to go around diverters.
Ohio - 700 Block - [REDACTED]	Less traffic and lower speeds leads to less noise on these brick streets!
Arkansas - 800 Block - [REDACTED]	
Ohio - 800 Block	
Missouri - 800 Block	frustration trying to reach destination outside of neighborhood
Louisiana - 700 Block	We have seen increased alley traffic and a couple of those vehicles have gone much too fast for the conditions/visibility. We've seen an obvious increase in traffic violations, numerous people running stop signs as well as turning left where "not allowed". It also appears that traffic seems to have decreased and slowed on Indiana, but increased on Louisiana. That is not a significant problem for Louisiana and a big success for Indiana.
Missouri - 700 Block	
Tennessee - 700 Block [REDACTED]	Initially, like many OWL residents, I was frustrated at the inconvenience of the barriers, which is their purpose. Over time, however, I've adjusted my driving patterns and am okay with the pilot project, except for the Mississippi St. diverters. I think the pilot project has clearly achieved its goals, despite some of the frustration it appears to have caused to some of our residents. For me it is not been a problem - more simply just getting used to it. Overall I would judge the pilot project a solid success in achieving its goals of making the neighborhood safer by reducing as well as slowing traffic. My compliments to the city staff and Owl team who organized this very worthwhile pilot project. This OWL team is comprised of some of the same people, who over 40 years, have strived and so well accomplished making OWL the great and enviable neighborhood that it is. Hard to image what the neighborhood might be like if not for them - Oread? Despite the animosity of I suspect a small, but as to be expected vocal opponents, with some thoughtful analysis and tweeking, I think this city/OWI effort will be beneficial to the safety and well being of our neighborhood.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Ohio - 800 Block - [REDACTED]	I have traveled more alleyways than ever before trying to get where I'm going
Arkansas - 700 Block - [REDACTED]	I have to think about my whole neighborhood instead of just my start and stopping points.
Louisiana - 700 Block	I've seen many drivers who drive over the diverters.
Ohio - 600 Block	Driving 4 or 5 extra streets to get to where I wanted to go.
Missouri - 600 Block	I have seen vehicles disregard diverters and cross it, or go ahead and turn left anyway despite that there is a no left turn sign
Louisiana - 800 Block	
Maine - 600 Block - [REDACTED]	I've had to curve up and down and go round and round only to end up at the light on Maine street when i'm trying to get to the Mississippi street gas station
Maine - 600 Block - [REDACTED]	
Arkansas - 800 Block	Not a day does by that private vehicles and commercial vehicles drive through the diverters or turn the way they are NOT suppose to . Policing the speed never happened prior and people know that they will not be policed now.
Maine - 600 Block	People always find a way to get around it by using people driveways to turn, by going over and using the alleys.
Arkansas - 700 Block	I, as well as other neighbors I've spoken to, have all had our commutes to and from our homes disrupted by these. They have been nothing but a nuisance to us, visitors, and deliveries. More traffic in my one lane alley that's caused issues getting home. Visitors who don't know the area as well can't find my house anymore. Delivery drivers are having the same issues. Snow plows/salt trucks can't make it around these tiny lanes they create. The roads were not designed for this.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Alabama - 600 Block	People ignoring them and just turning left when the diverted is making traffic turn right. People going down Allies.
Ohio - 700 Block	Most cars either disobey the diverters, leading to more unsafe / unpredictable driving or follow them and get lost in the neighborhood, resulting in increased traffic.
Mississippi - 600 Block	The extended route I now have to take to get to my house adds significantly, day in and day out, to my carbon footprint. Multiply that by every resident. That is absolutely unacceptable when we are all trying to do our part to control our footprint. (Instead of driving straight down Mississippi from KU to my home, I now... cross 9th on Mississippi, turn left on 8th, right on Illinois, right on 7th...no wait, that sends me back right in the direction of KU again, full circle! What I really have to do (if I want to actually park on Mississippi) is to turn left on 9th, right on MAINE, go three blocks to 6th, several blocks down to INDIANA, right on 7th, and right on Mississippi (in order to be facing in the correct direction to park). How does that make any kind of sense? I might once have been open to alternative diverter routes, but this is so ridiculous that I don't trust the planners to do it better. Put in 4-way stop signs at every intersection... or speed bumps or roundabouts. The number of cars I've seen simply ignore the diverters and drive illegally through them is astounding. That can't be a better option.
