

Revisions to the Old West Lawrence Traffic Calming Pilot Project and WHY we are making them

Remove the diagonal diverter at 8th and Mississippi and Install a speed hump on the 800 block of Mississippi.

We heard from the community that the diagonal diverters are too restrictive to traffic circulating within the neighborhood. Additionally, this diverter was noted as eliminating the connectivity to and from the neighborhood via the traffic signal at 9th and Mississippi.

Removing this diverter will reduce restrictions to traffic circulation within the neighborhood and restore the connectivity to and from the signal on 9th Street.

Installing a speed hump on the 800 block of Mississippi will provide traffic calming when the connectivity between 7th and 9th streets is restored and traffic volume is anticipated to increase on this block.

Remove the diagonal diverter at 7th and Mississippi and replace it with a median barrier and relocate the median barrier from 7th and Illinois to 8th and Illinois.

We heard from the community that the diagonal diverters are too restrictive to traffic circulating within the neighborhood.

Replacing this diagonal diverter with a median barrier will reduce restrictions to traffic circulation within the neighborhood while addressing the high volume of Northbound and Southbound traffic that was on Mississippi Street before the diagonal diverter was installed. Relocating the median barrier from 7th to 8th on Illinois will prevent having median barriers at adjacent intersections on 7th Street.

Remove the median barriers at 8th and Alabama, 8th and Ohio, and 7th and Louisiana.

We heard from the community that there are too many traffic calming devices and they are too restrictive to traffic circulation within the neighborhood.

Removing devices from the streets that have low traffic volumes will reduce restrictions to traffic circulation within the neighborhood.

Install speed humps or speed cushions in the 700 block of Michigan, 800 block of Michigan, and 800 block of Maine Streets.

We heard from the community and noted in the data that traffic volumes had increased on Maine and Michigan, and this is a concern. Additionally, there are concerns about speeds on these higher volume streets.

Removing restrictions in other areas of the neighborhood should reduce volumes on Maine and Michigan.

Adding speed humps and cushions on Michigan and Maine should address concerns with speeds on these streets and provide an opportunity to evaluate the effectiveness of additional speed humps and cushions.

Additional comments we heard from community and how we are responding

“What’s out there is not working.”

From the data, traffic volume was reduced by 23% on the local streets but there was an increase in volume on Maine and Michigan. We acknowledge that although traffic volume was reduced on the local streets, this is not equitable to the streets that saw an increase in volume.

To address the equity of the impacts, we are removing a few of the devices in order to allow traffic volume to redistribute away from the streets that saw an increase.

We are also adding new devices to address speed and volume concerns on Maine, Michigan and Mississippi.

“What’s out there is too restrictive to travel within the neighborhood.”

We are removing some of the devices in order to restore connectivity within the neighborhood.

“Why were other traffic calming devices not used? Speed humps, traffic circles, more stop signs?”

The project team began designing the traffic calming plan by evaluating all options for devices and locations.

Stop signs are explicitly forbidden from being used for traffic calming or speed reduction by the Manual on Uniform Traffic Control Devices, which published by the Federal Highway Administration and adopted by the City of Lawrence.

Traffic circles were not used because they have minimal impact on traffic volume and would potentially require increasing the size of the intersections in an established neighborhood.

Speed humps were not used because the existing speed humps in the neighborhood were perceived as ineffective by the neighborhood representatives on the project team.

The revised plan will install speed humps at four locations in order to evaluate their effectiveness.

“Snowplows will not be able to navigate the devices in order to plow the streets.”

Snowplow operations staff reviewed the traffic calming plan before any devices were installed. Driving lanes were maintained wider than the plows to ensure they are able to plow the streets.

“The traffic calming devices are ugly and present a negative aesthetic to a historic neighborhood.”

The current installations utilize temporary materials so that they can be reconfigured or removed easily. Any permanent installations will use permanent materials such as concrete curbs and pavers.

“These devices restrict access to public streets.”

It is still possible to access every block of every street from either direction via a public street. Removing some of the devices will reduce the amount of extra driving in order to access several blocks in the neighborhood.