

MEETING MINUTES

PUBLIC OUTREACH MEETING for KASOLD DRIVE IMPROVEMENTS

from Bob Billings Parkway to 6th Street

7:00pm-9:00pm, Wednesday, May 27, 2015, Christ Community Church, 1100 Kasold Drive

Attendees:

41 members of the community signed in (sign in sheets attached)

Dave Cronin, City Engineer, City of Lawrence

Nick Voss, Project Engineer, City of Lawrence

Aaron Gaspers, Project Manager, CFSE

Katy Steinbacher, Client Liaison, CFSE

Tom Ingram, Traffic Engineer, CFSE

Andy Robertson, Design Engineer, CFSE

Members of City staff and the Consultant team began by presenting the project goals, and the studied options as listed below.

- Option 1 - Lane reduction, from four to two lanes, along Kasold from 14th Street to 8th Street, with construction of a roundabout at intersection of Harvard and Kasold, including bike lanes and a shared use path
- Option 2 - Four-lane section along Kasold with installation of a traffic signal at intersection of Harvard and Kasold, including bike lanes and a shared use path
- 8th & Kasold - various concepts for improving the intersection, including maintain stop signs, construct roundabout, install traffic signal, install pedestrian signal, eliminate left turn movements

Several attendees asked questions and made comments regarding issues including, but not limited to:

- the associated traffic study,
- roundabouts,
- traffic flow along Kasold,
- bike lanes and shared use paths,
- street lighting
- the accident history at 8th & Kasold.

Preliminary plan sheets were presented for the options and attendees were given time to review the presentation materials and have informal discussions with project team members.

Attendees were given the opportunity to “vote” for their desired option(s) by placing dot stickers on the presentation boards for the options which they favored. The results can be seen attached.

Attendees could watch a video presentation about the project and were provided the “take away” informational card (attached).

The project’s website was unveiled at kasolddrive.com - the City’s first ever project specific website for a Public Works project. This website serves as a format for the public to voice opinions, comments and questions and will be managed throughout the project lifecycle to provide “real time” updates of progress and construction/traffic control information.

Input that has been received from the website so far has been summarized and is attached.

Comment cards were also available for attendees to fill out. Three (3) attendees completed comment cards - the results can be seen attached.

WOW 6 news was in attendance and interviewed several attendees.

The public comment process will remain open for approximately 3 weeks, at which time all received public input will be compiled and summarized.

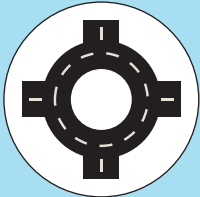
The options will be presented to the Lawrence City Commission on a future agenda with additional opportunity for public comment.



We Need Your Opinion!

Option 1 Features:

- Improved Traffic Flow
- Lower Speeds
- Increased Safety at Intersections
- Bike Lanes & 8' Shared Use Path
- Lower Construction Cost



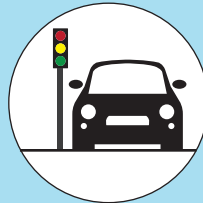
Kasold Drive: 6th St to Bob Billings

- Construction Cost: **\$4.37 Million**
 + **\$400,000 from KDOT Funding**
- 2 Lanes with Left Turn Lanes
 - Bike Lanes & Shared Use Path
 - Center Median
 - Roundabout at Kasold & Harvard Intersection



Option 2 Features:

- Improved Traffic Flow
- Higher Speeds
- Bike Lanes & 8' Shared Use Path
- Narrow Lanes
- Higher Construction Cost



- Construction Cost: **\$5.13 Million**
NO KDOT Funding
- 4 Lanes with Left Turn Lanes
 - Bike Lanes & Shared Use Path
 - Center Median
 - Traffic Signal at Kasold & Harvard Intersection

Your voice matters.
Be heard.

www.kasolddrive.com



8th & Kasold Intersection Options





Project Team



City of Lawrence



ENGINEERS

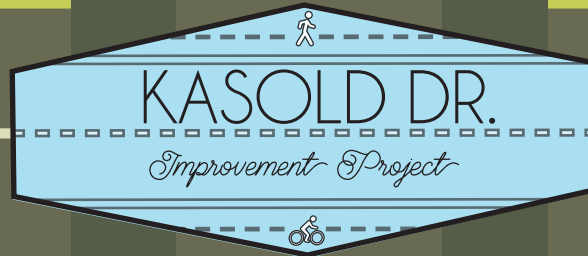


Sustainable design that will minimize construction costs while providing the longest service life for the new roadway.