W 8th - 700 Block	I have seen people drive up on the sidewalk on 8th and Mississippi to get around the diverters. I have seen delivery trucks run over the diverters in an effort to get around the neighborhood. I have seen many many cars backing up in the alley between Indiana and Mississippi - the alley between 8th and 9th street - in an effort to avoid the diverters at 8th and Mississippi - often near missing cars making the turn onto 8th Street from Mississippi. The alley traffic between 8th and 9th has increased significantly - and because the Jayhawk Liquor store is directly at the end of this alley - it becomes exceedingly busy. Many many times, I have seen cars heading toward 8th street (in the alley) while another car is trying to back up into the alley because of the diverters. Cars often meet head on in the alley between 8th and 9th. I am ALL FOR the slowing of traffic in the OWL neighborhood; however the little bungalow where I live, faces the street and the traffic problems are intense between Indiana and Mississippi on 8th street and in the alley.
Indiana - 600 Block	Less traffic and slower traffic.
Mississippi - 600 Block	Having and incredible inconvenience getting from 6th street to 9th st.
Alabama - 700 Block	
Arkansas - 700 Block	More unsafe driving. Many drivers drive over the diverters. With the illusion that the diverters work, walkers change their 'need to worry' about cars. So when cars 'hop' the diverters it can become unsafe.
Alabama - 700 Block - [REDACTED]	<p>I've noticed that they create problems instead of solve the mysterious and negligible problems that may have existed before. For example, I've noticed that drivers tend to run the stop sign where a straight diverter is; drivers often use the opposite lane to turn left where a diverter is trying to force them to turn right; and that driving top speed through alleys is what some drivers do, rather than be rerouted by the diverters. Almost every time I drive down 7th Street I also see a car driving over the diverter.</p> <p>Before the diverters were installed, I would occasionally see someone speeding or otherwise disobeying traffic norms--now it's an everyday thing, OWL residents as well as people just driving through.</p> <p>My biggest concern is with emergency vehicles being able to get through the neighborhood without impediment. In an emergency situation, time is crucial, even just a few seconds. It seems to me this should be more of a concern to OWL neighbors than occasional traffic issues.</p>
Missouri - 800 Block	Cars are sometimes not obeying the new directions, so there are more three-point turnarounds and just going the wrong way. It's happening less than it was, but still happening.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Louisiana - 800 Block	I have noticed that ambulances and fire trucks struggle to get around due to these, which is a major concern.
Arkansas - 700 Block - [REDACTED]	<p>As someone who walks my dog throughout the neighborhood multiple times a day, I can say with confidence that I feel much LESS safe since the barricades have been installed. The first weekend the barricades were in place, I was nearly hit by three separate cars in one 20min walk. This risk has not decreased since, though, I have become a lot more cautious before crossing the street. Drivers no longer notice/attend to stop signs - probably because the placement (i.e., which direction of traffic has the stop sign) does not make sense with the new traffic patterns imposed by the barricades. Today on one of my walks, I witnessed two different vehicles blast through stop signs while speeding down 7th St, not even bothering to slow down at the intersections. Furthermore, drivers are more focused on how to get to where they are trying to go that they do not notice pedestrians. Last week, I nearly witnessed one of the other neighbors who was walking her dog get plowed over by a driver who was making a forced left turn at 7th and Mississippi St. because the driver didn't stop.</p> <p>As a pedestrian, I am hesitant to cross the street because I cannot predict a) whether vehicles are going to stop at stop signs, b) whether they are going to follow the traffic pattern imposed by the barricade, or c) make 'illegal' turns or drive straight over the barricade. And now I have to be extra cautious when crossing an alley because drivers are using alleys more to avoid the barricades, rather than going out to the main roads, but they do not feel the need to stop when they get to the end of the alley.