

December 1, 2003

EXHIBIT H
DEC 03

Katheryn Shields, County Executive
JACKSON COUNTY, MISSOURI
Jackson County Courthouse
415 East 12 Street
Kansas City, Missouri 64106

Re: Jim Bridger Bridge

Dear Ms. Shields:

3-Trails Community Improvement District wishes to join our good neighbors, Linden Hills Homes Association, in urging Jackson County to support naming the new Lydia bridge at Bannister, Jim Bridger Bridge.

Our District takes its name from the Santa Fe, Oregon, and California National Historic Trails which cross over the CID. The District is working in conjunction with Metro Green, the City of Kansas City, Missouri, and a variety of public/private stakeholders to construct a trail/greenway on the historic alignment of the 3-Trails Corridor from Sugar Creek to the Missouri/Kansas stateline. The CID believes the implementation of the Metro Green Trails System throughout our community is in the economic strategic interest of the District, especially since one of the primary corridors passes through the CID.

Indian Creek Trail will pass under the new Lydia bridge. It will eventually connect into the 3-Trails Corridor and the Metro Green system as the program is implemented providing critical linkages throughout the area.

History is a critical part of the CID mandate to promote economic revitalization and development within the District and the surrounding community. In an era of excess cookie cutter blandness it is very important to safeguard and preserve a sense of special place by invoking wherever possible the historical legacy that helped make our community what it is today.

Jim Bridger was an important player in the trails history. It is most appropriate that the new bridge bear his name since it crosses the creek where he once hunted and trapped. We have a duty to make every effort to insure that our unique trails legacy will not be forgotten by future generations.

We congratulate Linden Hills in a most worthy endeavor and urge Jackson County to join with us in keeping Mr. Bridger's name alive by naming designating the new bridge as - JIM BRIDGER BRIDGE.

Thank you for your consideration of our request.

Yours very truly,

Lou Austin, Chairman

cc: Linden Hills Homes Association
Board of Directors

1/4

20/24





Linden Hill
Homes Association

P.O. Box 24777
Kansas City, MO 64151

11/24/2003

Hi Lou:

Thank you for all your encouragement
& support on the bridge ~~renaming~~ "The
Tim Bridge Bridge!"

I have not only been working
with Ann Ottate on the 99th
Holmes Trail Center but I believe she
has now written her own letters to
Katherine Shredder on the bridge naming.
Our homes assn. is grateful
to you & others and support your
efforts at Pawrista Walk!
Good luck!

Sincerely
Chub (Chuck) Lorenus

11/24

2/3



Linden Hill
Homes Association

P.O. Box 24777
Kansas City, MO 64121

November 22, 2003

Katheryn Shields, County Executive
Jackson County Courthouse
415 E. 12th St.
Kansas City, Missouri 64106

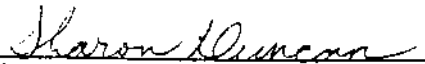
Dear Ms. Shields:

Thank you for your support in the construction of the bridge over Indian Creek at 95th St. (Bannister & Lydia).

This bridge is not only a dramatic upgrade of infrastructure, but also will save lives from the previous unsafe, flood prone situation.

Our Homes Association & neighborhood community, being the nearest association to the project, cannot express our gratitude adequately!

Sincerely,


Sharon Duncan, Vice President
Linden Hill Homes Association


Charles Loomis, President
Linden Hill Homes Association

22/24

3/4



Linden Hill
Homes Association

P.O. Box 24777
Kansas City, MO 64106

December 1, 2003

Katheryn Shields, County Executive
Jackson County Courthouse
415 E. 12th St.
Kansas City, Missouri 64106

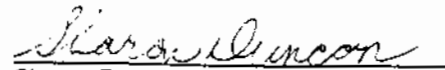
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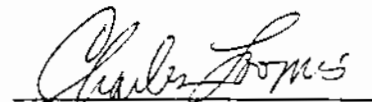
Our Homes Association strongly urges you to name the new Lydia Bridge "The Jim Bridger Bridge."

