

### **ITEM NO. 3:**

**Consider request from the City Commission to review the possible addition of Haskell Avenue (23<sup>rd</sup> Street to 31<sup>st</sup> Street) and 31<sup>st</sup> Street (Haskell Avenue to Iowa Street) as TRUCK ROUTES.**

Woosley presented the information provided in the staff report.

Commissioner Heckler asked what the meaning of "intra-city" was; Woosley advised that meant that the origin and destination were both within the city.

Commissioner Harden asked if those portions of 31<sup>st</sup> Street within the county can handle truck traffic; Keith Browning, Douglas County Engineer advised that the county portion of 31<sup>st</sup> Street is not built for trucks. Browning also noted that the county uses Haskell Avenue frequently to get to-and-from the county shops to the county and also occasionally uses 31<sup>st</sup> Street; and they would recommend changing the current ordinance as provided in Fact #4 in the city staff report and allowing trucks to use Haskell Avenue and 31<sup>st</sup> Street that either begin or end in the city; but not designating either as a through truck route.

Public comment:

Shirley Kester, 2731 Ponderosa Drive: My backyard is right on Haskell Avenue; there is already a lot of traffic backed-up at the stop signs at 31<sup>st</sup> & Haskell and 31<sup>st</sup> & Louisiana; if you run all these trucks on Haskell and 31<sup>st</sup>, the traffic will be backed-up even further and it will probably increase wrecks; I like to sleep late and if you run a lot of trucks down there jake-braking, it will wake me up early in the morning; it doesn't make me happy.

Loren Baldwin, 1171 E 550 Road, Douglas County Farm Bureau: Our organization represents the farmers of Douglas County; As a group, we support changing the ordinance as provided in Fact #4, our main reasoning is safety; Ottawa Coop receives between 80 and 100 trucks a day at their south elevator location, peak hours are between 7:30 & 8:30 in the morning and at 5:00 in the afternoon; that is also peak traffic time on Iowa and 23<sup>rd</sup> Streets; fall harvest falls when the student population at the University of Kansas is at its greatest; there are drivers on the road that are unknowledgeable about the area; the grain trucks that will be diverted down Iowa and 23<sup>rd</sup> Streets will be loaded to capacity half the time, that means an increased stopping distance; our biggest fear is an automobilist who is unfamiliar with heavy truck operation; I realize that congestion on 23<sup>rd</sup> Street is a problem, and by diverting our traffic down 23<sup>rd</sup> Street, its only going to create more of a nuisance; grain trucks take longer to regain the average speed of traffic; also, harvest doesn't stop for KU home football games, there will be traffic on Saturdays; finally, by changing the

ordinance in accordance with Fact #4, this solves every farmers problem; including 31<sup>st</sup> and Haskell in the truck route will just solve the problem for farm traffic coming from the south; there's still going to be traffic coming from the east, north and west; changing the ordinance in accordance with Fact #4 will allow us to take the safest route to get our product to market.

Robert Albers, 2808 University Drive: I am a trucker; I'm confused why we've been cut off of 31<sup>st</sup> Street and Haskell; without this bypass going through, 31<sup>st</sup> Street is our bypass; I thought the whole game was trying to get 23<sup>rd</sup> Street traffic relieved and now you're just putting us back on there; to me, this doesn't make any sense.

Jeff Long, 3104 W. 27<sup>th</sup> Terrace: I hate the traffic on 23<sup>rd</sup> just like everyone else in this town does, but I also ride a bicycle on this entire route that is being suggested to be turned into a truck route and I feel much, much safer riding on 31<sup>st</sup> and Haskell than I would on any portion of 23<sup>rd</sup> Street and I don't want to spread what's happened to 23<sup>rd</sup> Street onto this route; on most of this route, I don't have a problem with additional traffic, but the one section that is two lanes between Haskell and Louisiana has a lot of debris along the shoulders; if they were better maintained, that would still be a safe route with additional truck traffic; I don't see how these roads will hold-up with additional truck traffic.

Adrian Derousseau, 302 N. Main, Ottawa Cooperative, Ottawa: We run two elevators in the city of Lawrence; we have a lot of semi's that go to our south elevator, in fact, we take in over a million bushels at harvest time, 80-100 trucks per day, on peak days over 100 a day; 50% of our trucks are semi's and we really rely on Haskell coming from the south all the way; they come down 59 to 31<sup>st</sup> to Haskell; we don't want to see trucks going down 23<sup>rd</sup>, that would be chaos; we represent a lot of farmers in the area, over 200; sometimes we have to transfer grain from the south elevator to the north elevator, hopefully we can continue to do that without using 23<sup>rd</sup> Street and Iowa, otherwise we would have to use 4-6 trucks to do what 1 is doing now; the price of fuel is just outrageous right now, we need to do anything we can to cut some expense down and cut the number of trucks down; it is really critical for us to use Haskell.