</p> <p>Pedestrians also often walk in the street because the sidewalks are hazardous, to put it gently, and the tendency to walk in the street has only increased since COVID arrived and we wanted to maintain appropriate social distance so as not to infect our neighbors. In addition to the above mentioned safety concerns, vehicles driving through the neighborhood now do not have enough space to safely pass pedestrians who are walking in the street because the barricades force them to drive close to the shoulder. This has been a particularly big concern now that the city has decided that they should start repairing sidewalks in the neighborhood, so half of them are now blocked off for construction.</p> <p>As a driver, I also feel less safe. In part, due to the above mentioned issues, but additionally, I have frequently witnessed a) other drivers stop in the middle of the road - maybe to check the map to figure out how to get to where they are going, b) make 3-point turns or U-turns to get around the barricade - usually without checking to see if other vehicles are driving down the street, c) so many drivers hit curbs/storm drains because there isn't enough space between the barricade and the curb for a mid-sized vehicle to make a right turn without damaging the car and the storm drains - this happens so often that the city has apparently decided it's not worth the effort and money to keep repairing the storm drain at 8th St. and Indiana St., d) drivers having near-collisions while making simultaneous right/left turns at the 'diagonal' barricades because the barricades do not leave enough space for two vehicles to pass each other simultaneously - and drivers don't feel like they should have to stop when there is only one possible direction traffic can come from/go to, and e) drivers are forced to thread the needle to make a right turn at the barricades, and since the city apparently has decided that they are not interested in salting/plowing the roads, we now have to make these tight turns on icy roads - last week, I witnessed a pickup truck gingerly approach the intersection at 8th and Indiana St. where he was trying to turn, but because the road was icy he slid into the barricade. He backed up a little bit and tried again with the same result, so he decided to drive over the barricade instead. It was a good thing there weren't any other cars at the intersection.</p>
Louisiana - 800 Block	It makes it very difficult to get around the neighborhood. Trying to pick up my daughter's friend or even drive to my house has become difficult. I feel that the diverters have just moved traffic to different streets.
Louisiana - 700 Block	While walking our dog, we have noticed multiple drivers ignoring or running over the diverters. This is disconcerting to say the least.
Louisiana - 700 Block	
Maine - 600 Block - [REDACTED]	They make the neighborhood harder to navigate for drivers who have physical disabilities by adding multiple literal barriers. They also impact the navigation of the neighborhood for people who use wheelchairs, because we all know these sidewalks are not wheelchair accessible; so those that have to use the street are met with yet another physical barrier to their movement. The idea that it is helpful to instal literal barriers of any kind just blatantly embraces an ableism mindset. And it reflects the collective ignorance of this neighborhood.
Ohio - 800 Block	I have witnessed many drivers simply ignoring the diverters -- driving over them, turning whichever way is blocked regardless of the signs., etc. This seems to be making the problem worse. Additionally, speeds have increased, seemingly from those unfamiliar with the neighborhood who are getting lost and trying to find their way around or out. Delivery drivers have resorted to using the alleys as if they were streets, which is more dangerous. I think we are very hindered to get emergency vehicles through the neighborhood, or City services, such as snow plows.
Louisiana - 600 Block	I no longer drive through my own neighborhood at all.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Mississippi - 700 Block	1) Going the wrong way to avoid going around several blocks. 2) confusion. 3) increase time for commuting 4) missed deliveries 5) lost/confused safety vehicles 6) significant decrease in stops at stop signs = dangerous for pedestrians, pets and bikers 7) people parking the wrong direction or on other side of the block that doesn't permit parallel parking. 8) muddy beat up corners from not enough room to turn. 9) waste of city money 10) why the fuck are we entertaining grumpy old bored men instead of using the money to better our city. 11) even more chaos, confusion and hurried dangerous behavior during parking for games 12) ugly
Illinois - 700 Block - [REDACTED]	Our past concerns about traffic in OWL are: 1) The speed of east and west bound drivers on 7th. 2) Drivers not stopping at the signs on 7th at Illinois St. I do think speeds have decreased in 7th, but the number of drivers running the stop signs has markedly increased. (Of course, if the city closes the only walkable elementary in the neighborhood, that will be less of an issue...)
