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August 30, 2006

Todd N. Thompson
Thompson Ramsdell & Qualseth, P.A.
333 W. 9th Street
P.O. Box 1264
Lawrence, KS 66044-2083

**Re: Wal-Mart Traffic Study, 6th Street and Wakarusa Road
Lawrence, Kansas**

Dear Mr. Thompson:

I have reviewed the issues raised by Gwen Klingenberg in her letter to the City. The following bullet points respond to those issues:

- For the Bauer Farm study we conducted counts at both the school peak (3:00 to 4:00) and the PM Peak (5:00 to 6:00) on March 31, 2004 – the total traffic volume at 6th and Wakarusa was 1,780 in the afternoon and 2,079 in the PM peak, so the school hour is not the peak hour – the school peak is about 15% less. Even looking at the peak 15 minutes, the school rush was at 3:15 with 514 vehicles and in the PM peak at 5:30 with 590 vehicles. The count at 5:00 to 6:00 would also include the "constant traffic after school for the sports and social activities are taking place". Therefore, in concurrence with City staff, it was decided that the study should focus on the PM peak rather than the afternoon period.
- The Wal-Mart site traffic represents about 15% of the PM peak hour traffic for existing plus development (Wal-Mart and Bauer Farm) conditions at 6th and Wakarusa. The Wal-Mart site traffic will represent about 8% of the future peak hour traffic.
- Development to the west was not included in the "existing plus approved" development scenario because City staff indicated that the approved development to the west was not significant. Certainly future development to the west will generate significant traffic, however, that is accounted for in the future scenario.
- The Wal-Mart study shows a future operation at an acceptable level of service D operation at 6th and Wakarusa. This reflects the current future traffic projections for the intersection provided by the City (based on their traffic model, developed in conjunction with KDOT) plus the proposed Wal-Mart development traffic.
- This site is consistent with the approved land use and intensity so would not make traffic any worse than in the KDOT CORSIM model. In fact, since the Wal-Mart project is a little lower in intensity than what was previously approved for the site, it might operate slightly better.
- The comment in the Klingenberg letter regarding rerouting of traffic is misinterpreted. The point is that if delays are high for traffic turning left out of the site at a particular drive, the driver may use another exit or turn right and follow another route. This does not imply that they will also cut through a neighborhood. Overland and Congressional north of 6th are collector streets intended for this kind of traffic. The way the streets are laid out in the area, there just are not a lot of opportunities for traffic to cut through a neighborhood, with the exception of possibly just to the south of the site, and drivers are not going to cut through a neighborhood unless there is a significant time savings - and that would not be the case there anyway.



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Let me know if you need anything else.

Sincerely,
TranSystems

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Michael R. Wahlstedt

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