

## **AGENDA: TSC 10/7/13**

ITEM NO. 2: Consider request for TRAFFIC CALMING on Learnard Avenue between 19<sup>th</sup> Street & 23<sup>rd</sup> Street.

### Staff Report:

1. Learnard Avenue is classified as a "local" street in a residential area and is paved approximately 20 feet wide without curb & gutter and without sidewalks.
2. State law establishes the speed limit in residential areas at 30 mph.
3. The City's *Traffic Calming Policy* provides that traffic calming devices may be permitted if the 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit.
4. Traffic data collected on September 18-19, 2013, found approximately 700 vehicles in a 24-hour period and an 85<sup>th</sup> percentile speed of approximately 35.25 mph.
5. Therefore, this portion of Learnard Avenue meets the criteria for consideration of traffic calming devices.

## **MINUTES: TSC 10/7/13**

### ITEM NO. 2:

Consider request for TRAFFIC CALMING on Learnard Avenue between 19<sup>th</sup> Street & 23<sup>rd</sup> Street.

Woosley reviewed the information provided in the staff report and noted the receipt of two (2) e-mails (attached) supporting the request.

### Public Comment:

Anna Neill, 2020 Learnard Avenue: There is a great deal of traffic moving at an often quite unreasonable speed; there are a lot of families with small children on this street; the narrowness of the street means that pedestrians often have to jump into the ditch to avoid moving vehicles; we would like to request approval and expedition to construction to slow the traffic down.

Otto Hercha, 2221 Learnard Avenue: I'm sort of 'yes' and 'no' on speed bumps; speed bumps are fine, an island would be dangerous; with the condition of the road, speed bumps might be dangerous; we have drop-offs going right into a ditch, no curbs; we have a lot of people walking dogs, people jogging, bicycles, children playing.

Dan Parker-Timms, 2136 Learnard Avenue: I agree with the previous speakers; we feel that speed bumps would be a great option.

Commission Discussion:

Commissioner Devlin asked how the street lighting was; area residents indicated that there was only one (1) midway between 19<sup>th</sup> Street & 23<sup>rd</sup> Street.

**MOTION BY COMMISSIONER HARDEN, SECOND BY COMMISSIONER BOLEY, TO RECOMMEND TRAFFIC CALMING ON LEARNARD AVENUE BETWEEN 19<sup>TH</sup> STREET & 23<sup>RD</sup> STREET; THE MOTION CARRIED**

**From:** Neill, Anna  
**Sent:** Friday, May 24, 2013 11:31 AM  
**To:** traffic@lawrence.ks.org  
**Subject:** Requesting speed bumps on Learnard Avenue

To Whom it May Concern:

I am writing on behalf of a group of concerned residents in the 1900-2200 blocks of Learnard Avenue. There are a large number of families with young children living on the street. With no sidewalks and traffic moving fast (many vehicles shortcut to 19<sup>th</sup> from 32rd st along Learnard, often violating the speed limit) it is hazardous even for adult pedestrians; most certainly for children. We strongly request that the City of Lawrence consider installing speed bumps to slow this traffic down.

I understand that the procedure is to write a letter of request to this address and that the request will then be measured against the criteria. If we meet the criteria, the City Commission will consider and the work, if approved, will go on the city construction agenda. Please let me know if there is anything else I should do.

Sincerely,

Anna Neill  
2020 Learnard Avenue  
Lawrence, KS 66046  
785-830-8712

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Department of English  
3001 Wescoe Hall  
University of Kansas  
Lawrence, KS 66045

aneill@ku.edu

**From:** James [mailto:seward23@aol.com]  
**Sent:** Monday, October 07, 2013 2:35 PM  
**To:** Chris Cunningham  
**Cc:** David Woosley; <aneill@ku.edu>; charlene hodge; Judy Eyerly  
**Subject:** Re: Traffic Calming on Learnard

To the Lawrence Traffic Safety Commission:

As the Owner (since 1983) of the City-landmarked "Zinn-Burroughs House" at 1927 Learnard Ave., I wish to express my strong support for speed-hump-type traffic calming improvements on Learnard Ave. from 19th to 23rd Street.

Two-lane Learnard Avenue, with its roadside drainage ditches from 23rd to 19th (and on northward to 15th St, where Learnard ends), is a de-facto "historic district."

Learnard Ave. was "suburban" for about 80 years before the area was annexed in the 1960s. The oldest residences date back to the post-Civil-War period; most of the houses were built between 1910-1970.

