



# City of Lawrence

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## CITY COMMISSION

**MAYOR**  
ARON E. CROMWELL

**COMMISSIONERS**  
ROBERT J. SCHUMM  
MICHAEL DEVER  
HUGH CARTER  
MIKE AMYX

December 20, 2011

The Board of Commissioners of the City of Lawrence met in regular session at 6:35 p.m., in the City Commission Chambers in City Hall with Mayor Cromwell presiding and members Amyx, Carter, Dever and Schumm present.

## **A. RECOGNITION/PROCLAMATION/PRESENTATION**

1. None.

## **B. CONSENT AGENDA**

**It was moved by Amyx, seconded by Dever** to approve the consent agenda as below.

Motion carried unanimously.

1. Approved City Commission meeting minutes from 12/06/11.
2. Received minutes from various boards and commissions:  
  
Planning Commission meeting of 11/14/11  
Convention & Visitors Bureau Advisory Board meeting of 10/26/11
3. Approved claims to 210 vendors in the amount of \$3,188,939.54 and payroll from December 4, 2011, to December 17, 2011, in the amount of \$1,878,917.67.
4. Approved licenses as recommended by the City Clerk's Office.  
  
Drinking Establishment Licenses for Casa Agave, 3333 Iowa, Salty Iguana Mexican Restaurant, 4931 West 6<sup>th</sup>, Replay Lounge, 946 Massachusetts and Taxicab License for Jayhawk Taxi, 2244 Barker Avenue
5. Approved appointments as recommended by the Mayor.  
  
Lawrence-Douglas County Advocacy Council on Aging: Reappointed Saunny Scott (749.1316) to an additional term that would expire 12/31/14.



Public Transit Advisory Committee: Reappointed John Canaday (841.1903), Howard Hill (842.3922), and Alan Black to additional terms that would expire 12/31/14.

6. Authorized the Mayor to sign a Subordination Agreement for Dawn Cope, 3507 W. 10<sup>th</sup> Street.

**C. CITY MANAGER'S REPORT:**

David Corliss, City Manager, presented the City Manager's Report.

**D. REGULAR AGENDA ITEMS:**

**1. Receive presentation from Westar Energy on the ReliabilityTree program.**

Chad Luce, Westar Energy, presented the program. He pledged \$10,000 for replacement of city trees in the right-of-way, and to grind stumps of trees removed from the right-of-way.

Amyx asked if they would start on the SE corner of town and go counter clockwise. He asked where they were now, and about the crews that had been on Iowa.

Luce said they have always had crews in town, and the folks seen on Iowa were working on a priority project.

Cromwell said he noticed smart meters were being installed and asked how that was going.

Luce said it was going well and they were up to 23,000 meters so far.

Cromwell said with the tree program and the smart meters they were busy in the community.

Mayor Cromwell called for public comment. None was received.

**2. Consider the following Traffic Safety Commission (TSC) items:**

- a) **Consider a request to establish Yield Signs on Moundview drive at Crestline Drive and consider adopting on first reading, Ordinance No. 8688 to install Yield Signs on Moundview Drive at Crestline Drive. (TSC Item 2; approved 7-1 on 11/7/11).**
- b) **Consider approving a recommendation from the Traffic Safety Commission to recommend the construction of traffic calming devices on Crescent Road. (TSC Item 2; approved 8-0 on 10/03/11). Project would be constructed as funds are available.**

David Woosley, Transportation/Traffic Engineer, presented the staff report regarding Moundview/Crestline.

Amyx asked if the request was originally for a stop sign.

Woosley said yes.

Mayor Cromwell called for public comment on Moundview/Crestline. None was received.

**Moved by Amyx, seconded by Carter**, to approve request to establish Yield Signs on Moundview Drive at Crestline Drive, and adopt on first reading, Ordinance No. 8688 to install the signs. Motion carried unanimously.

David Woosley, Transportation/Traffic Engineer, presented the staff report regarding traffic calming on Crescent.

Mayor Cromwell called for public comment.