Louisiana - 700 Block	I usually have to head the opposite direction where I am intending to go. I live at 7th and Louisiana; at least 1 in 3 drivers a)drives over barrier b)turns left c)doesn't stop at stop sign
Louisiana - 700 Block	A LOT of illegal turns and U-turns.
Mississippi - 600 Block [REDACTED]	Increase in alley traffic; a child on sidewalk just missed getting hit by a car as exiting tee alley 600 Ind. by cutting across the driver appeared to be "lost and on phone."
Alabama - 700 Block - [REDACTED]	The diverters are an isolating element! They discourage visits from other Lawrence residents & totally frustrate those from the surrounding areas. 2) When helpers or hired workers arrive in a heightened state of frustration...not a good way to begin a job. 3) KU fans attending football games jam up at diverters as they seek parking spots & often act irrationally. 4) If more than 2" of snow falls, getting the OWL streets plowed may be a disaster. Will the answer be, to reduce plowing or not to plow in OWL?
W 8th - 600 Block	It is very difficult to get around the 'hood and the diverters detract greatly from the beauty & charm of OWL.
Indiana - 700 Block	
Indiana - 700 Block	
Mississippi - 700 Block [REDACTED]	Deliveries delayed because drivers cannot get to our house. Trucks have hard time negotiating diverters at 7th and 8th. Have to plan alternate (less efficient) route to get home.
Tennessee - 600 Block	-
Missouri - 800 Block - [REDACTED]	

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Mississippi - 600 Block	The culvert at 7th and Illinois has damaged many cars as it juts onto the corner at a rather high height and it is a sharp right turn so many drivers cut the corner too closely. After several cars were damaged a warning flag was temporarily placed there but it was destroyed within a day. Then yellow safety tape was placed on the culvert but cars continue to make contact.
Indiana - 700 Block - [REDACTED]	Very unsafe driving behaviors such as: running stop signs, illegal left turns, and drivers (even a city bus - I saw this one morning while walking my dog) driving through the barriers. Drivers are looking at the barriers and not at pedestrians and some people I know have almost been run over.
Louisiana - 600 Block	<p>The diverters create a decrease in point-to-point travel efficiency with trip times throughout the neighborhood unnecessarily being extended upwards of twice their necessary length.</p> <p>The diverters have caused increases in much more dangerous vehicular behavior. U-turns to avoid rerouting have become standard. There's now a necessity of using alleyways as roads, yet they offer dismal visibility. And some vehicular traffic needs to move to busier thoroughfares which will in-turn make those traffic ways less safe as entrances onto them will increase.</p> <p>We live on the 600 block of Louisiana. The only approach we can make to our home is from the north or from the east. So when we're approaching the neighborhood from the west on Ninth Street (pretty common for anyone doing chores out on Iowa), our only options for getting to our home are to head out to a very busy 6th street or head three blocks out of our way (across busy Tennessee) and then approach from the east side of the neighborhood. I'd wager its much more dangerous to be navigating these busier streets than driving through our neighborhood. So instead, we might cut through an alley in order to avoid those busier streets. Now I can understand that if the purpose of the diverters is to move traffic onto those busier thoroughfares then job well done. But if we're talking about safety and my feelings as a resident, well, I feel much less safe having to more frequently navigate those busier streets compared to my experiences as a pedestrian in the neighborhood. No contest whatsoever.</p> <p>Oh, there was maybe a small fire or something at the Loomis house last month and I saw a fire truck just barrel over the diverter as they approached from the north on Louisiana. It was all fine I guess, but if that diverter had been more permanent and a little higher, then I guess that fire truck is going to be headed on a little adventure around the neighborhood....</p>
Alabama - 700 Block - [REDACTED]	I live at the corner of 8th and Alabama. People regularly make left turns at the straight divider. They also make a right going north and turn around in my driveway to continue north. There can be some congestion caused by the divider. Speeds are the same going east to west. My neighbor thinks there is more traffic on 8th because he hears the sound of cars on the historic bricks. That would make sense because of the diverter at 8th and Mississippi which sends traffic west. 8th is a very poor through street anyway due to historic bricks and how narrow it is. 7th is much wider and smoother than 8th.