Project Objectives

Extend the shared use path along Kasold Drive north to Peterson Road.

Replace the existing aged water distribution system along Kasold Drive.



www.kasolddrive.com

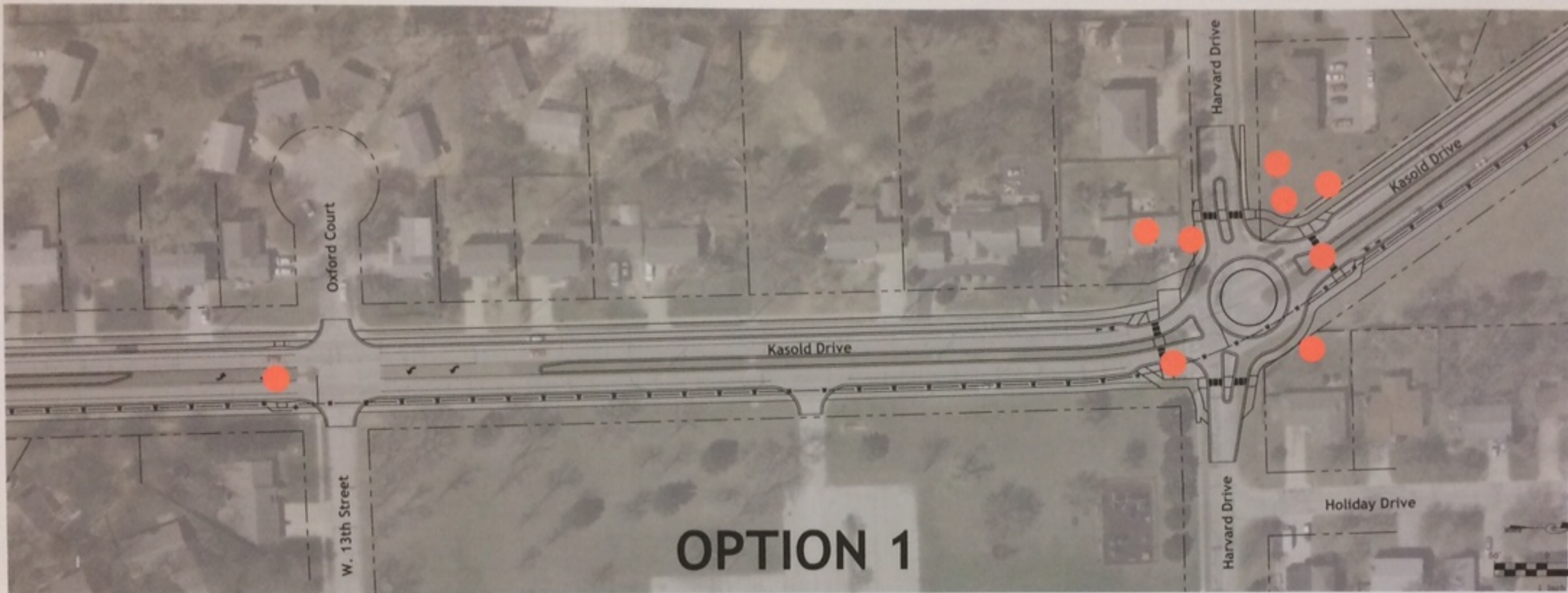
City of Lawrence
David Cronin | City Engineer
Charles Soules | Director of Public Works
[@lawrenceks](https://facebook.com/CityOfLawrence)

