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**RECEIVED**

**MAR 26 2007**

**CITY MANAGERS OFFICE  
LAWRENCE, KS**

March 22, 2007

Mayor Mike Amyx  
City Hall  
P.O. Box 708  
Lawrence, KS 66044

RE: Turn lane on Iowa

Dear Mike:

The City Commission has been presented with a plan for creating a turn lane on Iowa between Harvard and University Drive. In spite of the temptation of free money from the state, as well as a seeming increase in protection for cars turning left onto University, Stratford, Orchard and Oxford, this is not a good idea.

The problem has been traffic cutting *through* our neighborhoods to get to the University, or downtown. I have lived at 1625 University Drive since 1989, and have been involved in traffic issues in our neighborhood throughout that time. Most recently I was involved in working on behalf of our neighborhood with KU, St. Lawrence Center, and the city on traffic issues resulting from intensifying the development of the St. Lawrence Center campus at 15<sup>th</sup> and Engel.

What we have always known is that the traffic problem in our neighborhood has been caused by KU's unwillingness to improve the main entrance to its campus at 15<sup>th</sup> Street, and the west to east corridor from Iowa to Naismith, as well as Naismith/West Campus/Mississippi corridor, north to south from 9<sup>th</sup> Street to 19<sup>th</sup> Street. These major avenues into and through the University are simply inadequate to their purpose. Because these roads are in a constant snarl, drivers into and through the campus attempt to divert onto every available neighborhood street. Until 15<sup>th</sup> is widened, and the north/south corridor is made to work properly every traffic measure implemented in this area is no more than a quick fix band-aide. We've been working with band-aides for too long.

The real problem with creating a turn lane which will encourage "cut-through" traffic onto neighborhood streets is that it legitimizes a false solution. Each time we fix something with a bad design, the bad design becomes integral, and part of the underlying infrastructure. Once established, it becomes permanent. Making the bad permanent is counterproductive. Instead, we should provide for the movement of traffic through

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established corridors, rather than encourage it to divert onto neighborhood streets. While creating turn lanes as a safety device as a part of a larger program of fixing *15<sup>th</sup> Street*

and *Naismith/West Campus/Mississippi* might make sense, it is a mistake to do this on a stand alone basis.

For the past 19 years we have been told a comprehensive plan would be forthcoming. It has not happened. When St. Lawrence Center was allowed to improve its campus, and increase its parking and the traffic into that location, we were told the city and KU both understood that the 15<sup>th</sup> Street bottleneck needed fixing. At the time I was shown possible plans. It has not happened.

This is another example of KU failing as a good neighbor, and yet another example of Lawrence simply accepting the deficiency. KU seems to believe Lawrence alone, and not KU, benefits from the Lawrence/KU relationship. Rather than support Lawrence merchants who have helped KU over many years, KU takes the biggest commercial weekend away from Lawrence without so much as the courtesy of talking about it. Consistent with these beliefs, good neighborhoods around campus seemingly have no value to KU, and the people who live in those neighborhoods, who want to protect the safety and quality of their local streets, are viewed as selfish. I do not agree. The City needs to bring KU to the table and come up with a real solution to the problem. Forcing the people of Lawrence to divide into competing neighborhoods and choose between safety west of Iowa, or on Iowa, and safety on University and Stratford is simply not fair, and not good planning.

Nonetheless, enough of my rant (*and thank you for reading*) it comes to this; please do not add traffic to our neighborhood by building traffic encouraging devices without improving the roads that should be carrying the traffic. Please reject this proposal unless it is made a part of a real solution.

Very Truly,

A handwritten signature in dark ink, appearing to read "Bill", written over a horizontal line.

William J. Skepnek

EMAILS FOR TWO-WAY LEFT-TURN LANE ON IOWA

-----Original Message-----

**From:** Barnstorm95@cs.com [mailto:Barnstorm95@cs.com]

**Sent:** Sunday, March 25, 2007 6:55 PM

**To:** Charles Soules

**Subject:** left turn lane on Iowa Street

Dear Mr. Soules,

I live at 1112 Iowa. I am very much in favor of the center turn lane. As it is now, it is very dangerous to try to turn left into my driveway because cars coming south on Iowa through the Harvard Street intersection are looking up at the light, not at the traffic in front of them. I usually get to my house by making a left turn at Ninth St.(the only protected left turn), then right on Highland Drive, south to Oxford, then right on Iowa so that I can make a right hand turn into my driveway. I do not agree that most of the traffic going south on Iowa waiting to turn left is going to the campus. I frequently see traffic backed up on Iowa, especially at 5 PM, when the left turn lane to 15th Street is empty. I hope the vocal few who are opposed to this plan are not able to stop a plan that clearly will improve the safety for all. Thanks for listening.

