



City of Lawrence

Kasold Drive Improvement Project

*Public Feedback Comments
July 15, 2015*

Compiled from Website by:



- 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 stop 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?
- 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 bike 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.
- 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
- 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 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.

- 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 attended your presentation on Wednesday at Christ Community Church. Option 1, 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 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". Thank you!
- 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.
- We don't need a roundabout or a stop light at Kasold and Harvard. Its working OK the way it is.
- 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.
- 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.
- 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 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!

- 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.
- For the love of God, NOT another roundabout. It isn't just that we loathe them, it also the fact that we are not European and we have no clue how to drive in them. It has been years since the roundabout went in on 19th and the number of near misses are out of control. everyone assumes they have the right of way, so no- one stops and no-one yields. enough already. and one lane??? could go on for ever on this one. Kasold is not a "neighborhood". Why are you so determined to make it difficult for drivers to navigate this town on the VERY FEW streets they have left to them for an easy commute around town. And no, ease of use does not have to be a synonym for speeding. Option 2
- Option 1 looks great to me. I really appreciate the city embracing the use of roundabouts, even though there has been some negative feedback. As a cyclist and a motorist, I believe that this is the best option.
- I'm disappointed option 1 is for a single lane roundabout. I'd prefer a roundabout at that intersection, but reducing the traffic to two lanes will significantly impede traffic during peak times and ultimately will need to be redone, wasting tax dollars. Please provide Option 3 - two lane roundabout. That would be a better long term investment in tax dollars.
- I prefer Option 1 except I think the 4 lanes should continue. Can the median be reduced to allow for 4 lanes? I live just 1 block off Kasold & drive it a lot.
- OPTION 2 is the best option for this project. I don't understand why you would want to reduce the number of lanes of traffic and speed on an already very busy road.
- Roundabout is good fix IF larger than most installed in Lawrence. Bigger really is better and more driver friendly. Leave all 4 lanes for future traffic growth. If BBP becomes even busier as entry to KU the need for stronger connecting arteries will increase.
- I was not able to attend your last meeting on Kasold Drive. I really believe that option 2 should be your final decision. First reason is that at Kasold and Harvard, during school days, a safety officer directs traffic. Please explain how the officer can safely do so with a round about of option 1. A safety officer very well can with a signal lights! Also I Live on Kasold and notice many large and very large trucks travel up and down Kasold to make their deliveries. In option 1 how would a very large truck safely pass around a round about. I have not seen any discussions about these two facts on any city publication nor any news paper article. To me no child's life is worth your \$400k addition to the city's bank account!
- Please do not reduce your funds and attention to street maintenance as proposed! I have spent many days in Topeka and our streets in Lawrence are much superior! This is a part that makes Lawrence great!
- Do not turn Kasold into a 2 lane street. How many vehicles travel this stretch of street daily? Do you realize how congested and how slow traffic would be if only 2 lanes? Sounds to me as if you're choosing option 1

just for the federal funding help. DO NOT MAKE THIS A 2 LANE STREET.

