



Data 20 April 2005:
EB: Volume = 160; 85% speed = 34.7
WB: Volume = 170; 85% speed = 45.5

Data 20 April 2005:
EB: Volume = 290; 85% speed = 25.7
WB: Volume = 280; 85% speed = 27.1

Data 20 April 2005:
EB: Volume = 190; 85% speed = 32.1
WB: Volume = 140; 85% speed = 34.4



SPEED HUMP / SPEED CUSHION POLICY

Resolution No. 6482, August 19, 2003

1. DEFINITIONS:
 - A. A SPEED HUMP is a rounded raised area of pavement typically 12 to 14 feet in length and often placed in a series 300 to 600 feet apart.
 - B. A SPEED CUSHION is a SPEED HUMP with an unraised path for fire trucks and ambulances through the hump.
2. SPEED HUMPS may be permitted on “local” streets only, as designated by the City’s Master Street Plan, and under the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 1000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day.
3. SPEED CUSHIONS may be permitted on “collector” streets, as designated by the City’s Master Street Plan, under the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 3000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question.
4. SPEED HUMPS or SPEED CUSHIONS will not be permitted on “arterial” streets, as designated by the City’s Master Street Plan.
5. SPEED HUMPS or SPEED CUSHIONS will not be installed at any location unless 70% or more of the property owners within 300 feet measured along the centerline of the street in each direction request installation in writing.
6. Once installed, SPEED HUMPS or SPEED CUSHIONS may be removed at any location if more than 50% of the property owners within 300 feet measured along the centerline of the street in each direction, request removal in writing.
7. Traffic data will be collected with city personnel using city equipment only. In the event that a requested location does not meet the minimum requirements as stated in 1 or 2 above, subsequent requests will not be considered for a minimum of one year.
8. The Lawrence-Douglas County Fire & Medical Department, the Police Department, the Public Works Department and the Traffic Safety Commission must review all requests for SPEED HUMPS or SPEED CUSHIONS before being presented to the City Commission.
9. If a project is recommended for approval by the Traffic Safety Commission and approved by the City Commission, the City Commission will determine financing of the construction. The City Commission may require 0%-100% of the costs to be paid by the group or neighborhood making the request.

David Woosley

From: pd mallamo [pdmallamo@yahoo.com]
Sent: Sunday, April 17, 2005 10:35 PM
To: dwoosley@ci.lawrence.ks.us
Subject: speed hump

Hi:

I would like Riverview Road, from Rock Fence to Kasold, evaluated for installation of speed humps.
Traffic is very fast through residential areas with lots of kids. What kind of request, besides this, must I submit?

Thank you,

Paul Mallamo

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#2

Brune, Caroljean S

From: GJWorth@aol.com
Sent: Tuesday, May 31, 2005 11:24 AM
To: Brune, Caroljean S
Subject: Traffic Safety Commissio agenda

Dear Caroljean,

We're writing in reference to Item No. 2 on the Traffic Safety Commission agenda for next week's meeting: to "Consider request to construct SPEED HUMPS on Riverview Road between Rock Fence Place and Kasold Drive."

As residents of the affected portion of Riverview Road, we don't see the necessity of speed humps here. This is not a heavily traveled street, and there is very little speeding that we're aware of. It's true that in the 18 years we've lived in this house there have been two instances when cars have driven on to our front lawn, causing damage to our landscaping, but both of these occurred some time ago, at night, and we don't know, though we suspect, that these vehicles were speeding.

Still, we believe that there must be more urgent needs for street improvements in Lawrence and in particular in this neighborhood, where we're "blessed" with lots of potholes and rough pavement. Speed humps don't seem to us to be high-priority items.

Thank you for your consideration. We appreciate being notified of this agenda item.

Carol and George Worth

5/31/2005