James Sherman said he thought the great majority of the neighbors that came to TSC were in favor of traffic calming devices because Crescent is often used as a pass through, there are many pedestrians, and the traffic moves faster than the speed limit. There are increasing numbers of children on the sidewalk also and it is a dangerous situation.

Bernie Kish said he echoed Jim's comments. It was a high speed cut through street and there were a lot of people walking dogs, and children, and they would appreciate a traffic calming device there. It was becoming a safety factor. People fly through there, particularly in the morning.

Schumm asked if people ran that stop sign.

Kish said he would be surprised if 2 out of 5 cars stopped there. Some people slowed down but didn't stop.

Carter said it seemed like an enforcement situation.

Faye Watson said nothing had changed since they came here before. She said she would like to see additional enforcement of the stop sign, whether that meant a blinking light or

a traffic cop out there periodically. UPS trucks and campus trucks drive through there like crazy. Even city trucks occasionally. They say they don't know it is 20mph. There could be better signage and she would like to see that improved before spending the money on traffic calming devices. There is all kinds of activity and she would like to see if we can slow the traffic down. She wouldn't like to see a bunch of extra signs up. The bumps on West Campus Road have five or six signs and she would hate to see so many signs in a residential area.

John Kelley said he agreed with Faye but thought more enforcement was probably unrealistic. There are a number of contributing factors. A lack of continuous sidewalks is problematic and people have to switch back and forth from sides of the road. There have been recent accidents in that location.

Carter asked what we have done to date in that area.

Corliss said he wasn't aware that we have done anything out of the ordinary in that area recently. Police supervisors deployed traffic units as they could around the community.

Carter asked where we were as far as sidewalks there.

Corliss said we used CDBG funds to fill gaps in some areas where eligible.

Soules said they were not eligible in that area.

Shoeb Uddin said there was no specific plan in that area right now.

Corliss said sometimes the property owner that is going to get the sidewalk isn't in favor when we try to place a sidewalk.

Amyx said if we approved the traffic calming devices it would still take a while because it would have to go through the ranking and budget processes. In the meantime the police department can have an opportunity to do some things to increase enforcement and we can look at the signage.

Corliss said we can do that if it is the will of the commission. There are similar concerns in other areas and we try to put resources where they are needed. Regarding funding, staff was

likely to recommend for the 2013 debt budget a large debt project to encompass many of these traffic calming devices. We aren't really getting to the backlog now.

Schumm said the issue has been raised that perhaps there is lack of visibility of the 20 mph sign. Has staff reviewed the signage and make sure it is visible and comprehensible.

Woosley said they could take a look at it again. He thought there were four signs out there. Trees might have grown out or other factors.

Cromwell asked about the height issue.

Woosley said they are supposed to be 7' to the bottom of sign and they could check the height.

Dever asked about the cost of solar powered beacons.

Woosley said the school beacons are around \$15,000 but they would probably need bigger battery packs for a beacon that would be on all day.

Dever asked about the cost of powering them by hardwire.

Woosley said it depended on where the power was accessible.

Cromwell said putting a flag on it might be cheaper. Cromwell said we could take a look at these other issues to help in the short term. The traffic calming was probably two years away even if approved.

Amyx asked if the direction was to put these on the list, look at enforcement issues, and make the signage more visible.

Schumm said also making sure the signage in the whole corridor is visible.

Carter said Corliss was talking about grouping the projects together and issuing some debt. He would like to see this same kind of analysis regarding signage and enforcement for all of those.

**Moved by Schumm, seconded by Amyx**, to concur with the Traffic Safety Commission and approve traffic calming devices on Crescent, and direct staff to report back on the visibility of signage, enforcement, and sidewalk options in the area. Motion carried unanimously.

**3. Consider approving the 2012 Comprehensive Street Maintenance Program.**

Mark Thiel, Assistant Director of Public Works, presented the staff report.

Carter asked about the revised pavement specifications. It looks like we went to a different level from KDOT. How would that compare to KDOT, would it be a step up or down.

Thiel said it was equivalent. We required a vendor to provide us with two years of test data and we were satisfied that we were meeting or exceeding the standard specifications. We didn't reduce our specifications, we just added an option to the KDOT specification. We decided to do some additional testing. The results of the additional testing should be back early next year and then we'll make a decision. Doing the testing over a one year period will allow us to see a percentage growth ASR.