- Reducing Kasold to a 2 lane street is just about the most ridiculous option I can think of. Kasold is one of few streets in Lawrence that flows well and is not congested. I personally would love to see a round about at the Harvard intersection, but not if it reduces the street to 2 lanes. 9th Street was recently reduced to 2 lanes and it is a congested MESS. Terrible, terrible idea to reduce lanes of traffic on a major street.
- You have the major 4-lane north-south corridor in West Lawrence and you are thinking about reducing it to 2 lanes to improve traffic flow. Where is your common sense? How about just repaving the current road?
- I do not see the thought process behind Option One which would reduce a section of Kasold Drive to one lane in each direction. This street is very busy already with two lanes in each direction and you want to reduce it to one lane? This would create a bottle neck that would be a serious drawback to the use of this street to move traffic along in a time sensitive manner.
- Given the severe lack of North/South roads in Lawrence, constricting this main arterial road seems unwise at best. New construction north of 6th street is only adding to the congestion. Plan ahead, please.
- the most dangerous part of my day is when I take my life in my hands and transverse the Harvard Rd/Kasold intersection. Something I do 3 or 4 times a day! Not only is the roadway 3 or 4 years past due for rebuilding - we are now bumping over patches on top of patches that are patching older patches - but no one knows the rules for right-of-way or bothers to signal turns (or notice those signalling turns. A round-about with narrowing of 2 lanes to 1 on either side will only increase the dangers. A stop light is the ONLY rational solution. And it should have been installed years ago.
- I am in favor of Option 1. The negativity around roundabouts is unnecessary, if everyone would obey the proper use, they are very smooth, simple and safe. Perhaps additional education to the public could be looked at. My only concern with a roundabout at this intersection is it being a crossing for school children to Sunset and West. Admittedly a roundabout may not necessarily be the safest place for a child to cross, even with a crossing guard. If there was a crossing system like you have at 10th and Connecticut might be considered? Thank you for considering public input on this and future projects.
- It's fine the way it is now and these are both terrible ideas
- Option 1 creates problems so obvious that I can't imagine why the traffic engineers wasted any time at all on it: 1. The roundabout would require traffic flowing on Kasold, two lanes in each direction, to merge into a single lane. 2. Kasold's bicycle lanes would be eliminated on either side of the roundabout. Presumably bicycles are supposed to hop the curb. 3. The roundabout would impede emergency vehicles. I moved here from Boston. A heavily traveled road in Boston called "Fresh Pond Parkway" switched several times from two lanes in each direction to one, then back again. Negotiating the merges required white-knuckles driving, time and again. Kasold's Option 1 is nuts--it makes driving harder; it decreases safety instead of improving it. Bicyclists in traffic need to keep in one place in the roadway, such as a bicycle lane. Eliminating special lanes turns a bicycle-friendly road into a road that is distinctly dangerous. Forcing bicycles onto sidewalks is wrong--bicycles move far too quickly for pedestrians and joggers. Forcing bicyclists to use pedestrian crosswalks around the roundabout is wrong--drivers don't expect anything to travel at high speed across crosswalks. Forcing bicyclists to merge into traffic after a roundabout is wrong--drivers don't expect bicycles to switch from sidewalks to roads. The traffic engineers have no sensitivity to the special needs of bicyclists. The proposed roundabout, Kasold Option 1, would change a reasonably safe and efficient city street into a permanent hazard. The traffic engineers appear to be working in opposition to the needs of the people who

use the streets and sidewalks.

- Option 2. I do not want just two lanes. And not a roundabout. The roundabout at Peterson and Monterey Way is a death trap with drivers entering at high rates of speed and not yielding to walkers or cars already in the roundabout. Perhaps the intersection at Harvard and Kasold could be constructed with embedded wiring to add traffic lights at a later time. I don't see an issue with the four way stop signs at the current time.
- I can not believe you are seriously considering option 1 ! ha ! what a joke ! the problem is it's not funny. after seeing the botched job you did on the new 31st street i believe anything is possible . 2 lane traffic and a roundabout on one of the most heavily traveled streets in lawrence is in one word , stupid . i can only imagine the problems that are going to take place at rush hours and trying to get an emergency vehicle thru that congested mess , stupid . leave the roadway 4 lanes put the traffic lights in and be done with it or leave it alone , you seriously need to stop the over constructing of our intersections , some of your planers probably think its really cool having all these roundabouts in the city but in fact , its not and this is the worst idea yet .
- I used Kasold daily between 6 St and Clinton Pky. I am opposed to option one. I do not care if option 2 costs more and has no funding from KDOT. The money still comes from taxpayers regardless of the source. One lane between 8 and 14 Streets is beyond stupid as if a round -about. No one in this town knows how to use a round-about appropriately.
- Please do not put a roundabout on Kasold Dr. The narrowing of the street to two lanes will impact traffic flow as much if not more then the four way stop sign already does. Sometimes the simple answer of traffic signals is the correct one. P.S. Using 400,000 from KDOT still comes from Kansas residents pockets.
- I would prefer that the two lanes in either direction be left the same. Not a one lane road. Thanks
- I strongly support the option that maintains the four lanes for the entire project. The two lanes makes no sense. We have lived on Kasold at 3503 W. 10th for 34 years and have observed a steady increase of traffic flow over that time. We also favor continued four-way stop at Harvard. We can clearly see the intersection from our house and have observed little accident occurrence at the site. Traffic flows through there well as I go through the intersection often during the day. Leave the bike path off the roadway as it offers a hazard both for the rider and the driver. The bikers seem to do well on the 8 ft. walkway on Kasold south of 15th to 31st. I have conveyed these opinions to Commissioners Amyx and Herbert, which have expressed similar ideas. Kasold is a major North-South roadway for Lawrence, one that needs to maintain smooth traffic flow. We observe emergency equipment, city and county, using the street often during the day and night. One large reason for the Ambulance is the two care homes near 15th street. We are hoping you will consider these ideas seriously, as option 1 does has make sense for Lawrence and the residential area.
- I do not like option 1for the following reasons: Roundabouts: I drive through the roundabout at Folks and Harvard 4x a day and 9 times out of 10 the driver does not yield to me even though I am clearly in the circle. I often have to stop so I do not get hit. They either don't look or think they have the right-of-way since they are going straight. The upkeep and the visibility of some of the roundabouts in town is also not up to par. Having 2 lanes of traffic converge into 1 to go into a roundabout is in my opinion an accident waiting to happen. Kasold is a much too traveled stretch of road for it to go down to 2 lanes. You are trying to make it like 9th street, which since that was narrowed, is more congested then it ever was before. The bicyclist will probably not go onto the sidewalk but stay on the street. The sidewalks are not in very good condition(they need re-done). The sidewalks are too narrow for pedestrian and bike traffic. How may bicycles ride that stretch of road? Has a count ever been done? If no bike lane the cyclist can stay in the street and if it remains at 4 lanes the cars can safely pass. Just because KDOT is funding the 1st project that should not