Contact Us

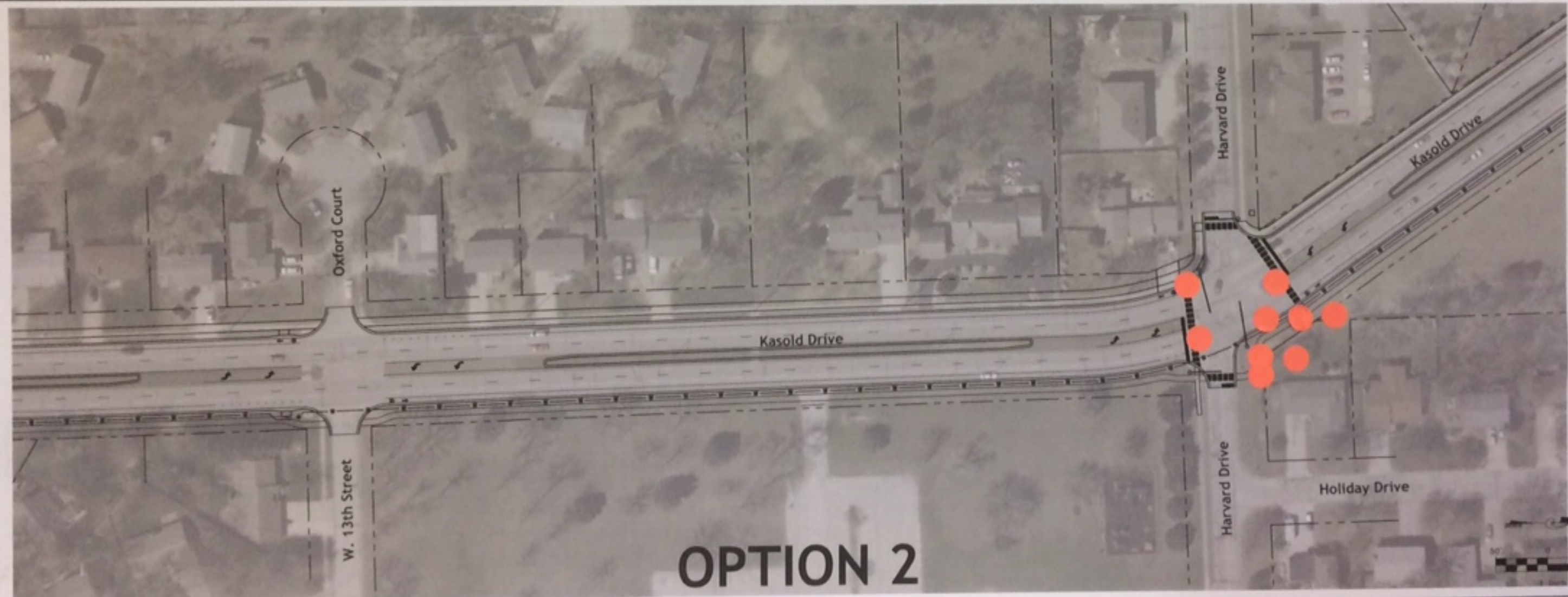
CFS Engineers

Aaron Gaspers | Project Manager
Katherin Steinbacher | Public Involvement

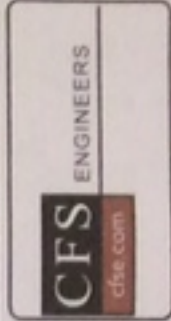
[@CFSEng](https://facebook.com/CFSEngineers)



OPTION 1



OPTION 2



DATE	DESCRIPTION

Prepared by	Checked by	Date

Kasold Drive Improvements
Lawrence, KS
Kasold Drive and Harvard Road
Options 1 & 2