Diane Bythell

EMAIL AGAINST TWO-WAY LEFT-TURN LANE ON IOWA

-----Original Message-----

**From:** Marjorie Swann [mailto:mes@sunflower.com]

**Sent:** Monday, March 26, 2007 10:14 AM

**To:** Charles Soules

**Cc:** mikeamyx515@hotmail.com; suehack@sunflower.com; boog@lawrence.ixks.com; mike@mikerundle.org; dschauner@sunflower.com

**Subject:** No left-turn lane on Iowa

Dear Charles Soules:

I am writing to express my strong opposition to plans to create a left-hand turn lane on Iowa St. from Harvard to University.

I have lived in the 1500-block of University Drive for six years. Like many of my neighbors, I chose to live here because it is pedestrian-friendly: I walk to and from my job at KU; I walk my dog up to Hillcrest School and down to the Lawrence Catholic Center; I walk to visit friends in the adjoining neighborhoods. Many residents in this area live similarly: there are always many pedestrians and bicycles in University Heights and West Hills.

Over the past few years, however, the volume of traffic on University and Stratford has increased. During weekdays from 7:00 in the morning until night classes dismiss at 10 p.m., traffic now surges. Drivers regularly exceed the speed limit and run the stop-signs on University and Stratford. Because there are sidewalks on only one side of both University and Stratford, pedestrians must frequently cross these increasingly busy streets. After winter snow- or ice-storms, many sidewalks in these neighborhoods are not cleared (city ordinances and enforcement procedures just don't work), and pedestrians are forced to walk on the streets for days (or, this past winter, for weeks) at a time.

Creating a left-hand turn lane on Iowa will only funnel more traffic onto these streets. Pedestrians and bicyclists will be in increasing danger. University and Stratford are RESIDENTIAL streets: they should NOT be turned into major feeders for KU. Residents are already fighting to preserve

the owner-occupant character of these neighborhoods: encouraging yet more traffic to surge into University Heights and West Hills will only erode our quality of life.

Rather than helping drivers to cut through our neighborhoods, the City of Lawrence should work with KU to decrease traffic to the university and channel drivers on Iowa to use the existing major, non-residential streets at 15<sup>th</sup> and 9<sup>th</sup> as their routes to the university. If left-hand turns off Iowa onto University and Stratford create accidents, then ban them during peak hours. Because Harvard does not provide a straight shot to KU, it is not an attractive option for drivers heading to the university: by installing a protected left-hand turn light at Harvard, the city could use existing infrastructure and create a much safer route for residents trying to enter these neighborhoods.

Installing a left-hand turn lane on Iowa would cause great harm to the residential neighborhoods west of KU. Blighting these neighborhoods is not the solution to the traffic problems created by the university. Thank you for your attention to my concerns.

Sincerely yours,  
Marjorie Swann

Marjorie Swann  
1515 University Drive  
Lawrence, KS 66044-3149  
mes@sunflower.com

EMAIL CONCERNS TWO-WAY LEFT-TURN LANE ON IOWA

-----Original Message-----

From: Fischer, Iris Smith [mailto:ifischer@ku.edu]  
Sent: Monday, March 26, 2007 10:31 AM  
To: Charles Soules  
Cc: Fischer, Iris Smith; hjfischer@earthlink.net  
Subject: Iowa Street Two-Way Left-Turn Lane

Dear Mr. Soules,

We live in West Hills, a neighborhood adjacent to the stretch of Iowa Street under discussion for a two-way left-turn lane. Left turns are indeed dangerous along that stretch, both from Iowa onto side streets and from those side streets onto Iowa.

Rather than a two-way turn lane, though, we suggest prohibiting left turns during rush hours, as they are prohibited on 23rd Street between Louisiana and Barker.

Also, we suggest adding lanes at Iowa and 15th Streets so that the primary flow of traffic to KU can be routed through that intersection. Currently cars back up at that intersection on Iowa, causing more drivers to attempt left turns into the side streets. If the bottleneck on 15th at the KU Visitors Center could be eliminated, and left turns prohibited off Iowa during rush hours, both traffic flow might be eased and potential crashes avoided.

Thank you,  
Iris Smith Fischer  
Hans J. Fischer  
4 Colonial Court

