



City of Lawrence

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CITY COMMISSION

MAYOR
MICHAEL DEVER

COMMISSIONERS
MIKE AMYX
JEREMY FARMER
DR. TERRY RIORDAN
ROBERT J. SCHUMM

January 28, 2014

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 Dever presiding and members Amyx, Farmer, Riordan and Schumm present.

A. RECOGNITION/PROCLAMATION/PRESENTATION

1. Presentation from Black Hills Energy on CNG Initiative.

B. CONSENT AGENDA

It was moved by Amyx, seconded by Schumm, to approve the consent agenda as below minus consent agenda items 2 and 4(a). Motion carried unanimously.

1. Received minutes from various boards and commissions:

Hospital Board meeting of 12/18/13
Parks & Recreation Advisory Board meeting of 01/15/14
Public Health Board meeting of 11/18/13
Traffic Safety Commission meeting of 12/02/13

2. **PULLED FROM THE CONSENT AGENDA FOR SEPARATE VOTE.** Approved claims to 187 vendors in the amount of \$2,811,206.93 and payroll from January 12, 2014 to January 25, 2014, in the amount of \$1,997,006.36.
3. Approved appointments as recommended by the Mayor.

Board of Zoning Appeals/Sign Code Board of Appeals:

Appoint Major General Greg Gardner (785.830.9899) to a term that expires 09/30/16.

Building Code Board of Appeals:

Reappoint Sean Reardon (785.766.7585) to an additional term that expires 11/30/16.

Food Policy Council:

Appoint Chris Tilden and Elizabeth Stewart to terms that would expire 12/31/16.

Homeless Issues Advisory Committee:



Reappointed Trent McKinley (785.830.7404) and Mike Brouwer (785.830.1001) to additional terms that expire 12/31/16.

Horizon 2020 Steering Committee:

Appoint Kyra Martinez (785.424.4333).

Public Transit Advisory Committee:

Reappointed Jane Huesmann (785.393.1165) and Lyle Hettinger (785.842.2053) to additional terms that expire 12/31/16.

Sustainability Advisory Board:

Reappointed Dennis “Boog” Highberger (785.424.3262), Steve Vukelich (785.218.5594), and Dr. Kathleen Nuckolls to additional terms that expire 12/31/16.

4. Bid and purchase items:

- a) **REMOVED FOR DISCUSSION.** Approved Change Orders 14, 15, and 16 for PW1224: VenturePark Infrastructure project in amount of \$1,356,172.10, Project Number PW1224.
- b) Waived bidding requirements and approved the purchase of nine Motorola MW810 Mobile Data Computers for the Lawrence Police Department from Topeka FM as a sole source vendor through the State of Kansas contract #28440, for a total cost of \$41,242.50.
- c) Authorized the City Manager to approve a purchase order with Marsh McBirney – Hach for continued data delivery services associated with the wastewater collection system’s long-term flow and rainfall monitoring program in the amount of \$22,000.
- d) Authorized the City Manager to execute an engineering services agreement with Professional Engineering Consultants for design phase engineering services in the amount of \$49,457 for project UT1312DS, Bob Billings Parkway Watermain Replacement, George Williams Way to Bobwhite Drive.

5. Concurred with the following recommendations of the Traffic Safety Commission:

- a) Denied the request to establish Yield Signs at the intersection of 30th Street and Kensington Road (TSC Item #2; denied 7-0 on 12/2/13).
- b) Denied the request to establish No Left Turn on southbound Missouri Street, Arkansas Street and Maine Street at 19th Street (TSC Item #4; denied 7-0 on 12/2/13).
- c) Denied the request for Traffic Calming on Walnut Street between 6th Street and 7th Street (TSC item #5; denied 7-0 on 12/3/13).

6. Authorized the City Manager to execute a License Agreement with Consolidated Properties Inc. of Lawrence, a Kansas corporation, permitting it to use a portion of the

sidewalk that is in the City's Right of Way for a stairway and mechanical lift device to allow access to the basement of the structure located at 7 East 7th Street.

7. Authorized the Mayor to sign a Release of Mortgage for Gene H. and Ursula Humburg, 2103 Orchard Lane.
8. Authorized the Mayor to sign a letter to the FAA regarding a tower obstruction at the Lawrence Municipal Airport.

Amyx pulled consent agenda item no. 2 regarding claims for a separate vote.

Moved by Amyx, seconded Schumm, to approve non-Rock Chalk Park related claims to 186 vendors in the amount of \$2,802,406.93 and payroll from January 12, 2014 to January 25, 2014, in the amount of \$1,997,006.36. Aye: Amyx, Dever, Riordan and Schumm. Nay: None. Motion carried unanimously.