Street, Storm & Waterline Improvements

Sheet reference number:
2
Sheet 2 of 4

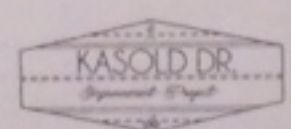




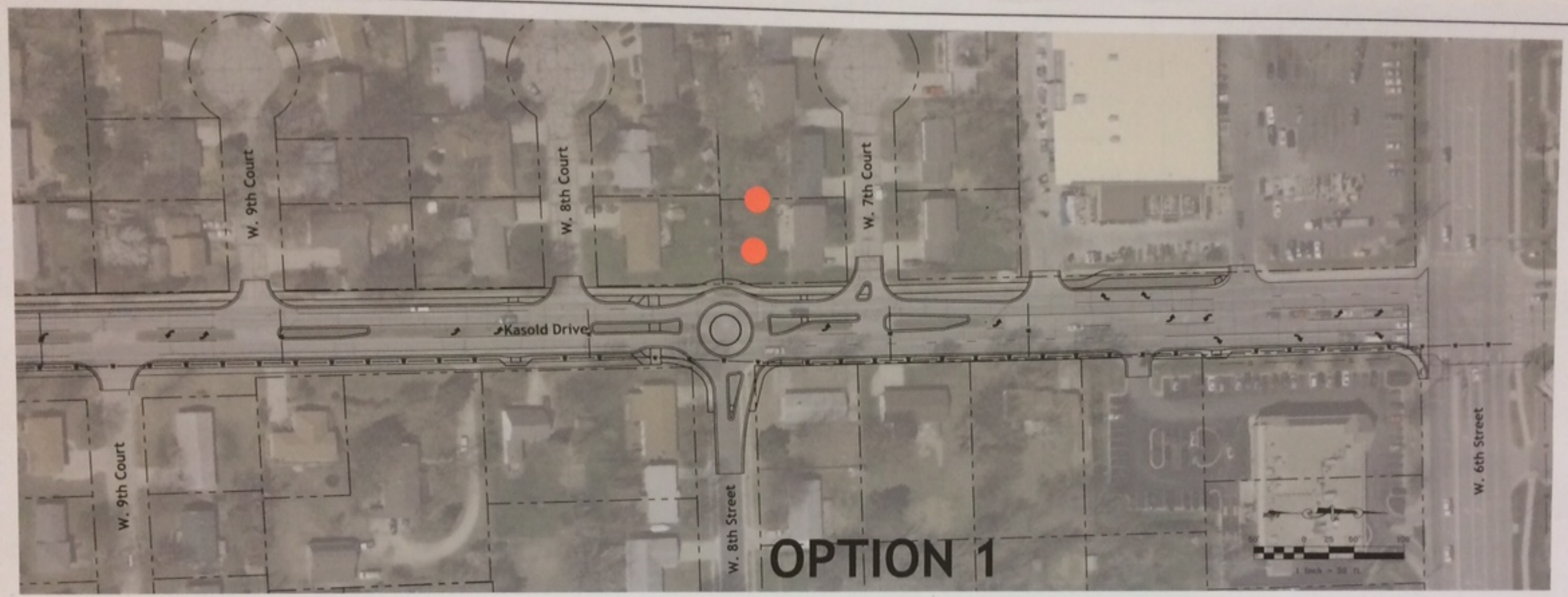
OPTION 1



OPTION 2



<table border="1"> <tr> <th>Prepared by</th> <th>Date</th> </tr> <tr> <td>NW</td> <td>04/24/15</td> </tr> <tr> <th>Reviewed by</th> <th>Checked by</th> </tr> <tr> <td>NW</td> <td>JLJ</td> </tr> <tr> <th>Submitted by</th> <th>Plot scale</th> </tr> <tr> <td>JLJ</td> <td>1"=50'</td> </tr> </table>	Prepared by	Date	NW	04/24/15	Reviewed by	Checked by	NW	JLJ	Submitted by	Plot scale	JLJ	1"=50'	<table border="1"> <tr> <td> Kasold Drive Improvements Lawrence, KS Kasold Drive and Hanged Road Options 1 & 2 </td> <td> The owner shall have written approval for Plot Area: 1.87(15) </td> </tr> </table>	Kasold Drive Improvements Lawrence, KS Kasold Drive and Hanged Road Options 1 & 2	The owner shall have written approval for Plot Area: 1.87(15)
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NW	JLJ														
Submitted by	Plot scale														
JLJ	1"=50'														
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<p>Street, Storm & Waterline Improvements</p>															
<p>Sheet reference number: 3</p>															
<p>Sheet 3 of 4</p>															



OPTION 1



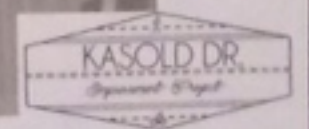
OPTION 2

Prepared by	Date
PLP	04/24/15
Drawn by	Reviewed by
PLP	AJE
Submitted by	Plot scale
AJE	1"=50'

The above information is based on 1"=50'

Kasold Drive Improvements
Lawrence, KS
Kasold Drive and Hayward Road
Options 1 & 2

Street, Storm & Waterline Improvements





Option 1

KASOLD DRIVE -
PROPOSED ROUNDABOUT

LEGEND

-  PROPOSED TREE
-  EXISTING TREE

CFS ENGINEERS
cfse.com

LS&A Levinson Sammartino & Associates, P.A.

GES GENERAL ENGINEERING SERVICES, LLC



FL



Option 2

KASOLD DRIVE - PROPOSED 4 WAY INTERSECTION

LEGEND

-  PROPOSED TREE
-  EXISTING TREE

CFS ENGINEERS
cfse.com

LS&A
Landscape Architecture & Associates, P.A.