Ohio - 700 Block	We don't have a garage, so we park on the street. Now that we have the traffic diverters, I can safely open car doors and step out into the street. Before, I had to watch for speeding drivers.
Tennessee - 600 Block [REDACTED]	very difficult for the mailman, trash people as well as myself getting in and out of neighborhood
Ohio - 700 Block	Diverters cause drivers to ignore stop signs as the focus is on the diverter. Street parking is now a concern, as vehicles are able to legally park on the street, but risk being struck because of the presence of diverters if drivers aren't careful or mindful. I am forced to drive a few blocks out of my way to avoid being impacted by them, and would prefer they not be present. For the purpose of the study, I'm sure data has been collected that would indicate a decreased amount of traffic in the neighborhood, but I don't believe it's significant enough.
Mississippi - 700 Block [REDACTED]	People running stop signs and driving over the diverters. Agitated drivers speeding to make up for the redirection on 7th and 8th to Mississippi. More volume on Main and higher speeds.
Ohio - 700 Block	
Alabama - 700 Block	Seems that this effort was to address one issue and resulted in creating many other issues. Another example of how privileged and 'full of itself' that Lawrence is. EQUALLY 'out of touch' is this survey as a sort of 'rebuttal' to the OWL neighborhood associations efforts to gather information.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Indiana - 600 Block	I have seen many drivers go around the diverters.
Illinois - 800 Block	
Maine - 800 Block - [REDACTED]	
Tennessee - 600 Block [REDACTED]	I live on Tennessee but walk in the neighborhood often and have noticed less traffic in the streets which is kind of nice. Sometimes I would take streets like Ohio or Mississippi to "cut through" to 9th or take 7th to Maine if going to 6th. Now I never cut through the hood and always use the main roads (Tennessee, 6th, 9th). I don't know that I've seen an increase of traffic on Tennessee due to the diverters. Hard to tell - hopefully some studies have been done on this. I do appreciate the new crosswalk at 7th and Tennessee.
W 8th - 900 Block	ROAD NOISE. You have diverted all N/S traffic to E/W brick roads that are loud. This traffic would have been dispersed among Illinois, Mississippi, and Alabama and was not previously an issue. These diverters SIGNIFICANTLY increase the amount of traffic on 8th street and is already causing damage to the roads. The road noise is incessant. Cars are impatient with them and this has INCREASED dangerous behavior on the road. Eighth street used to be a major pedestrian thoroughfare, and the diverters have changed the character of that.
Maine - 800 Block	Maine Street is more dangerous because traffic is diverted there. My car's mirror was busted by someone just last week.
Maine - 800 Block	
Maine - 800 Block - [REDACTED]	I had to change the way I obtained access to our alley off of 8th St.
Arkansas - 800 Block - [REDACTED]	
Kentucky - 800 Block	I quit using routes thru the neighborhood
Ohio - 800 Block	
Arkansas - 700 Block	Not a lot, once you get used to them and learn routes that work for you

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Alabama - 700 Block	
Maine - 800 Block - [REDACTED]	I have changed my driving habits .. no longer going east on 8th or 7th to north on Louisiana or other north street to east/west on 6th. Now use Maine to 9th or 6th. I now go east on 9th to downtown and back from where I live on Maine instead of goin east on 8th.
Maine - 600 Block	Living in the neighborhood and visiting others in the neighborhood is sometimes frustrating despite awareness of the temporary diverters. More people are using the alleys to get where they are going. I've also noticed people driving over the diverters.
