2131 Terrace RD
Lawrence, KS 66049

October 10, 2004

Mike Rundle, Mayor
Lawrence City Commission
City Hall
Lawrence, Kansas

Re: Item No. 2 on your Regular Agenda concerning CPA-2004-2, selecting a major westward thoroughfare from Peterson Rd.

Dear Mayor Rundle and City Commissioners:

After reviewing Planning Commission material you received for Regular Agenda Item No. 2 on the City Commission website regarding the Peterson Road extension from Folks Road to Queens Road, we found that you received neither the original letter nor the maps that we sent to the Planning Commission. In that letter we asked that they not choose Alignment One, but rather, choose one or both of the other alignments. We made this appeal to the Planning Commission because of the intense destruction to the environment that any road located near the Section line between Sections 21 and 28 would cause.

The fragile and extreme terrain of our concern covers much of the central and northern portion of Section 28 and half of Section 21. This area in Section 21 consists of a series of rock ridges running north and south cut into by streams fed from Section 28 that flow along the bottom of steep, highly erodible but heavily forested hillsides in both sections. Much of the area we refer to has not been timbered for fifty years. This land is an important watershed for Baldwin Creek. (Please see enclosed Slope Map from the Northwest Plan, and our map of the alignments).

All City and County comprehensive plans, including *Plan 95*, the *Douglas County Comprehensive Guide Plan,* and *Horizon 2020*, have recognized this area as environmentally sensitive, and have recommended it for conservation, with constraints on development. *Transportation 2020* and *Transportation 2025* up to now did not show any road going directly westward from Peterson Road. *Horizon 2020* states in Chapter 8 (Transportation), Goal 2, Policy 2.3b: "**The alignment of all streets must take into consideration physical constraints like the protection of drainageways, existing land use, and topography."** We believe these factors were not considered in Staff's recommendation to the Planning Commission.

Constructing an east-west multilane arterial across this area would have disastrous effects on the whole environment. The Subdivision Regulations do not permit more than a 5% grade for arterials. This means that very extensive and expensive excavation and filling would have to be done to build such a road, involving cutting a 120 foot swath of right-of-way through that sensitive area, not to mention the construction of bridges—at least two—across the deepest ravines. Obviously, there would be much destruction beyond the paved portion of the road itself.

The 97-acre City wilderness park on the north side of the road would literally be devastated. The City intentionally limited vehicular access to the east 40-acres of this park to protect it from the harmful effects of intensive use. An arterial close to its boundaries would expose this pristine park to dumping, the destructive incursions from off-road vehicles,

ransacking for wildflowers, and all manner of environmental damage. Because of the open and uncontrollable access caused by an adjacent road, protecting the park from such intrusion would be so difficult for the City to monitor and prevent that eventually, we can foresee, the entire wilderness park would be lost as a public resource.

Furthermore, any road brings with it dramatic changes in land use. Should this arterial cut through the area, it can be predicted that the whole southern edge of the road would be intensively developed, including the forested slopes. The original plan of the Bauer family and our own comprehensive plans to preserve the wooded streams in the Bauer Brook Estates area would be jeopardized.

For these reasons, and many more, we believe that selecting Alignment One as the east-west arterial from Folks Road to Queens road would be disastrous. Such an arterial constructed in that location would lead to major negative consequences for these entire two sections of the City. Therefore, we urgently appeal to the City Commissioners to remove Alignment One from further consideration as the east-west alignment for a street from Folks Road westward.