GES ENGINEERING SERVICES, LLC
Professional Engineering Firm
10000 W. 11th St., Suite 200, Overland Park, KS 66211
Phone: 913.241.1111
www.ges-engineering.com

FTE

**SUMMARY of PUBLIC COMMENTS from PROJECT WEBSITE (as of June 10, 2015)
Kasold Drive Improvements (6th St. to Bob Billings Pkwy.)**

- I am in favor of Option 2. This is a difficult intersection that will be made more difficult and dangerous to children and families if a traffic roundabout is put in. Children cross the road coming and going to and from school as well as the church playground on the corner. A traffic light is a better option for the safety in our community.
- I believe Option 2 to be the most beneficial option for the Kasold and Harvard intersection. This is one of the WORST intersections in Lawrence, a signal would offer the much needed control that this heavily used intersection needs. By alternately assigning right of way to various traffic movements, the signal will provide for the orderly movement of conflicting flows. I witness the flaws of this intersection on a daily basis. I also believe it will be a valuable device for improving the safety and efficiency of both pedestrian and vehicular traffic. Children have to cross this intersection to get to and from school during the week, their safety alone should make this choice an easy one. Young families from around the neighborhood frequent the park on the corner of Kasold and Harvard. It is very difficult to get across that huge intersection with children in tow with no light to force oncoming traffic to stop. For those of us that live on Kasold Drive, taking Kasold down to one lane would make it impossible for us to get out of our driveways. The light will not only offer a short break in traffic for us to be able to safely pull out of our driveway, but two lane options to pull out into will help reduce that risk of accidents on Kasold Drive. Thank you for taking the time to read my feedback and hear my vote for OPTION 2-Traffic Light at Harvard and Kasold Drive!
- At first I was skeptical about reducing Kasold to one lane each way. But after reviewing the plans that include bike lanes and apparent wider sidewalk on one side I think it would work well.
- i have questions....how safely will trucks be able to navigate under option 1? how wide will the shared use and bike paths be? might it be possible to combine these? could the bike path be a protected lane? overall. option 1 seems to be the better choice by far.
- There is no room for a roundabout at Harvard and Kasold. There is a hill coming from Lawrence Ave on Harvard. Someone topping that hill will have trouble stopping if there is another vehicle in the roundabout, esp. in winter weather. I have not observed any difficulty with the four way stop used now. Drivers seem to function very well with it. Why argue with success and spend money unnecessarily.
- We don't need a roundabout or a stop light at Kasold and Harvard. Its working OK the way it is.
- I'm saying "if it ain't broke don't fix it." I think the traffic on Kasold is moving along fine. However, I'm sure we will be forced into one of these options. I can't imagine with the traffic that goes down Kasold each day would be improved with going to one lane. I live off Kasold and feel the money would be better spent on putting down new surfacing. I really do not like traffic wheels and hope whatever you do you will not put this neighborhood under such an obnoxious solution. I might add, we have very few bikers in comparison to cars, so I say give the cars the best option. Option 1.
- I have to admit, I'm not a big fan of either option but, I am against Option 1. Reducing 4-lanes into 2 only to expand back to 4 makes no sense for a road that is so heavily traveled every day. After

all, it's one of 3 main arteries going from 6th Street to 23rd Street...there has to be around 10,000 cars per day on Kasold. Those with driveways on Kasold would never get out of their driveway on a 2-lane road. If there is an 8' shared use sidewalk in both options, why do you need to narrow the lanes for a bike lane? Isn't that what the shared use sidewalk is for? When you say "higher speed limits" in option 2, what speeds are you talking about? Even though most of the street north of 15th has a 30mph limit, most don't abide by it anyway. 30mph is just fine! How much longer will you be accepting inputs? I have other things that are on my mind but, I need to think about them a little longer before I speak about them. I want to make sure the comments are "on target".