For the past 20+ years, as traffic congestion on 23rd St. from Haskell Ave west to Iowa Street steadily worsened -- and with no southern "bypass" being built that might relieve the rush-hour traffic -- commuters coming home from the KC area on Hwy K-10 during 4:30-6:00 PM would very often turn off 23rd Street to go north to 19th St, to escape the sea of red brake-lights bumper to bumper, sometimes backed-up on 23rd as far east as Haskell Ave.

These impatient, homeward-bound commuters quite commonly pick up speed very rapidly once they are driving north on Learnard. Residents will confirm the high proportion of manic speeders in this "demographic."

But the resident owners and landlords along Learnard have repeatedly spoken at City Commission meetings during the past 15-20 years, consistently opposing a recurring scenario:

-- where the City, after receiving a citizen request for roadside ditches to be City-cleaned, has instead offered to upgrade Learnard to a 29-foot-wide "standard street" with two curbs, curb drains, a sidewalk and the Loss of the historical and BEAUTIFUL "tree canopy" over the street.

Despite the pedestrian-safety enhancements that a sidewalk and wider street-corridor *might* bring, I feel that at-grade road "humps" would achieve similar results -- and *without* the loss of our beloved, tree-lined avenue.

Also, the concrete bridge Railings -- atop the east and west Headwalls of the RCB (box culvert) beneath Learnard Avenue at 1927 / 1931 Learnard, as enlarged in 2005-06 -- are NOT far-enough apart to permit the unwanted "improvement" to 29-foot width.

Please consider slowing down traffic on this historic East-Side avenue by means of this low-impact, economical, and narrowly-focused technology for traffic calming: speed humps.

Thank you.

Respectfully submitted,

James W. Grauerholz, Trustee  
William S. Burroughs Trust (1993)

Sent from my iPhone

On Oct 7, 2013, at 8:48 AM, "Chris Cunningham" <[CCunningham@TreanorArchitects.com](mailto:CCunningham@TreanorArchitects.com)> wrote:

To Whom it may concern:

I am writing to endorse the efforts of Anna Neill to have traffic calming devices installed along Learnard Avenue between 19<sup>th</sup> and 23<sup>rd</sup> Street.

Being a father of two young children, we believe that the addition of traffic calming devices along Learnard would be a great addition to the street and would help alleviate some of the safety concerns that we have. It is common to hear and see vehicles moving at a high rate of speed down our street well in excess of the speed limit.

I understand this item is to be heard this evening at the Traffic Safety Commission Meeting. We hope to see it recommended for approval and sent to the City Commission.

Sincerely,

Chris Cunningham  
1933 Learnard Ave.  
Lawrence, KS, 66046

**Chris Cunningham**

[ccunningham@treanorarchitects.com](mailto:ccunningham@treanorarchitects.com)