Moved by Schumm, seconded by Riordan, to approve Rock Chalk Park related claims to 1 vendor in the amount of \$8,800.00. Aye: Dever, Farmer, Riordan, and Schumm. Nay: Amyx. Motion carried.

Amyx pulled agenda item no. 4(a) regarding Change Orders 14, 15, and 16 for PW1224: VenturePark Infrastructure project in amount of \$1,356,172.10, Project Number PW1224. He said he wanted to understand the low part of the bid and the bid alternates because there was a difference in numbers. He asked if the only items they were looking at on this change order was 14, 15 and 16.

David Corliss, City Manager, said correct.

Amyx asked if those numbers still remained the low bid with R.D. Johnson.

Corliss said those items were not bid. He said what staff was doing was taking R.D. Johnson's costs that he allocated for certain quantity works and staff had negotiated with R.D. Johnson and recommended change orders for this additional work.

Amyx said in discussions in March this was where the City traded the item with the work that was to be done elsewhere for the new project.

Corliss said they established a special assessment benefit district with a maximum dollar amount and they were still underneath that maximum dollar amount to do all the work. He said they had platted the property which included the O'Connell Road extension. He said because they had the contractor in the field now, because the City received very good bids at the time, that they did the project and because the contractor was successfully executing the work, staff recommended in October that the City Commission direct staff to negotiate the O'Connell Road Extension change order. There were other change orders that had occurred and were necessary. Staff could recommend this based on the City's negotiation and based on the dollar amounts associated when the City received all those bids and R.D. Johnson was the low bid and the City Commission awarded the contract at that time.

Amyx said they were doing this under design build.

Corliss said yes. He said they essentially had designed it in cooperation with the contractor to get the specifications in place using existing specifications from the rest of roadwork to get the roadwork in place.

Amyx said the City was still at that same dollar amount under the maximum cap.

Corliss said they were still under the resolution amount.

Dever said Amyx noticed that bids 1 and 2 were substantially lower than the successful bidder on the main bid.

Amyx said the amount was \$690 versus \$648 and 2.4 million versus 1.5 million on those bid alternatives. He said he wanted to make sure the City was selecting the low bidder and was it still staff's recommendation.

David Cronin, City Engineer, Public Works Department, said those bid alternates from the original bid were for site grading work which they were not including any of that work in those change orders. In the original bid, they did not include any work for the extension of O'Connell Road up to 19th Street and was not included as a bid alternate. In the last couple of months, since the City Commission directed staff to look at what it would cost to extend the

road, they've come up with a cost estimate on the quantity of work, and the contract unit prices from the low bid amount of the base bid, and came up with a dollar amount of approximately 1.2 million dollars. Which included the contractor providing the city with a set of engineering documents at the end of the project, like a traditional design build would work. He said staff would still work with the contractor to ensure they met property design guidelines with the construction of the work and would inspect it like the other work on the project. Essentially they were extending O'Connell with the same type of street section north up to 19th Street, including a waterline and the contractor would handle all of the demolition and grading as part of the work. He said staff estimated those costs all in the 1.2 million dollars. He said the way the design build worked was that the contractor was responsible for any additional work that would go over the 1.2 million dollars. He said it was an amount not to exceed that 1.2 million dollars and it was an appropriate estimate for the work.

Corliss said none of the change orders that the City Commission previously approved, or that staff was asking the City Commission to approve at this time, related to any of the add alternates that were in the original bid. He said staff knew that some of the other add alternates other contractors had a better price, particularly hauling dirt from A to B. That was essentially a curve but it was not one of those grading alternates they had in the original bid about a year ago.

Amyx asked if the unit price of the current contract was still consistent in what it was earlier when the Commission accepted the contracts originally.

Cronin said yes.

Amyx said they were using unit prices that were about a year old.

Cronin said yes and asked if Amyx was talking about the extension of O'Connell.

Amyx said yes.

Cronin said their estimate to do that work they used the unit prices from the 2013 bid with staff's estimated quantity of the work.

Amyx asked if those unit prices are still good.

Cronin said yes.

Amyx asked if staff arrived at those because of the earlier contract or what the market was charging right now.

Cronin said staff arrived with those numbers with the current contract.

Corliss said with the current contract, with the contract that was bid in March of last year. Those contract unit amounts that R.D. Johnson bid last year were the same contract unit amounts that they were using for this change order.

Amyx asked what the market was doing right now.