- I attended your presentation on Wednesday at Christ Community Church. Option I, using one lane from 8th Street to Harvard Street, is proposed to lower speeds. I can understand how that would lower speed in that area, but what will prevent it from being high speed from Harvard to Bob Billings at Presbyterian Manor where one resident of the Manor totaled her car and expressed concern about high speed?
- I'm a big fan of option 1 (and single-lane traffic circles). My only concern is with the pedestrian crossing at the Harvard circle that normally has a crossing guard on schooldays. I'd like to see the crossings further from the circle with the east-west crossing, at least, having crossing lights during school hours.
- I am leaning more to option 1. I don't know why certain people hate roundabouts so much. I have been through Harvard and Monterrey many many times without seeing any problems. My main concern is the ability to make a left turn onto Kasold from 13th street. With only one lane, I expect that there will be fewer gaps in traffic, making it harder to cross both lanes in one instant. Is there enough room to cross one lane when it is open and wait in the middle for the second lane to open? The smaller gaps will also make it harder for people on Kasold to get out of their driveways safely. I know that the stop signs at 8th and Kasold were put there after the unfortunate death of an elementary student trying to cross two (of four) lanes of traffic. However, I have stopped at those signs many times and have not seen one child since. Several people may want to keep the signs instead of a roundabout; the signs certainly reduce the risk to a student, but do not guarantee that someone who has stopped doesn't start up fast not seeing a child crossing in front of the vehicle next to him.
- Your staff is all sold out for option 1 which makes the least sense for the citizens that either live on Kasold or are using Kasold every day. According to the Transportation 2040, Kasold is an arterial road north and south and will be congested or is congested by 2040. Why is the city staff pushing so hard for a major change that goes against the MPO of Transportation 2040.
- I urge you to consider only the roundabout. I live on Normandy Park which abuts Wakarusa and Inverness. The roundabout is simply wonderful. If you go north on Waky and go through the roundabout then continue and stop at Harvard, you will see immediately that the roundabout does its job. Everyone slows down, goes through carefully, and traffic keeps moving. Then you get to Harvard where everyone is stopped; no one knows whose turn it is; people signal to each other to go ahead; no one does. It takes forever to get through the bottleneck. All those carbon emissions meanwhile are polluting our air. Please don't be swayed by the negative publicity. Even the naysayers around here have finally come around to admitting that it's a great idea. Oh, and btw: the city did a beautiful job, the brickwork is very nice, and the landscaping is really slick. I can't say enough about how much we like it. So please don't cave to the naysayers !! JK

- I attended the meeting at the church Wed eve, but had to leave for another meeting. I agree with the comment that the options were too limited in that doing the improvement but keeping stop signs at K. & Harvard and 8th was not included, as well as the option of flashing red lights at both intersections. The city's own traffic count data supports the inclusion of options that leave stop signs or the use of flashing stops. So 4 options should really be presented to the neighborhood/city wide. I dislike Option 1. Despite the comments from city staff about 9th St, narrowing Kasold from 4 lanes to 2 and going back to 4 lanes is a horrible idea. I would recommend a shared 8' path on both sides (no bikes lanes on the roadway) and then a choice of 3 options - #2 - Signals w/ turnlanes, New # 3 - Flashing Stops, or New #4 - Stop signs. Presumably, #4 is the most inexpensive. As for safety in approaching the intersections, perhaps rumble strips can be added to physically remind drivers they are coming to an intersection. I think the section of Kasold that is being rebuilt should look and function like the section from 15th to Clinton Parkway. It looks great, functions well, and seems safe. I ride my bike on the wide pathway there. Please don't include a 2 lane w/ roundabout option - it's awful.
- To all that were at the meeting tonight, I learned one thing after the meeting that may or may not change your opinion on the alternatives for 8th and Kasold. That is that if there were to be a pedestrian light, the stops signs would go away. One cannot be added to the other. FYI. I came away feeling the consensus to reduce the traffic to one lane to not be favorable. Sort of an "if it ain't broke don't fix it". Most residents are aware they live on an artery. Eight street roundabout pretty much a no go, and Harvard roundabout a toss up with a lean toward no. But definitely not favored if it means reducing traffic to one lane. The concept of street bike lanes in addition to shared paths met with a lukewarm reception. After meeting discussion focused on turn lanes for side streets. Anyone disagree with this takeaway?



from Bob Billings Parkway to 6th Street
Neighborhood Meeting

5/27/15 7:00 PM

Comment Card

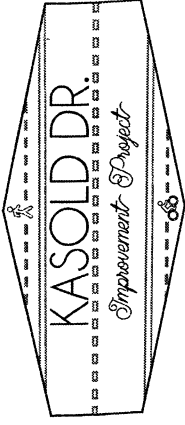
Comments

This was not a well-run meeting. You were selective not comprehensive in identifying people to speak.

Keep Kasold 4-lane from Bob Billings to 6th, It is an arterial street.

I am in favor of Traffic Light at Harvard & Kasold. I believe it is a safety issue. Children will be at risk crossing a roundabout because they will take shortest way across.

Construction costs are a real herring. Kasold is a mess and it needs to be rebuilt. We all pay taxes and this part of town deserves a decent street. Build it using Option 2.



from Bob Billings Parkway to 6th Street

Neighborhood Meeting

5/27/15 7:00 PM

Comment Card

Comments

Please proceed with two roundabouts
I lived at 8th Ct and Kasold for

seven years and a roundabout at
that intersection would be great.

Now live at 7th & Randal Road
and still have problems turning north.
The stop signs at 8th & Kasold do not work.
You can count many many cars each hour

not stopping from North / south traffic.