Alabama - 700 Block - [REDACTED]	
Mississippi - 600 Block	<p>The DIAGONAL DIVERTERS on Mississippi Street have dramatically, positively changed our lives. I could never have imaged the wonderful, dramatic impact it has had on our family, our sense of safety, security, and comfort.</p> <p>BEFORE the diverters...</p> <ul style="list-style-type: none"> - Our street (we live on the 600 block of Mississippi St.) saw a constant stream of cars and loud trucks at all hours of the day and night. - It was unpleasant to walk around, and unsafe to cross the street, especially at intersections because very few cars stopped for any of the 4-way stop signs at 7th & Mississippi, or other stop signs. When cars or trucks did slow for the intersection, they would then accelerate hard and so there was a constant sound of cars braking and accelerating up and down our street. - It was loud, frightening, and dangerous to wildlife, children, walkers, bikers, joggers, and parked cars. - Our yard and surroundings were constantly littered with garbage that people threw out their window as they cut through the neighborhood at all hours of the night. Beer cans and trash could always be seen in our yard and in the curbs, especially on Sat and Sun mornings. - Over the years we have seen too much wildlife, and sadly, some family pets, killed on our street due to dangerous drivers. If a stray dog or cat in the neighborhood accidentally got loose, they were in serious danger of being killed before returning home. - One of the reasons we chose to move here in 1999 was because it seemed like a quiet neighborhood and friendly towards raising children who can walk, run, and play in the neighborhood. Instead, we experienced constant and dangerous vehicle traffic for years, and it turned out to not nearly be as pleasant to live, play, or even walk around the neighborhood as we had hoped. <p>AFTER the diverters...</p> <ul style="list-style-type: none"> - The number of cars has impossibly, dramatically dropped so much, and most of those that we do see are driving slow and cautiously at you would expect from someone who lives nearby. It's been amazing and dramatic. - There hasn't been a single piece of litter in our yard on the weekends, nor have I seen any in the curbs. - I have never been woken up by loud trucks or cars playing music in the middle of the night since the diverters were installed. - I haven't seen any dead wildlife, nor have I seen or heard of any family pets being killed by cars. - The experience of walking down the street now is amazing...there are no words to describe the difference to our street and to the neighborhood. 7th Street is now a beautiful walk to downtown where before it was ruined by fast and dangerous drivers. - I feel like we have been given a chance at a new life, a new neighborhood, a new beginning where we can enjoy the fruits of enjoying the outdoors and meeting our neighbors. This really wasn't possible until the diverters were installed...they have really changed the entire culture and dynamic of the neighborhood and I believe that positive change has only just begun. We haven't even experienced Spring and Summer yet without all the horrible traffic and dangerous drivers. We have so much to look forward to! - Finally, of course the diverters have changed how and where I have to drive my car to and from my house each day...but what a silly consideration! Considering all the positive changes this has made to so many people, pets, animals, and nature, I can't possibly justify feeling disturbed when I have to drive a few extra minutes to and from home. The routes I take now are more structured, in accordance with proper city planning, and I wouldn't dare ever want to go back to the chaos of before. I use the little extra time to think about how much positive impact and joy this new configuration is doing for all the children and people in my neighborhood, and reflect on how I can be less selfish and adapt to change gracefully. <p>[5]</p>
Ohio - 800 Block - [REDACTED]	I mostly walk through my neighborhood and I have been nearly hit more times since the diverters than my whole 20 years living in OWL. I have also noticed that drivers don't see the stop signs now that there are so many other issues to consider at each intersection.
Missouri - 600 Block	Having to drive onto 6th to get to my home and to downtown
Maine - 800 Block	As I mentioned above, as I'm walking through the neighborhood, I rarely see the diverters actually negating poor driving behavior- I regularly witness people driving over the diverters, turning the wrong way around them, or if they do follow the directions they later come speeding around the other corner or street because they were forced off their path. On a driving note, the diverters are extremely annoying to deal with given how little impact they've had on the safety of the neighborhood (one could argue the diverters have made it more unsafe). I can no long can directly from my house to Mass street via 8th, which was a huge positive for me when I originally moved in so I could avoid the traffic of 9th and to be honest, since the diverters have been put in, I find myself going down to Mass less often because it's not as convenient anymore because now I have to bob and weave through the neighborhood if I forget about the road diverters.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Maine - 800 Block	I keep trying to avoid them. Socialist/Communitistic controls. I sincerely DO NOT APPROVE of the impact on the beautiful neighborhood.
