

Amanda Sahin

From: Carol <carolb@sunflower.com>
Sent: Friday, March 02, 2018 8:12 PM
To: Zachary Baker
Cc: Amanda Sahin
Subject: 23rd Street Transportation Commission item
Attachments: 23rdSt-Feb2018D.ppt

Our main streets should have transportation planning including but not limited to engineering enhancements. Land use and transportation planning should be integrated to service land use areas, transition from one land use to another, and include interaction between modes of transportation. Impact in surrounding areas should be anticipated.

On that note, I think the completed left turn lane on 23rd Street would make two busy intersections more dangerous for pedestrians and cyclists. I'd like more thought put into this CIP. It seems to be on a fast track to completion. More thought should be used before completing the left turn lane.

Please distribute this email To Transportation Commission members. I've attached a brief PowerPoint that I will use at the Commission meeting.

Regards,

Carol Bowen
403 Dakota Street
Lawrence KS 66046

23rd Street is a Great Street.

- Solid property tax base.
- Solid sales tax base.
- Infill already exists, but is neglected.
- Adequate parking.
- Ripe for updating or redevelopment.

23rd Street needs a plan.



The Louisiana and 23rd Street intersection has pedestrian safety problems.





The Massachusetts and 23rd Street Intersection
has pedestrian safety problems.



Massachusetts and 23rd Streets



In Context

- A complete left turn lane from Louisiana to Massachusetts Streets would literally be a “chicken lane”.
 - It would be easier for drivers to go faster.
 - It would be a hazard to local vehicular traffic, cyclists, and pedestrians because of increased volume and increased speed.
- A left turn lane merely perpetuates the old highway concept. It’s not a highway anymore. It’s a street.
 - It wasn’t a very good highway. Too many curb cuts.
 - If traffic volumes increase, neighborhood cut-through traffic will increase.
 - Communities are experimenting with old highways. (See Mar Vista California’s Venice Blvd)
- A left turn lane does not facilitate multimodal traffic.
 - Activity areas include Haskell, LHS, Broken Arrow, Billy Mills, Checkers, and The Malls.
- A plan to complete a left turn lane lacks awareness of the area or a forward-thinking plan.
 - The eastern two thirds is continuous residential land use.
 - What problem are we trying to solve, or are we just doing this because the money is available?
 - Once construction of the left turn lane begins, there will be no turning back. We will be stuck as a highway has-been.
 - If we want drivers to use the SLT, why would we make it easier not to use the SLT?

What is the plan for 23rd Street?

Request

- More thought should be used before completing the left turn lane. Small street improvements can cause unintended problems.
- If the city installs a complete left turn lane, it should not be done unless safety at Massachusetts and Louisiana intersections are improved – all four corners.