Carter said he just wanted to see if this is a cost based move that will negatively affect quality.

Corliss said that was not the intent.

Thiel said we would never incorporate something that would lower quality standards.

Thiel continued his presentation.

Schumm said he noticed a lot of intersections lacking good markings. He asked if there was a plan for addressing these.

Thiel said they are in the process of developing a more comprehensive map and plan so the restriping doesn't have to wait for another type of maintenance. Hopefully they could have a plan to address some of those in 2012.

Corliss said that had been a consistent comment from the public and staff. We were looking at the most cost effective way to do that. We are looking at purchasing a machine but it is amazing to look at the cost of the pavement markings that last. It could cost \$10,000 an intersection.

Schumm asked about the life of that product.

Uddin said 7-8 years. Paint only lasts about a year.

Cromwell said we have intersections by schools where you can't tell there is a crosswalk. It would be better to get out there and paint those. If we aren't taking care of crosswalks near schools we have to prioritize that. Even if it has to be done every year.

Corliss said we would make sure that is a priority.

Carter said even if we do some catch up by just painting until we can do it right, maybe we should include pavement marking catch up with the debt for the traffic calming.

Amyx said one of the things that jumped out to him was the jump in pavement condition index. The money we are putting in over the last 5-6 years has done a really good job in making improvements and finding the finances. He thanked staff for all the work that has been done.

Carter said he noticed that the objective data used to make these decisions is great. Not just the data but the eye test as you drive around town shows the improvement. The fight hasn't been won but we can feel good about how the funds are being used. We have lowered costs and improved quality by taking some jobs in house. He said he was really pleased. Regarding curbs and gutters, do we have a separate way of watching and rating them.

Thiel said yes, in the database there is a place to rate the curb for each section. It isn't included in the PCI for the roadway. The philosophy is that the curb is integral, but part of the stormwater system. This gives us a true measure of the driving surface.

Carter asked if the curb was the same specifications as the street.

Thiel said yes, but a lot of the curbs were built in the 1980s under the old specs. Also they deteriorate faster in some cases because the water and salt washes to them and goes through the freeze thaw cycle.

Mayor Cromwell called for public comment.

KT Walsh, East Lawrence Neighborhood Association, asked if the stone curbs could be replaced where they are missing.

Thiel said we salvage those curbs when they cannot be repaired. We keep them so when we do restorations we have them available. We value those assets to the community for future use.

Walsh wondered if there was a list we could get on for a missing curb.

Thiel said when a constituent requests a repair we keep a list and that is a factor we consider. A curb section would be done in house and may be a lower priority than the driving surface.

Cromwell asked if someone could do that repair on their own.

Thiel said it would be tough. They are very heavy and fragile. When we did the brick restoration on Ohio we salvaged all those curbs in that section and we do that when we can.

Joe Patterson said in regards to brick streets and Ohio Street there were some problems and the stone curbing was too high. People couldn't open their car doors. Some people would even say give them a concrete street rather than brick. We also need to be careful with the height of the curbs.

**Moved by Schumm, seconded by Carter**, to approve the 2012 Comprehensive Street Maintenance Program. Motion carried unanimously.

4. **Consider authorizing the distribution of a Request for Qualifications, RFQ1103, for geometric improvements and a westbound left-turn lane at 6<sup>th</sup> and Iowa, City Project No. PW1135 and consider adopting Resolution No. 6957, authorizing general obligation bonds in the amount of \$900,000.**

Shoeb Uddin, City Engineer, presented the staff report.

Amyx asked if any other projects were coming along that would compete for funds in the 2013 capital budget.

Uddin said the funding was in place for the Iowa project. The 23<sup>rd</sup> and Iowa project was in 2014.

Corliss said we know in 2012 we committed \$500,000 for expansion of the BTBC. The 2013 budget would include another \$500,000 for that. Other than that we're not aware of any



other particular projects. We see this as a high priority project. The last agenda item responded to the top priority identified in the citizen survey, and this responded to the second priority, east west travel.