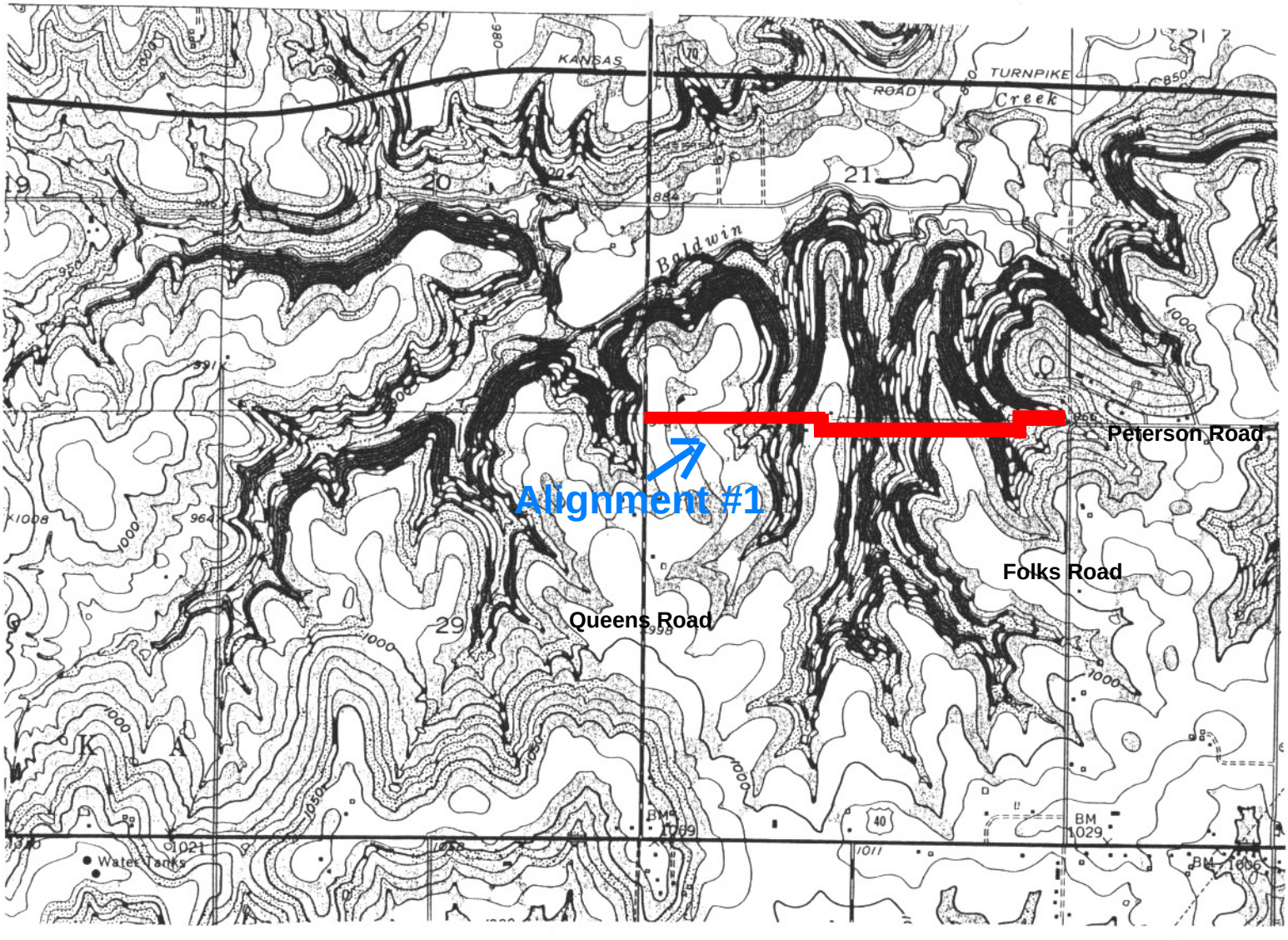
In the event that you decide not to remove Alignment One at this meeting, but elect to direct a more in-depth study of the environmental and financial costs of the three different routes, we strongly urge you to select an independent and impartial consultant who will not be influenced by the preliminary study and recommendations that have been provided. by the TAC Committee and the Planning Staff.

Sincerely,

Bob Lichtwardt Betty Lichtwardt

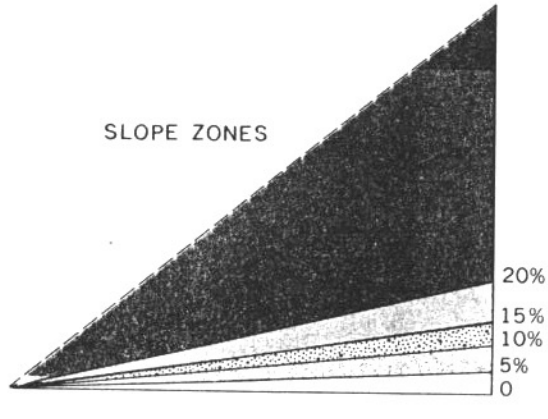
Attachments:

