

## **Bobbie Walthall**

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**From:** Joe Collins [jcollins@ku.edu]  
**Sent:** Wednesday, August 13, 2008 11:29 AM  
**To:** Charles Soules  
**Cc:** boog@lawrence.ixks.com; suehack@sunflower.com  
**Subject:** proposed truck routes changes

Quail Ridge East Homes Association, Inc.  
1502 Medinah Circle  
Lawrence, Kansas 66047  
(785) 749-3467

13 August 2008

Chuck Soules  
Director of Public Works  
City of Lawrence  
City Hall  
Lawrence, Kansas 66044

Dear Chuck:

The Quail Ridge East Homes Association wishes to formally record its opposition to any change in the truck route designations that would allow any type of truck traffic on Bob Billings Parkway.

Virtually the entire length of Bob Billings Parkway from Wakarusa Drive to Iowa Street in Lawrence is bordered by single family residential homes, retirement complexes, university facilities, wildlife areas, and the Hidden Valley Girl Scout Camp. The single exception is Orchard Corners, a relatively small retail center (serviced by Kasold Drive). To the east, Bob Billings Parkway essentially dead-ends at Iowa Street at the entrance to the University of Kansas, because there is no access by any vehicles to KU during the work week.

Given the types of uses that exist along both sides of Bob Billings Parkway between Wakarusa Drive and Iowa Street, we feel that allowing any truck activity on it would:

1. Result in a decrease of the value of all homes on or adjacent to Bob Billings Parkway.
2. Result in an increased traffic load, which will cause more traffic violations (particularly speeding) and accidents in our neighborhoods.
3. Decrease further the wilderness ambiance of Hidden Valley Girl Scout Wildlife Camp.
4. Result in an increase in noise pollution, air pollution, and trash along Bob Billings Parkway.
5. Serve no useful purpose except to allow trucks to drive east along Bob Billings Parkway to Iowa Street where they would have to turn north or south to reach any grain storage/retail destination.

With reference to item 5, Iowa Street, Clinton Parkway, and Sixth Street are more than adequate to take care of moving grain to storage facilities. We think it would be a serious breach of trust on behalf of the city of Lawrence to change truck route designations and is a bad idea that should be shelved, permanently. Lawrence is a metropolitan area, not a farm route to funnel grain around. We should not degrade the quality of life in Lawrence to accommodate agricultural driving desires.

Sincerely,

Joseph T. Collins  
President  
representing the 20 residences in Quail Ridge East

8/15/2008

## **Bobbie Walthall**

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**From:** mcaron@sunflower.com  
**Sent:** Wednesday, August 13, 2008 11:37 AM  
**To:** Charles Soules  
**Subject:** 31st Street truck route

Chuck,

I have a question concerning the portions of 31st Street that run east of Louisiana intersection to Haskell Avenue. Is all of that section subject to the city ordinance? The portion of Broken Arrow Park that interfaces with 31st is part of the 20 acres of land acquired by the county from Haskell. The city acquired the 20 acres forming the northern section of that park. Each entity was explicitly limited to 20 acres under the 1952 law that enabled them to gobble up Haskell's campus. Perhaps the county allowed the city to annex their portion later, but the legality of that may be in question.

Can I safely presume the adjacent acreage to the east of the park belonging to Wakarusa Township (Hwy & Fire) is not within the Lawrence city limits either? Then there is the federal land that constitutes Haskell Indian Nations University to the east. Can and did the city annex federal property? From the way Kieth Browning was discussing maintenance of that section of 31st it certainly sounded like the county and not the city was still responsible for the road right-of-way. Am I correct in assuming that the city owns the small section east of the HINU eastern boundary to Haskell Avenue? If indeed all this area is now inside the city limits as the proposed truck route map seemed to indicate, perhaps there ought to be signage erected to clarify boundaries, especially given the ordinance passed last night.

I am not convinced that the ordinance will result in the status quo. It will now be legal for heavy trucks to take a lot more shortcuts on other "delivery" routes. The 31st and Haskell route was one of the more obvious routes of convenience when everyone understood the law was not being enforced there and so few people could differentiate between the trucks generated by businesses along that section of Haskell Ave and others. Now that all the delivery routes are free of any risk when the neighbors start complaining, the temptation will be to use these alternative routes whenever that will save any gas or time.

Thanks,  
Mike Caron