**Treanor Architects**

1040 Vermont St.

Lawrence, KS 66044

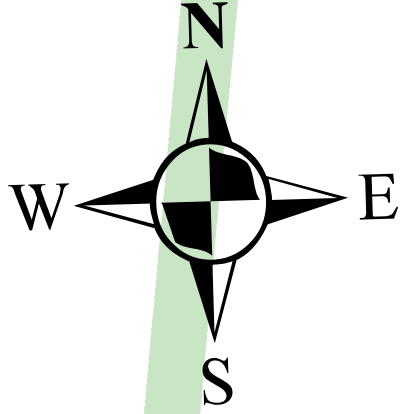
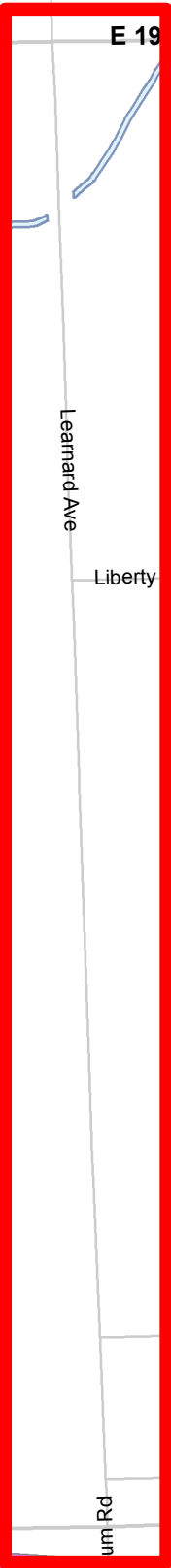
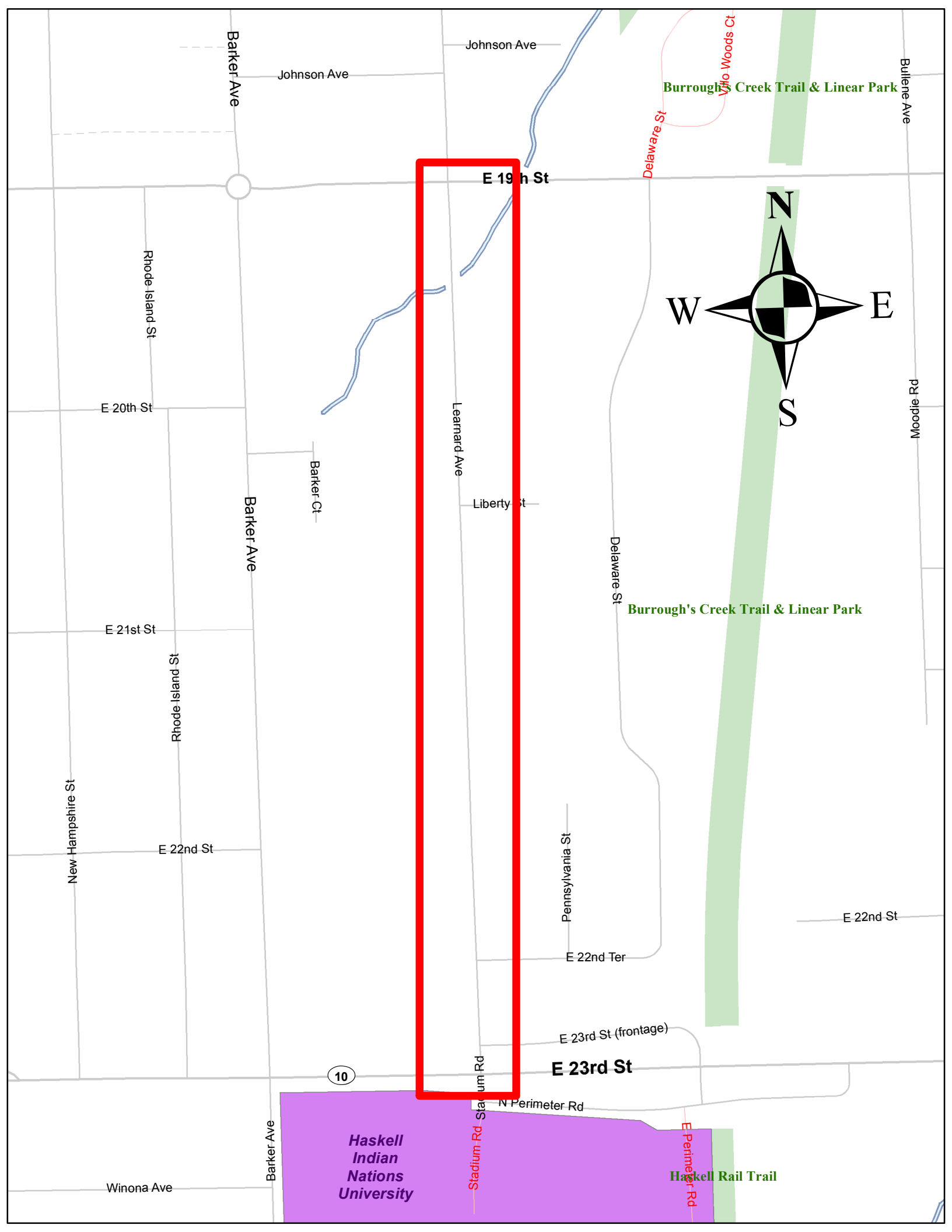
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Burrough's Creek Trail & Linear Park

Burrough's Creek Trail & Linear Park

Haskell Rail Trail

10

Haskell Indian Nations University

Barker Ave

Johnson Ave

Johnson Ave

E 19th St

E 20th St

E 21st St

E 22nd St

E 22nd Ter

E 23rd St

Winona Ave

Barker Ave

Stadium Rd

N Perimeter Rd

E Perimeter Rd

Delaware St

Delaware St

Pennsylvania St

Bullene Ave

Moodie Rd

Rhode Island St

Rhode Island St

New Hampshire St

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SPEED  
LIMIT  
30

