

Bobbie Walthall

To: David L. Corliss
Subject: RE: 9th and Tennessee

From: David Cronin
Sent: Monday, December 03, 2012 1:17 PM
To: 'Todd Thompson'
Cc: schummfoods@gmail.com; mdever@sunflower.com; hughcarter@sunflower.com; mikeamyx515@hotmail.com; aroncromwell@gmail.com; David L. Corliss; Charles Soules
Subject: RE: 9th and Tennessee

Todd,

The answers to your questions are below in red. We believe the project is not a bike lane vs. parking decision but rather a center turn lane vs. parking decision, while maintaining the existing level of service (LOS) of both 9th & Tennessee and 9th & Kentucky. The bike lanes use the existing roadway width remaining after the 5-10' lanes are figured. The existing LOS of both intersections is a 'C'. The proposed 5 lane section will maintain the LOS 'C' with slightly less delay and a large increase in safety. One EB through lane (Option 2) would decrease 9th & Tennessee to a 'D' and 9th & Kentucky to an 'E'.

I will follow up to your questions from your Saturday email shortly, thanks.

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From: Todd Thompson [<mailto:todd.thompson@trqlaw.com>]
Sent: Monday, December 03, 2012 9:37 AM
To: David Cronin
Cc: schummfoods@gmail.com; mdever@sunflower.com; hughcarter@sunflower.com; mikeamyx515@hotmail.com; aroncromwell@gmail.com; David L. Corliss
Subject: 9th and Tennessee

David [Cronin]:

I took some time this weekend to review the new traffic count numbers and take a closer look at the Nov. 19 memo you sent to me last week. Based on that review, I have a few more questions, which I will set out below. Because of the time limit I will have at the commission meeting tomorrow night, I need these answers in advance of the meeting.

1. Do the traffic counts you provided show that:
 - a. Between 500 and 550 vehicles travel EB in front of my building during PM peak hour? **Correct, the traffic count shows 542 vehicles EB during the peak hour.**
 - b. Between 500 and 550 vehicles travel WB out of the 9th and Vermont intersection during PM peak hour? (92 SB vehicles turn right onto 9th, 331 WB vehicles continue WB, and 82 NB vehicles turn left onto 9th, correct?) **Correct, 505 vehicles total.**
2. So does that mean that the 9th and Vermont intersection handles **over 500 WB vehicles during PM peak hour with its existing lane configuration?** **505 vehicles depart the intersection WB.**
3. And 9th WB from Vermont has only one WB lane, correct? **Yes, there is one WB departing Vermont that becomes two WB at Kentucky.**
4. And only one EB lane, correct? **Correct, one EB through lane at Vermont.**

5. But also a center turn lane? **Correct, a center left turn lane.**
6. And there are bulb-outs on both the Carnegie corner and the Intrust corner, correct? **Correct**
7. The lane configuration on 9th at Vermont is one EB, one center left turn, and one WB, and there is parking adjacent to this configuration on both the north and the south, correct? **Correct**
8. But no bike lanes? **Correct**
9. And no potential for future bike lanes without tearing out the relatively new bulb-outs? **Correct**
10. In my October email to you I asked the following:

Lastly (for now), I asked you last night why a continuation of the three lane design that exists from Mass to almost KY had not been drawn and considered. I didn't fully understand your explanation – especially in light of the volume of traffic being handled by the three lane design on 9th between Mass and VT – on most of VT – and on NH. Can you elaborate on that explanation for me? Wouldn't such a design allow the City to leave the parking on the south side and also have wider lanes. Indeed, without widening the street at all, couldn't the layout be 5 – 11 – 10.5 – 11 – 5 – 8? And wouldn't this also allow for "bulbing" the curb at the southeast corner of the intersection of 9th and Tennessee?

Where in the memo you provided is the discussion of using the above described configuration? **Option 2 in the memo was designed based on your idea to provide one EB through lane instead of two and maintains on street parking with no widening. Bulb outs could be provided to this option an additional project expense of \$18,000. We continue to show two WB lanes on this option because there is adequate space.**

11. Option 2 does propose one EB lane and a center left turn lane, but you put two WB lanes in that option, and that squeezes the available space down so that there is no room for a south bike lane, correct? **Incorrect, there is sufficient room for bike lanes in each direction.**
12. Isn't the 9th Street configuration at Vermont Street the same lane configuration that runs along most of Vermont Street? **Correct**
13. Why does that configuration work for Vermont Street [and New Hampshire], but not 9th? **The configuration could be used on 9th Street but would decrease level of service and increase travel times.**
14. Didn't Vermont used to have the same 4 lane configuration that 9th has? Was the change on Vermont to a center left turn lane done because that was considered as a means of improving traffic flow? **Correct, Vermont used to have 4 lanes that were sub-standard 9' wide and a change was made to 3 lanes including a center left turn lane.**
15. The memo also makes mention of the Complete Streets program. However, isn't it true that even the Complete Streets program says a feature should not be included if the "cost of accommodation is excessively disproportionate to the need or probable use"? **Correct**
16. How have you measured the need for, and probable use of the one-block long bike lane; a bike lane that will not connect to any bike lane to the east or to the west? **The Bicycle Advisory Committee recommended the addition/continuation of the bicycle Lane between Kentucky and Tennessee. The BAC has additionally recommended adding sharrow markings in the through lanes of 9th Street where it is not possible due to right-of-way to add a bike lane, including the through lane just west of 9th & Tennessee where the bicycle lane ends due to the dedicated right turn lane. Bike counts have been taken the past three years on 9th Street between Louisiana and Ohio. Counts were taken during a 6 hour time period each year and the total bicycle trips ranged from 76 to 86. Bike counts have not been taken on 9th Street between Tennessee and Kentucky.**
17. And how have you determined the safety of that one-block-long lane. You purport to be concerned about "lower driver expectation" of people parking on 9th street between Tennessee and Kentucky, but what about driver expectations with regard to a one-block-long bike lane? **I have some concerns about traffic shifting through the 9th & Tenn. intersection in 10' lanes next to parking with the potential for parked vehicles (especially elderly drivers) to open car doors and exit on the driver's side of the vehicle.**
18. Complete Streets also says that "**instead of trying to make each street perfect for every traveler**, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone," doesn't it? And are there other and/or better ways for bicycles to get to the downtown district? **Correct, and there are other streets for bicycles to get downtown.**
19. Doesn't Complete Streets also state that a city's policy, to be "effective," "must be sensitive to the community context"? **Correct**

20. And doesn't Complete Streets also caution against using Level of Service as the basis for design decisions? And it further states that "Complete Streets planning requires taking a broader look"? **Correct**
21. Is the Intrust building located as far south as my building, or is it in fact five feet farther north? **Intrust building is set back 5' from R/W and your building is set back 15-20'. Intrust is 10'+ farther north.**
22. That is, isn't the Intrust building five feet closer to the back of the curb line that runs from Tennessee to Vermont (except for the bulb-outs)? **Correct the Intrust building is closer.**
23. And a bike lane is five feet wide? **Correct**

Lastly, and completely by coincidence, I just looked out the window a few minutes ago to see one of Bob's clients park in front of our building and come in the front door – **using her cane**. A photo of the vehicle parked in front is attached. You can tell it was just taken; the 64 degrees showing on the bank's sign and the moisture on the street should be plenty of proof.

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