As history records, Jim Bridger was not only a well-known Santa Fe Trail Scout, but also a resident along Indian Creek. When our area was plotted and built by Charles Bleakley 38 years ago, he named our western most Commons area (park) "Jim Bridger Commons". It is still named that today! Mr. Bleakley is still alive and recently affirmed to us his understanding of history that "Jim Bridger hunted and trapped along Indian Creek."

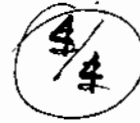
Thank you for your consideration in keeping Jim Bridger a part of South Kansas City history.

Sincerely,


Sharon Duncan, Vice President
Linden Hill Homes Association


Charles Loomis, President
Linden Hill Homes Association

23/24



A roundabout route to traffic safety

Circular roadways are gaining favor

BY STEVE ROCK
The Kansas City Star

They are identified as the wave of the future, safer and more efficient ways to move traffic through intersections than stop signs or signals.

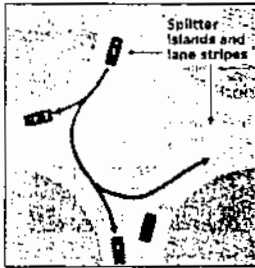
They are circular patterns called roundabouts, and experts are convinced that Kansas Citians will see a lot more of them in the future.

"Certainly within 10 years, and possibly within five, they're going to become almost as commonplace as traffic signals," said David Church, bureau chief of traffic engineering for the Kansas Department of Transportation.

The hard part will be getting Kansas Citians to like them.

Roundabouts, fewer than 10 of which exist in the metropolitan area, do not always get the warmest of greetings. Ask Olathe resident Kathy Koopman about the two

Driving on a roundabout



■ As drivers approach a roundabout, they slow down and yield to traffic already circulating. This keeps vehicles from clogging the circle, and it allows vehicles to enter when there is an opening.

■ When a gap in traffic appears to the left, drivers enter the roundabout by turning right and following the circle until reaching their exits.

■ Splitter Islands and lane stripes help keep traffic moving in the right direction.

The Kansas City Star

roundabouts she can see from her driveway, and she doubles over in exasperated laughter.

"Oh," she said, rolling her eyes, "what's wrong with stoplights?"

Oftentimes, experts say, stoplights simply are not as effective as roundabouts.

They see roundabouts as just short of an engineering marvel, and the trend has been unmistakable in

recent years. According to the Virginia-based Insurance Institute for Highway Safety, as recently as early 1990, there were no modern roundabouts in the United States — as opposed to traffic circles which, while similar, lack many of the traffic controls that roundabouts employ.

See ROUNDABOUTS, A-7

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Now there are more than 500.

"There's no question that this is a design change that's here to stay," said Richard Retting, senior transportation engineer for the institute.

Here is how typical roundabouts work:

A four-way intersection incorporates a circular pattern. An island in the middle of the intersection, often landscaped with trees or shrubbery, is surrounded by one or more lanes of road. Traffic moves in a counterclockwise direction on the circular road.

There are four entry points into the road, and entering traffic yields to circulating traffic. There are no stop signs. Drivers enter the circle to the right and drive around until they get to their desired "exit." There are no left turns, per se, meaning drivers wishing to turn left enter to the right and drive three-quarters of a circle before exiting.

"The beauty of roundabouts is they don't require a lot of thought," Retting said. "The first time you've driven through one, you know everything you need to know."

Tell that to Mary Milman, an Overland Park resident who lives just north of a roundabout that was completed in October 2002 by the Overland Park Convention Center at 110th Street and Lamar Avenue.

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"I don't like it," said Milman, 50. During a recent afternoon, most drivers navigated the roundabout smoothly and confidently, but a few entered the intersection apprehensively, seemingly unsure whether they should yield or push through. Others clearly did not know which lane they were supposed to be in, sometimes straddling the center line and clogging both lanes of the circular drive.

"Nobody knows how to drive through it," said Milman, who uses the roundabout at least twice a day. "Who goes first? When is it my turn?"

"It's terrible."