Maine - 800 Block	I am a resident of this neighborhood and I am also a delivery driver for a local business. The diverters have made it extremely inconvenient to access some addresses, resulting in longer delivery times.
Tennessee - 700 Block	I have seen more cars driving down alleys to avoid the diverters. When they drive fast and exit at the sidewalk, I view this as very dangerous, especially as pedestrians may be less alert at an alley versus a street crossing.
Arkansas - 700 Block - [REDACTED]	More traffic up and down the alley. More people parking along the side of the alley.
Arkansas - 800 Block	Depending on where I'm heading, these barriers an almost daily inconvenience and have turned a two-block drive to the vet into a six block drive, the three blocks to 6th St. now take seven blocks. I have witness innumerable illegal left turns at the barriers as well as vans and pick-up trucks driving over the barriers, and more people are using the alleys to avoid the barricades.. Trash and leaves are accumulating within the barriers.
Missouri - 700 Block - [REDACTED]	
Missouri - 700 Block - [REDACTED]	Significant increase in illegal turns. Stop signs are no longer necessary in diverter intersections.
Maine - 800 Block	It left an impact when I knicked the back of my car one of the poles, because it makes it too tight to turn and makes things more difficult in many ways.
Indiana - 800 Block	
Alabama - 700 Block	I feel I am going way out of my way to get to my house and even a half a block away to my sisters house. i have found myself ending up on the busy streets of ninth and sixth street in heavy traffic when I am only trying to go a block or so away.I find this extremely annoying and unnecessary.I believe this is a huge inconvenience for the little ,if any, changes it has made in controlling the traffic.
Illinois - 800 Block - [REDACTED]	

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Missouri - 800 Block - [REDACTED]	
Illinois - 800 Block - [REDACTED]	<p>In my neighborhood, I have seen nothing positive from the diverters, and I see people driving over them or cutting through alleys to avoid them.</p> <p>Speaking from my perspective on Illinois St, I didn't think it could make speeding worse on our street, but the pilot accomplished that. It also added new problems like people busting alleys that were not designed to be traffic routes to avoid barrier access. Potholes are worse, and any utility work makes re-routing through our neighborhood no longer as simple as driving around the block.</p>
Alabama - 700 Block	Myself, Friends, and Contractors are driving less safely because of sheer exasperation at the inconvenience.
Maine - 800 Block - [REDACTED]	<p>I can no longer drive through the neighborhood with the joy of seeing how our neighborhood is doing. Driving from downtown to our home is no longer a peaceful drive. I have talked with a few angry drivers on Maine St that expressed their frustration.</p> <p>I have also witnessed angry drivers drive over those diverters after not finding a way to their destination in the neighborhood. Frustrated drivers make for dangerous drivers.</p>
Illinois - 700 Block	
Illinois - 700 Block - [REDACTED]	<ol style="list-style-type: none"> 1. I see angry drivers performing unsafe maneuvers in order to skirt around the traffic diverters. 2. The at home football games are an absolute disaster now. There was a family emergency requiring me leaving during the KU/KS Game and there was a solid line of traffic down my block that I could not leave my own neighborhood. I shudder to think what would happen if someone needed an ambulance or the police.
Illinois - 700 Block	It is hard to remember what intersections allow what, I often find I'm driving to an intersection that I'm trying to remember what barrier is there.
Missouri - 800 Block	
Arkansas - 700 Block	Cars don't stop for pedestrians and don't follow signage cues. Cars are driving erratically and drive over/around diverters.
Arkansas - 700 Block	I have noticed that they have made the Michigan round a bout significantly more dangerous and Michigan street in general busier. As someone who walks by one regularly I feel like I have to be more cautious now.
Arkansas - 700 Block	The roads are much less safe in my neighborhood. Cars do not slow down through roundabouts or stop at signs. Cars also drive over the road blocks because they are a hindrance to regular routes.

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Maine - 700 Block	I see a lot of drivers finding new ways to get through the neighborhood, for example, turning around at alleys, turning right on left only turns, and driving through stop signs at Mississippi.