be the deciding factor. I think the voices of the residents and the people who drive that stretch every day should be heard and considered. They will have to deal with it the most. What would YOU want if you travelled and lived there? If funding is an issue than wait until funding is available or come up with another plan.

- I am excited that a roundabout or traffic signal are being considered at 8th and Kasold. Something must be done about this intersection. I observe people run the stop signs almost daily (I live at 9th and Kasold). Curiously the days that surveyors were at this intersection cars came to a complete stop and often waited their turn before entering the intersection. Unfortunately this is not usually the case.
- Option 2 is best. You can't reduce the number of lanes and expect to move traffic. I think a dual lane roundabout would work just like on Wakarusa Drive. The most important thing is keep is 4 lanes.
- I think that roundabouts work well and I think it's a good ideal to add one at Kasold and Harvard. However, I have concerns about traffic being merged into 2 lanes due to the amount of traffic that uses this important road.
- SERIOUSLY?! I read about this site in the paper today and since I travel this route on a regular basis, I thought I would take a look at the 2 options. I can't tell ANYTHING from what is on this site.
- why change a good thing? What or who is behind this project for personal gain? why does the city get sucked into these projects from bad personages
- I drive Kasold frequently and after studying both Options, I feel Option 2 would be best and the safest even though it costs more. There would be no combining of lines and no interference with bike lanes. This would keep the flow of traffic more stable.
- Normally I would be for the roundabout. I like them over traffic signals and stop signs. I this case however, if that means reducing part of Kasold to two lanes, I'd have to go with the traffic signal and staying with 4 lanes. I drive, run and bike on Kasold a lot so would look forward to any kind of improvement on that section.
- Option 1 is not a viable option. Four lanes are needed to handle the volume of daily traffic on Kasold drive. Please invest the dollars required to make Kasold Drive north of 15th Street as drivable as Kasold Drive is south of 15th Street.
- I would prefer more traffic lights on Kasold
- When I heard it was being proposed that Kasold be reduced to 2 lanes, I felt it was a bad plan. I've studied the information on line and must say I have not changed my mind. It seems regressive to take a 4 land boulevard and create a 2 lane road. I drive this road almost daily and I think it would be harder to get in and out of side streets and could present a problem -- especially at peak travel times. How confusing it would be to go from 4 lanes to two after a major intersection at BB & Kasold!! People entering and exiting Presbyterian Manor would have a great deal more difficulty. I have learned to tolerate roundabouts so that is not my motive in writing, but conjection, safety, and the fact that if it is narrowed to 2 lanes now and traffic increases, will money be spent to recreate what we already have? Please, please, leave 4 lanes on this road.
- option 1 is a joke, how could anyone consider 2 lanes of traffic for kasold, what happens when emergency vehicles need to get by, what happens when iowa has construction and kasold is the street people use.