Experts disagree. They point to safety statistics as the No. 1 reason that roundabouts are often dramatic improvements over traditional intersections. According to a study conducted in part by Retting and the insurance institute, crashes decreased 39 percent in intersections after the construction of roundabouts. More significantly, injury-producing crashes decreased 76 percent.

Why? Primarily because roundabouts are designed in such a way that cars have to slow down, generally to the 15- or 20-mph range. Accidents at slower speeds are less severe. In addition, the circular pattern, essentially eliminates the "T-bone" type of accident.

"There are still accidents in roundabouts," said Michael Wahlstedt, a traffic engineer for TransSystems Corp. in Kansas City. "But they're fender-benders and side-swipes instead of collisions with fatalities."

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studies also show that there are fewer traffic delays at roundabouts, cutting down on pollution. That is the case in Olathe, according to traffic division manager Alonzo Linnan.

All three of the Olathe roundabouts are located in succession at four-way intersections on Sheridan Road. Before the roundabouts were installed, when there were stop signs, drivers had an average delay of about two minutes from when they reached the intersection until they got out.

Now, Linnan said, the average delay is about 15 seconds.

"I love 'em," said Olathe resident Otto Piliatzke, who can see one of the roundabouts from his front door. "They're efficient, and they keep traffic flowing."

They also are cost-effective, experts say, and they eliminate about \$5,000 a year in maintenance and electricity costs.

But don't expect to see them at all intersections. Not yet anyway.

Traffic officials say roundabouts are ideal for four-way intersections where traffic is modest.

"You wouldn't put one on Metcalf Avenue," Wahlstedt said. "Drivers around here aren't ready for that yet."

Modern roundabouts, while commonplace in many European countries and Australia, still are relative novelties in many parts of the United States. Experts think the first roundabout — not to be confused with traffic circles, which first appeared in this country in 1905 but give priority to entering vehicles rather than circulating vehicles — was not built in the United States until March 1990.

Some states still don't have any. Maryland, widely acknowledged as the country's leader, has about 45.

According to the Kansas Department of Transportation, there are at least 24 roundabouts in the state. In addition to the Olathe roundabouts, there are two in Overland Park and one in Lenexa. Another 33 are in various stages of planning and probably will be built within the next few years.

There are far fewer roundabouts in Missouri, where the movement has not taken hold. Statewide, there are just four roundabouts that fall under the jurisdiction of the Missouri Department of Transportation, including one at the intersection of Missouri 45 and National Drive near the National Golf Club in Parkville. There is at least one in Liberty.

Meyer Circle, at the intersection of Ward Parkway and Meyer Boulevard, is not a true roundabout, traffic officials said, because traffic does not yield from all directions and cars in the circle do not always have the right of way.

Construction of a new roundabout in eastern Jackson County, scheduled to begin in July 2004 at the intersection of Missouri 7 and Colbern Road, already has faced some criticism. Nearby resident Rob Lund wrote at least two letters to the Missouri Department of Transportation, arguing that the agency "is just going to cram this down our throats."

Lund said he is worried that one of the roundabout's selling points — continuous motion — will hinder his ability to enter Colbern Road during the early morning rush hour. Lund said stoplights provide a break in traffic in front of his nearby subdivision so he can enter traffic.

"Unless there's a traffic light, getting on Colbern is virtually impossible," he said.

Missouri Transportation Department officials hope that experience will prove otherwise, and Lund will come to appreciate the roundabout once it is built.

That is exactly what Eugene Russell expects will happen.

Russell, a professor emeritus of civil engineering at Kansas State University, has done extensive research on roundabouts, including one study that tabulated opinions of residents who lived near roundabouts before they were constructed and follow-up surveys a few months later. The surveys showed the percentage of drivers who favored roundabouts doubled from 31 percent before construction to 63 percent after.

"A lot of people who are against roundabouts don't even know what a roundabout is," Russell said.

You might call it a learning curve.

To reach Steve Rock, call (816) 234-4338, or send e-mail to srock@kstar.com.