Amyx said approving this brought us down to \$3.6 million for the 2013 debt budget.

Corliss said yes.

Amyx asked about the timing cycle for the lights at this intersection. Was there a standard for that.

Uddin said if there is a series of intersections they need to be coordinated to the same length of cycle. Within the cycle how much is allocated to each movement depends on the traffic volumes. There are factors regarding minimums and then we make tweaks based on judgment.

Carter said the consultant fees would be absorbed in the total cost.

Uddin said the consultant fee would be negotiated and that would be presented to the commission.

Carter asked for an explanation of the sidewalk legend. He asked if the sidewalk was currently in.

Uddin said no, it was requested by Michael Almon. He showed the map of the sidewalk. He said we are doing design in house and construction of the sidewalk is scheduled.

Corliss said CDBG funds for 2012 were already committed for the sidewalk project on the screen.

Uddin said Almon was satisfied when he explained that funding was already in place for the sidewalk project.

Mayor Cromwell called for public comment.

Joe Patterson said we were basically tying together the apartment complexes.

Uddin said yes.

Patterson said it was a steep grade.

Uddin said yes and they were designing to negotiate it.

**Moved by Amyx, seconded by Dever,** to authorize the distribution of a Request for Qualifications for geometric improvements and a westbound left-turn lane at 6<sup>th</sup> and Iowa Streets, and to adopt Resolution No. 6957, authorizing general obligation bonds for \$900,000. Motion carried unanimously.

**5. Consider adopting the 2012 State Legislative Priority Statement.**

David Corliss, City Manager, presented the staff report.

Dever said he wanted to make sure we had a statement indicating our desire to expand our bioscience facility and that we would be seeking additional funds if possible.

Amyx said the facility was a success and the state was a partner in it.

Cromwell said it is successful, we are putting resources in it, and we would like the state to put their resources in it again.

Dever said the layout was attractive too, it looked nice.

Mayor Cromwell called for public comment. None was received.

**Moved by Dever, seconded by Amyx,** to adopt the 2012 State Legislative Priority Statement, with amended language regarding the bioscience incubator. Motion carried unanimously.

**E. PUBLIC COMMENT:**

Joe Patterson said earlier staff talked about concrete quality, there were several people who had trouble getting concrete and we needed to be careful to make sure we are getting the right product.

**F. FUTURE AGENDA ITEMS:**

David Corliss, City Manager, outlined potential future agenda items.

**G: COMMISSION ITEMS:**

Schumm said regarding the 24<sup>th</sup> Street agenda item last week, the Inverness Area Plan, he wasn't happy with the outcome of that. He said Dever said it best, that the plan should have some reasonable assurances that we are going to follow through on it. He thought it was an

unusual situation and he didn't totally agree with that but he asked whether the commission wanted to reopen the plan and go through an updated process on it. He wanted a credible plan we would rely on.

Carter said there was something we should probably clarify. We could close it once and for all for the neighbors. He said it had been said there were three plans submitted, one was supported by the neighbors. We should definitely take a look at doing something with the plan.

Corliss said as far as process, he suggested they vote to put the item on for a January agenda, whether we want to initiate changes to that plan.

Amyx said the plan, not the rezoning.

Corliss said correct, just to initiate changes to the plan, send the plan to the Planning Commission. Not the rezoning, the plan.

McCullough said staff could provide an outline on the process of the plan. There are certain techniques to get the plan to the Planning Commission and the governing body. There is a clear process.

**Moved by Schumm, seconded by Carter**, to place on a future agenda the discussion of initiation of changes to the Inverness Plan. Motion carried unanimously.

**H: CALENDAR:**

David Corliss, City Manager, reviewed calendar items

**I: CURRENT VACANCIES – BOARDS/COMMISSIONS:**

Existing and upcoming vacancies on City of Lawrence Boards and Commissions were listed on the agenda.

**Moved by Dever, seconded by Amyx**, to adjourn at 8:27 p.m. Motion carried unanimously.

**APPROVED:**

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Aron E. Cromwell, Mayor

**ATTEST:**

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Jonathan M. Douglass, City Clerk