option 2 is the best way to go---plus we do not need anymore roundabouts

- I am not sure what the answer is for this intersection but I think roundabouts are dangerous and also difficult for large vehicles to navigate through.
- Having lived at 3417 w. 10th Terrace for 43 years and sent four children to Sunset and West JH, I have concern for kids crossing at a roundabout. How many crossing guards would it take to make it safe ?? For that reason, I am for option 2. Also, with a shared use path, on street bike lanes would not be needed. ---- With option 1 , where could I pull over to let emergency vehicle pass (and there are many on Kasold) ? -- If cost is to much, stop signs work ! Thanks
- Kasold is one of the few pleasant north-south drives in this town. Another stoplight is a ridiculous and unnecessary solution to a problem that doesn't exist. A roundabout? OK. Still, that intersection is fine as is. Don't mess with what isn't broken.
- Option 2!!!! Quit making it harder to get around and across town.
- We strongly prefer Option 2. Two lanes on Kasold makes no sense - it's far too busy. It's one of our main paths to get to shopping. Also, we hate roundabouts - we will drive far out of our way to avoid them. Although both options have bike lanes, they seem to us to be a waste of space - the ones on Lawrence Avenue and Princeton seem to be rarely used. Since their installation, we have seen less than 20 bicyclists using them.
- I clearly favor option 2 if there are only 2 options. Why would the city want to clog one of the major arteries in this city by reducing the lanes to one in each direction for even a segment of that street? Kasold is probably the 2nd busiest north/south street in the city. What can be gained by doing this? If it is to make room for bicyclists, I don't see them using the current dedicated bike lanes here in town. I travel west 9th St. between Mass. & Iowa quite a bit. Since the city removed a lane in each direction and added dedicated bike lanes in a segment of 9th street, I have seen 2 or 3 people using these bike lanes. I seriously doubt that auto traffic has been reduced at all by this change. Speaking from experience, it takes longer to drive east or west on 9th street. When you do the math, why would you add bike lanes for a minority of Lawrence taxpayers, when the vast percentage of taxpayers are driving automobiles? Wouldn't the same be true for Kasold, but a street that carries high volumes of auto traffic the impact will be greater. Look at what closing down 31st St. did to 27th St. between Iowa and Louisiana did to traffic flows. Fortunately that isn't a permanent situation. I certainly hope the city acts in the interest of the majority of taxpayers best interest . I really hope the city goes forward with what is truly the best interest of the taxpayers who have to drive our streets daily. One last thing. I know several Lawrence city employees that claim to have been told by their superiors that nothing the public says will stop the city from going with option 1. These same people indicated to me the communications and surveys are intended to only appease the public into thinking their opinion counts. I hope they are wrong. Lawrence is a wonderful place to live. Please don't ruin that by catering to the minority of taxpayers. Thanks for your consideration.
- RE: Option 1. Single lane Kasold north of Harvard is a very poor idea. Traffic congestion will be intolerable on that section. Don't even think about it.
- Option 2 is the only reasonable option. Use a roundabout at Harvard if you want . If you have to reduce costs, delete the bike lanes and shared use path! Four lanes is a must!
- Traffic signals -- definitely!!! That stretch carries too much traffic to have less than four lanes. Plus with Kasold angled as it is north of Harvard, visibility on a roundabout would be limited. And kids crossing the

street on their way to/from school would be safer with traffic lights.

- Getting onto Kasold from 13th where I live would be pretty impossible if you reduced Kasold to 2 lanes. Please keep it at 4. Either option at the Harvard intersection sounds OK, though I haven't experienced problems with the current 4-way stop sign.
- Please do not choose Option 1. As a long time resident in the Orchards Neighborhood I rely on access to Kasold from 13th Street for all trips. Limiting the number of lanes to one from the current two would be a disaster for us. If you want to add bike lanes please widen the road instead. Two-lane roundabout okay too.
- I vote for Option 2! I have great concerns about narrowing the lanes from 4 to 2. I can't imagine that in the future that there will be LESS traffic on that section of road and then we'll regret not having 4 lanes. I would like to see the regular lanes however. I don't like the narrow lanes and feel they're increased risk for accidents.
- I had written an earlier message about the speed from Harvard to Bob Billings on Option 1 because I thought that it would be 4 lanes in those locations. However, I now understand that Kasold will be only 2 lanes the entire route, from 8th to 14th. That would make it VERY difficult for those of us who live on the side streets to get onto Kasold. I SUPPORT OPTION 2.
- Lawrence is a growing community and we want it to continue growing. It seems that changing a street that is already two lanes into one will impede, not improve, the ability of current and future residents driving on Kasold Drive in getting to their destination quickly. Further, having only one lane on Kasold Drive may change the driving habits of those using it and drive more traffic to either Wakarusa or Iowa Streets.
- Go with option 2. Why would you take a busy street with 4 lanes down to 2 lanes. That doesn't make good sense. Also we have enough roundabouts already. Some in places where they aren't even needed. We don't need a center median there just a left turn lane.
- I live on Yale Rd. that connects up with Kasold. I turn onto and off of Kasold multiple times a day. I attended the meeting the city presented several weeks ago. I am extremely opposed to option 1 that would make Kasold a two lane road. I cannot imagine the congestion option 1 would create. I now have to wait for long periods of time to turn onto Kasold and I can't imagine what a nightmare it would be for people who back directly onto Kasold. Kasold is a thoroughfare whether people like it or not. A roundabout at 8th and Kasold would also be a complete disaster for anyone living close to that intersection. Make it a stoplight or 3-way stop. We absolutely need turn lanes on Kasold that are long enough to put our whole vehicles in while waiting to turn onto side streets. As it is now, the backs of our vehicles stick out into a lane of traffic--waiting to be hit by traffic coming from behind. Please!!! DO NOT go for option 1. Keep Kasold 4 lanes + full turn lanes + stop lights. It is the only commonsense solution.
- We have a house on St. Andrews and so travel on Kasold between 6 and BBP frequently. I think that there is more traffic there than Wakarusa. It should remain 4 lanes throughout or traffic will back up all the way to the turn lanes on 6. Why not a roundabout just like Wakarusa? 2 lanes will be a disaster. Thanks for considering my opinion.
- While I would prefer the current number of lanes (rather than necking the current traffic loads down into one lane each direction), I think that roundabouts are the best future plan, and that the improved flow through the roundabout may offset the reduction in number of lanes. I'm also all for reworking this portion of Kasold, as the pavement condition is terrible.