Slope Map,
T2025 Map + contours,
Page 60 of T2025



UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

SLOPE MAP



PetersonRDextension-Slope map from NW Plan 9-12-04 overlay&label ps.pdf

TRANSPORTATION 2025 + GIS CONTOURS

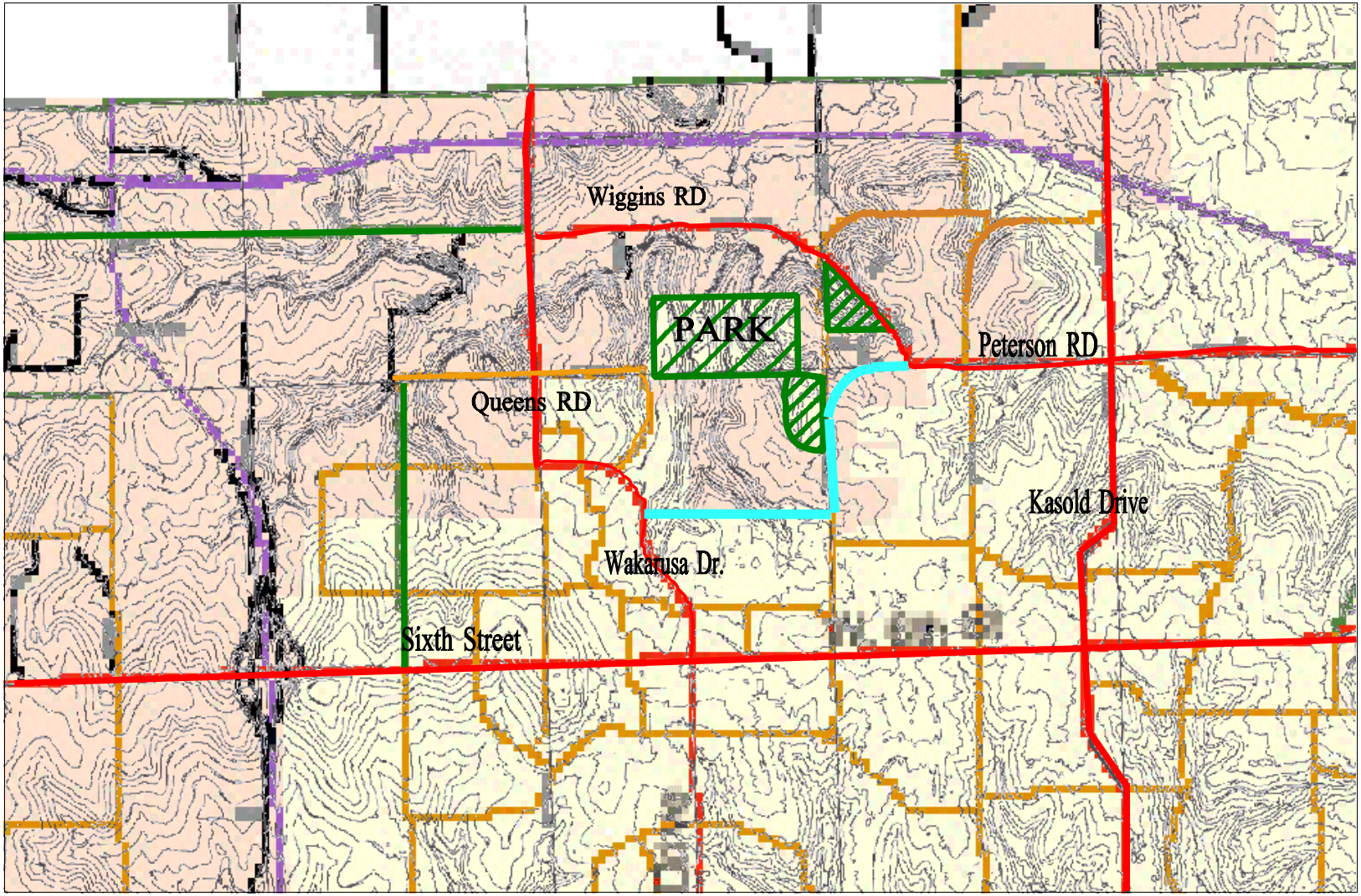


Figure 1. This future major streets and roads map from Transportation 2025 was downloaded from the City Planning website and superimposed on a contour map obtained from the GIS analyst in the Lawrence Public Works Department. The streets located in Sections 21 and 28 were color-enhanced where they were not easily visible. The only streets added to the current Transportation 2025 map are shown in blue-green. Our suggestion to avoid extending Peterson Road due west as a four-lane arterial on or near the Section line between Sections 21 and 28 is to combine the Alignments 2 and 3: Alignment 2 as the arterial (Wiggins RD) and Alignment 3 (in blue-green) as a collector connecting to Peterson Road east of Folks Road, extending down Folks Road just above Trail RD, then extending due west to Wakarusa.

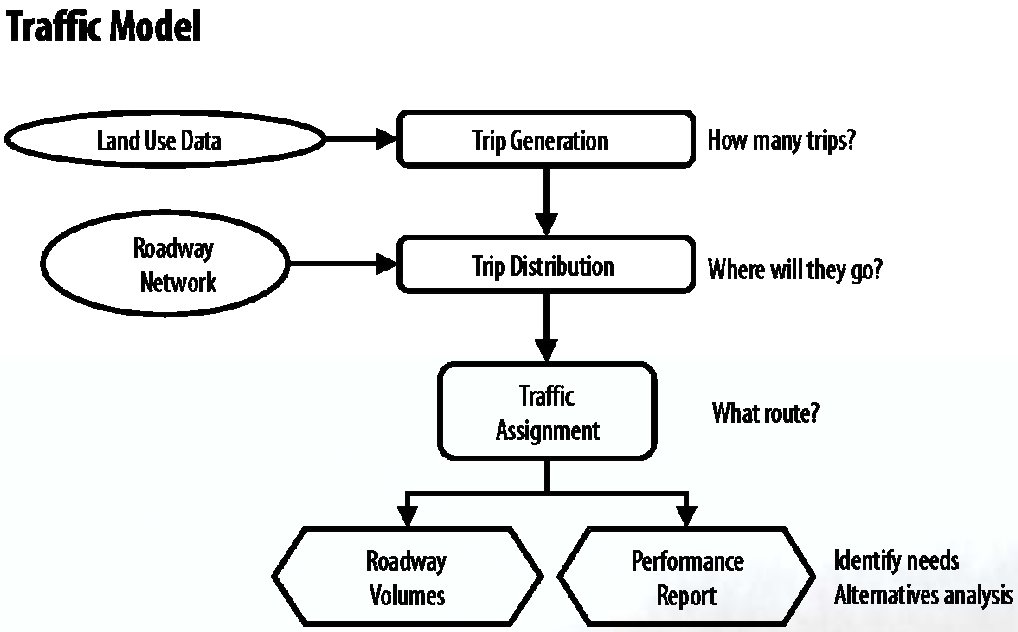
Analysis Tools – Lawrence Travel Demand Model

As *Transportation 2025* was developed through an analysis of system deficiencies and potential alternative solutions, the process relied on estimates of future travel demand. Travel demand is forecasted using the Lawrence Travel Demand Model, developed and maintained by the Kansas Department of Transportation.

The model process, shown graphically in Figure 6.7, uses estimated of household and employment data and the existing roadway network as input assumptions. The Trip Generation module calculates the amount of trip-making that takes place based on activities associated with household and employment data. The Trip Distribution module determines the origin and destination of each trip. In the Traffic Assignment module, the specific route is computed through consideration of travel time, distance, and congestion.

The model can produce reasonable results for several land use and roadway network scenarios. The intent is to produce estimates of average weekday traffic volumes for each roadway segment in the network. These are converted to peak hour traffic volumes for level of service analysis. In this manner, roadway deficiencies can be identified and potential alternative solutions evaluated.

Figure 6.7
Lawrence Travel Demand Model Process



A word of caution: the model is a tool that can be used to assist with the evaluation of potential roadway improvements. It is not a crystal ball. While the model provides valuable information, it is not sensitive to all aspects of the planning process. Model results should be considered in the context of other information, such as feasibility, environmental concerns, public acceptance, cost, and other criteria.

Please note: The red border has been added by annotation for emphasis.