

# UPNA NEWSLETTER

University Place  
Neighborhood  
Association

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April-June 2004

## President's Column

I can procrastinate writing this president's column no longer.

The results are in and we need to share them with the residents of UPNA. Thank you to everyone who voted, it helps me to understand the general sentiment of the neighborhood. The whole process and the results are explained in detail in this newsletter so I will not elaborate any further, except to say that the neighborhood is presenting the results to the Traffic Safety Committee on June 7, 2004. The meeting is at 7:30pm and is located in the City Commission Room, City Hall.

Thank you to the

many who attended the Spring potluck and meeting. As usual, there was great food and great company. Our presenter was the new Principal of Lawrence High School, Mr. Steve Nilhas.

Steve expressed his desire for LHS to be a good neighbor, and encouraged any UPNA resident with comments or complaints to contact him (TEL: 832-5050; EMAIL: [snilhas@usd497.org](mailto:snilhas@usd497.org)). If neighbors observe any illegal behavior by students, he recommended calling the police as well as the high school. As far as parking is concerned, he recognizes that it is a problem and feels the

district needs to look for a solution.

Two final notes: Our semi-annual park cleanup will be on Saturday, May 29<sup>th</sup> at 9 AM in Veteran's Park. Bring work gloves. Also, Bill Kummerow is organizing a coed softball team for the fall. The season begins in August, but the rosters are due in early July. Please contact Bill at 749-7341 or [kummerow@ku.edu](mailto:kummerow@ku.edu) if you are interested in playing.

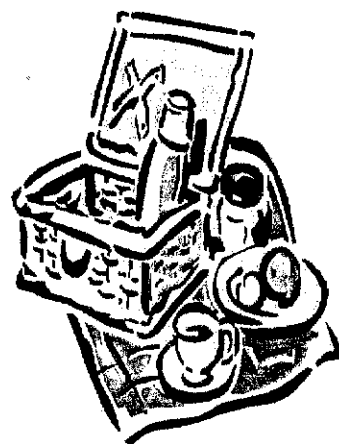
Last but not least, please save the date of September 19<sup>th</sup>, for the annual fall picnic! Enjoy your summer!

UPNA President

-Aline Hoey

## UPDates!

- Traffic Materials to City Engineering Department, 5/24/04.
- Veterans Park Clean Up 5/29/04.
- Traffic Report to Commission, 6/7/04.
- Fall Potluck-Picnic in Veterans Park, Sunday, 9/19/04, 4-7 PM.
- Picnic Rain date: Sunday, September 26th!



## UPNA TRAFFIC BALLOT RESULTS

Since 2000, UPNA has been discussing neighborhood traffic safety through community meetings, traffic committee meetings, and our newsletter. After a neighborhood-defined plan to improve traffic safety was approved by the city, three temporary traffic-calming devices were installed in the summer of 2003. These included a traffic diverter on 18<sup>th</sup> Street between Maine and Missouri; and traffic circles on 17<sup>th</sup>, at Indiana and Illinois.

At the November 2003 UPNA meeting, a vote determined that the UPNA Traffic Committee should re-convene to review whether these three traffic calming devices were the best options (continued on page 2)

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(continued from page 1) for the neighborhood as a whole. The committee, open to everyone in the neighborhood, met three times in November and December. Lawrence Traffic Engineer David Woosley attended one meeting to provide input on the various traffic calming options that were under consideration. After careful deliberation, the UPNA Traffic Committee decided that the three existing devices should be made permanent. In addition, the Committee recommended that two additional devices be installed – a traffic circle at 18<sup>th</sup> and Indiana, and a traffic circle at 18<sup>th</sup> and Illinois, to further reduce traffic speed and volume in UP.

In March and April of 2004, the UPNA traffic safety committee conducted a neighborhood-wide ballot, to determine the neighborhood's interest in making the three original devices permanent. In addition, input was sought on adding the two additional traffic circles to 18<sup>th</sup> street at Indiana and Illinois. All 262 individual residences in the neighborhood were provided with ballots. Per the UPNA bylaws, only one vote was allowed per household, to be cast by a resident of the household. A self-addressed, stamped envelope was included. As of Monday, April 19<sup>th</sup>, 2004, 126 households had voted, for a total return rate of 48%. 136 households did not vote at all. A summary of the results:

1. The traffic diverter on 18<sup>th</sup> Street between Maine and Missouri was designed to reduce traffic volume along 18<sup>th</sup> Street, which is designated as a residential street in the City Plan, intended to carry not more than 1,000 cars over a 24-hour period. Prior to the installation of the diverter, traffic volumes were well over 2000 cars per block per 24-hour period. Since the diverter was installed, traffic volume on 18<sup>th</sup> street at Louisiana, Illinois, and Alabama are now below 1000 cars per 24-hour period. Only east and west bound traffic at 18<sup>th</sup> and Indiana remains above 1000 cars per 24-hour period. Traffic speeds were also reduced, from 35.3 mph in January of 2003 to less than 23 MPH in October of 2003. The speed limit for 18<sup>th</sup> Street is 25 mph. Of the 126 UPNA households that voted, 66 UPNA voted to make the diverter permanent. 58 voted to remove the diverter. Two entered no vote.

2. The traffic circle at 17<sup>th</sup> and Illinois Street was installed to reduce traffic speeds in Illinois through the UP Neighborhood. Both the 1600 and 1700 blocks of Illinois have experienced a minor decrease in traffic speeds at mid-block, ranging from a 1 mph to 2.9 mph reduction. However, by city standards the speeds are still problematic, as they still exceed the speed limit by at least 5 mph. The city did not take speed measurements at the actual intersection, where the circle is installed. Of the 126 UPNA households that voted, 76 UPNA voted to make the circle permanent. 46 voted to remove the circle. Four entered no vote.

3. The traffic circle at 17<sup>th</sup> and Indiana Street was installed to reduce traffic speeds in Indiana through the UP Neighborhood. Both the 1600 and 1700 blocks of Indiana have experienced a 4 mph decrease in traffic speeds at mid-block for southbound traffic (speeds have gone from 35 mph to 31 mph southbound). Northbound traffic has experienced a slight increase in speeds ranging from an increase of 0.5 mph to 3.1 mph. By city standards the speeds in both directions are still problematic, as they still exceed the speed limit by at least 5 mph. The city did not take speed measurements at the actual intersection, where the circle is installed. Of the 126 UPNA households that voted, 75 UPNA voted to make the circle permanent. 46 voted to remove the circle. Five entered no vote.

4. The addition of a temporary traffic circle at 18<sup>th</sup> and Illinois Street was recommended to reduce traffic speeds in Illinois through the UP Neighborhood. Of the 126 UPNA households that voted, 64 UPNA voted to add the new circle on a temporary basis. 60 voted not to add the circle. Two entered no vote.

5. The addition of a temporary traffic circle at 18<sup>th</sup> and Indiana Street was recommended to reduce traffic speeds in Indiana through the UP Neighborhood. Of the 126 UPNA households that voted, 64 UPNA voted to add the new circle on a temporary basis. 60 voted not to add the circle. Two entered no vote.

The results of this ballot will be taken to the City Traffic Commission on Monday, June 7<sup>th</sup>, 2004.