- Our home is 3506 Yale, 100 feet off Kasold. For too many reasons to list, please proceed with #1 and reduce to 2 lanes.
- I would like option 2 for this intersection. Having a roundabout in a school crossing walk seems like it would cause safety issues for the children trying to cross. If there's a light there, the children have a safer way to cross where every car is forced to stop at the light. In my personal opinion, a light would be the best option for this intersection especially since I drive through there multiple times per week, and know the amount of traffic that goes through there.
- I guess. I didn't say that option two seems the lesser of two questionable options. Does a bike lane and shared lane mean what. Is now on Lawrence Avenue north of 6th Street?
- Lawrence has few crosstown traffic ways. Narrowing Kasold makes one of those more congested. When The new portion of 15th aka Bob Billings Drive opens, even more traffic will be looking for access to north and south portions of town. a narrowed portion of Kasold will discourage travelers from taking that route. Will they decide on Lawrence Avenue or Crestline, both residential neighborhoods? I drive on that portion of Kasold past Presbyterian Manor and three churches, and a shopping center often. there is enough traffic that turning off and on is a problem. single lane traffic even with turn lanes seems less safe and slower.
- I would much prefer traffic signals. I do not agree with cutting this road to one lane. You will succeed in decreasing traffic as it will push traffic back onto Iowa. If the committee just cannot let go of roundabouts then it should be a double like Wakarusa.
- I have driven Kasold to and from work for the last 15 years. I personally do not think that option one is a good plan. There is too much traffic in the morning and afternoon when I travel this route to restrict it down to only one lane for a portion of the roadway. I would rather see the four lane road with the signal light at Harvard and 8th., with the children that use those intersections for crossing to and from school, they would be able to have the security of crossing light. It would also be nice to see a right turn lane at 6th. street to turn east. Thank You
- I am (possibly one of few in Lawrence) a fan of round-a-bouts. I think that with the traffic at Harvard and Kasold, a round-a-bout or a signal would be appropriate, but at 8th and Kasold a round-a-bout would be more than enough. I think the biggest issue with 8th and Kasold is north-/southbound drivers who do not stop. Eliminating all left turn movements would increase traffic at Harvard and north-/southbound traffic on Lawrence and/or Holiday Drive. Additionally, I have a personal stake in keeping left turns at 8th and Kasold since I live at 9th and Kasold. If there were no left turns, we'd be forced to use 6th, Harvard, or 15th, which would be a considerable inconvenience. In the end, I would be willing to support either option for Harvard and Kasold, and would be willing to support a round-a-bout or the existing stop signs at 8th and Kasold.
- Why isn't there a combination of Options 1 & 2 with the roundabout AND 4 lanes of traffic through the entire corridor? Why don't you have a PTOE on your project team?
- I am not sure why the city is focusing on Kasold Drive for a possible roundabout or traffic light. It is not a priority. I drive that street all the time.
- There is a lot of construction on Bob Billings west of Waukarusa. The city needs to consider roundabouts on Bob Billings east and west of Waukarua given the number of residential streets that feed into it and the increased traffic the street will see once the 15th Street connection to K10 is open. I am anticipating that much of the work currently occurring will have to be redone.