Steve Glass, PO Box 4150: The whole truck route ordinance history goes back into the 70's; in '88 there was a task force formed made up of representatives from the Lawrence Association of Neighborhoods and what was then the Lawrence Motor Carriers Association; the current version of the truck route ordinance is derived from what was created in 1988; we are supportive of changing the ordinance as provided in Fact #4; the change to enforce the current ordinance as written has had an impact on our operations; as an example, we had a large project at Baldwin High School that took about 2000 tons of asphalt, roughly 130-140 truckloads; we started-out hauling from our

plant on 23<sup>rd</sup> Street, down 23<sup>rd</sup> Street to Haskell, out Haskell to Baldwin; one of our hired truckers was stopped and told we could not exit the city by using Haskell Avenue; so we were left with two choices to get to Baldwin, one was to go down 23<sup>rd</sup> Street to Iowa and then south, or to go to Eudora and then south; either way, we're adding miles and impact to other motorists and we're putting our trucks at risk of being in an accident; we ended-up taking the Eudora route that probably added 6 miles to our haul; since 1988 until this spring, what would be allowed with the change as provided in Fact #4, has been allowed; it was only this spring that the city manager or someone on his staff suddenly made the interpretation that intra-city does not allow trucks to take a delivery route and exit the city or to enter the city on a delivery route; so, until four or five months ago, all of these farmers trucks were allowed and were coming-in Haskell Avenue, our trucks were going-out Haskell Avenue, trucks were using 31<sup>st</sup> Street, as long as they were either starting or ending in Lawrence; so, that's nothing new, it's just suddenly after 19 years, the city suddenly figured-out oh, there's a different meaning to what was written in 1988, now we're going to enforce it differently.

Carol Bowen, 403 Dakota Street: The truck ordinance isn't enforced, at least it doesn't appear to be on Louisiana Street; we have fuel tankers and whatnot on Louisiana Street in spite of all the schools and so forth, and we also have lumber trucks etc., etc., etc.; changing the ordinance has unintended consequences, it's just going to make matters worse on Louisiana.

Betty Alderson, 1920 Maine Street: I don't want to see any more traffic going possibly into neighborhoods with heavy trucks.

Larry Schaaake, 1791 N 1500 Road: I am a mile and a half from the south elevator; if I have to follow the truck routes, it's about five or five-and-a-half miles; if gets worse if I have to go to the north elevator because I would have to take 23<sup>rd</sup> to Iowa and back along 6<sup>th</sup>; it would sure put a hardship on us.

Commissioner Woods asked Browning if there had been a moratorium on enforcement of county trucks; Browning advised that they had not had any trucks stopped.

Commissioner Harden asked if the change mentioned in #4 was where the city was a year ago; Woosley advised that was his understanding.

Commissioner Smith asked how many other areas in town would change if the ordinance were changed as mentioned in #4; Woosley advised it would effect all truck delivery routes.

Commissioner Smith asked Mr. Kester if the change mentioned in #4 would resolve his concerns; Kester indicated it would.

Commissioner Ziegelmeyer asked if the change mentioned in #4 was how the city had operated until recently; Woosley advised that was his understanding.

Commissioner Woods: I have lived here since 1965 and Haskell and 31<sup>st</sup> Street have been a farmers route, a truck route, officially or unofficially since then; I see a lot of farmers that farm south and east of town and I've heard from a few of them, "how are we going to get to the elevator;" I think the idea of putting them on 23<sup>rd</sup> Street is totally ridiculous.

Commissioner Woods noted that there are Eagle Trailer Truck Route signs on Haskell Avenue at 30<sup>th</sup> Street and that he was told they are not legal signs; Woosley advised that they are there to direct trucks on what route to use to get to Eagle Trailer and their legality would have to be determined by the legal department.

Commissioner Woods asked if changing the ordinance as mentioned in #4 would allow the use of Haskell and 31<sup>st</sup> Street to get to the elevator and LRM could use those routes; Woosley advised that he thought that it would.

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER SMITH, TO RECOMMEND THAT THE CITY ORDINANCE BE AMENDED TO PERMIT TRUCK DELIVERY ROUTES TO BE USED BY ANY TRUCK WITH AN ORIGIN OR DESTINATION WITHIN THE CITY; THE MOTION CARRIED (6-0).**