Illinois - 700 Block - [REDACTED]	While some of the diverters appear to be changing traffic patterns, some are frequently ignored and other issues, such as excessive speed, aren't entirely addressed due to where the diverters are.
Missouri - 600 Block - [REDACTED]	Get rid of it
Missouri - 600 Block	People are angrier drivers and Drive worse, don't use stop signs clearly angry and confused.
Maine - 700 Block	
Missouri - 600 Block	I find it much more difficult to get around short distance within OWL. I am forced to go to 6th street instead of a more direct route.
Maine - 700 Block	observations: speeding, people driving over curbs and causing them to crumble, running stop signs, alley use by delivery drivers (twice), driving in what seems like circles, a divisive neighborhood concept overall
Kentucky - 800 Block	So many people driving vehicles violating traffic laws. E.g. running over diverters, medians, curbs, doing U-turns, speeding, and others. I think the diverters need to be higher and longer. I do use 8th street more and the road narrowing in the intersections slows you down and makes riding a bike safer. This is because I get passed all the time in intersections which is illegal (8-1519(2)). Having narrower lanes prevents this, which I prefer. I would like to see the data before making many observations. While I think there may be benefits setting goals and seeing if they are reached is preferred to making up one's mind before knowing what has happened after this treatment. I would also say that narrowing the streets at intersections by bumping out sidewalks or by putting in protected bike lanes, maybe parking protected bike lanes would reduce lanes and slow vehicles. Or just remove pavement and make the roads narrower.
Alabama - 800 Block	FURY, RAGE, A SENSE OF OUTRAGE, AND NEWLY EXPANDED PARAMETERS OF STUPIDITY
Maine - 600 Block	People drive over or around them, making traffic less safe
Mississippi - 700 Block [REDACTED]	
Arkansas - 700 Block	
Mississippi - 800 Block [REDACTED]	Extreme traffic and inconvenient to all

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Illinois - 700 Block - [REDACTED]	Difficult to maneuver corners with straight diverters. Much curb scraping. Drivers tend not to stop at L-shaped diverters. Drivers still speed but mostly because they are angry or frustrated by the diverters and/or cannot find a way to get to their desired destination.
Arkansas - 800 Block	Confusion and chaos. Traffic trying to leave football games is quite comical.
Missouri - 800 Block	the diverters have had a positive impact on traffic/speed in the 800 block of Missouri.
Kentucky - 800 Block	
Arkansas - 800 Block	I have learned how to modify my driving to get home. I no longer use the neighborhood roads to get anywhere, I use Michigan 6th and 9th now. If I am going to locations within the neighborhood it is very inconvenient.
Louisiana - 600 Block	Our neighborhood is a complete maze for all drivers. It seems like a total overkill. I see people driving over the diverters, going the wrong way, speeding through alleys. I also hate having to turn south on 6th and not having the option to drive up to Maine to use the light.
Alabama - 700 Block - [REDACTED]	
Indiana - 800 Block	Rerouting my paths to get home from all directions was a pain the first couple of weeks, but after that it's pretty easy to go an extra block or up an alley to get where I need to park. That first week or two was the most frustrating.
Alabama - 700 Block - [REDACTED]	frustration

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Outside of OWL - [REDACTED]	
Outside of OWL	
Outside of OWL - [REDACTED]	
Outside of OWL	People breaking traffic laws to get around and lots of lost Amazon/package delivery drivers look very frustrated
Outside of OWL	Less speeding traffic.
Outside of OWL	
Outside of OWL - [REDACTED]	i saw a LPD plow one down really safe bunch of crap waste of money
Outside of OWL	It adds several blocks to get to/ from a house I visit several times a week. It is very inconvenient. It is frustrating and I believe it increases poor driving and road rage.
Outside of OWL	
Outside of OWL	Takes forever to figure out how to get hone
Outside of OWL	Traffic route impedence
Outside of OWL	
Outside of OWL	

Reported Name	What OTHER IMPACTS have you experienced as a result of the diverters?
Outside of OWL	it is very hard to get around.