Cronin said the construction was increasing and would anticipate bids being higher if they were to bid the project now. He said they anticipated the project to originally be complete in 2013 and the contractor didn't do any of the concrete paving in 2013, but guaranteed that price in 2014 even though they've gone back and forth and they've mentioned that concrete prices had increased into 2014, but the contractor was still holding that for the stuff that was in the original base bid even though the contract was going in to 2014. He said the costs were increasing for construction and that was staff's basis for using that amount.

Schumm said this was similar to how they did Rock Chalk Park where staff used unit pricing that had been bid in other locations and just used the same increments that were priced for the different work that Kings Construction had done.

Cronin said on that project they compared the prices to the average for other projects that had been bid.

Schumm said so they were doing a similar thing here.

Cronin said it was similar in a way.

Schumm said the commodity had been bid at one time to the City and were using the same pricing.

Corliss said the distinction was that this was an existing project on the same site which physically connected to the existing work that had been done. He said this was more traditional in how the City did change orders where they knew they wanted to do this work and it was such a large project that they were fortunate enough in the original bids that they could do some additional work. He said the reason they wanted to do the O'Connell Road extension was because it was adjacent to the City's largest tract and the tract that had received the most interest as staff had been talking to potential tenants on that location and they wanted to be able to get that infrastructure in. He said it opened up more property for additional use in that area and also would help the City eventually with the 19 Street extension. He said in the City's 2016 Capital Improvement Debt Budget they had an improvement of 19th Street between Harper and Venture Park. He said 19th Street, at that location, was in very poor condition, didn't have sidewalk on both sides, needs a new water line, didn't have appropriate drainage and was an old County section line road. He said it needed to be rebuilt anyway but significantly staff thought it would provide additional access into Venture Park for employees that lived adjacent to the park that want to access it. The extension of O'Connell Road, at this time, helped the City with the improvement on 19th Street because when the City improved 19th Street, the City would have a major challenge with the detour because there wasn't a real good place to go off of that street. He said they would probably have traffic detour down O'Connell Road as they rebuild 19th Street because it was a complete tear out of that street and rebuild. He said staff also saw value in having this in place so that when they get to 2016 they will have a good detour route as well.

Amyx said his only reason for bringing it up was to make sure he understood the bid alternatives and whether or not those were really the low bid prices. He said they also wanted to make sure that the unit prices the City was using on a project today, that was nearly priced out a year ago, was still good based on what the market had out there.

Cronin said staff hadn't bid a project this year in 2014 but anticipated the prices would not be any less than last year.

Soules said, since the contractor was already there, the city would save on mobilization which typically on those projects were substantial and could be a couple of hundred thousand dollars just for this change order and they were also saving on engineering design. He said City staff and the contractor, within this number, were hiring some additional engineering design work and could be about \$100,000 as well so there was some additional savings just because the contractor was physically at that location.

Mayor Dever called for public comment.

After receiving no public comment, **it was moved by Amyx, seconded by Riordan**, to approve consent agenda item 4(a), approving Change Orders 14, 15, and 16 for PW1224: VenturePark Infrastructure project in amount of \$1,356,172.10, Project Number PW1224. Motion carried unanimously.

C. CITY MANAGER'S REPORT:

David Corliss, City Manager, presented the report.

D. REGULAR AGENDA ITEMS:

1. **Considered the following items related to the Vermont Street Parking Garage and the New Hampshire Street Parking Garage:**

- a) Considered authorizing a change order for \$68,488.96, for the Vermont Street parking garage to add security cameras and access control pay on foot stations.
- b) Considered approving the parking fee structure for the Vermont Street Parking garage.
- c) Considered removing the "free" parking designation for the top level of the New Hampshire Street Parking Garage.

David Corliss, City Manager, presented the staff report.

Amyx asked about the top floor of the New Hampshire Street garage. He said currently there was a lot of parking shut down because of the construction in the area. They were going to have New Hampshire Street closed down until March 31st.

Corliss said that was his understanding.

Amyx asked if that parking would open back up below.

Corliss said there would be some parking available along New Hampshire, hopefully on the west side. And, some of the parking on the east side won't be available until the hotel was getting close to opening as far as the ability for them to continue to do construction work immediately along those angled spaces that were there on the east side of New Hampshire.

Amyx said a lot of the parking had been shut down temporarily and there was some parking needed for the people along Rhode Island Street. He said since they were missing a lot of parking on the lower level, it might be appropriate to leave the free designation for a couple of more months.

Corliss said that was fine. The City was obviously missing out on revenue everyday this occurred but it was fine doing it all at once. He said they would certainly want to broadcast it for at least 30 or more days in order to inform the public and change some signs. He said if the City Commission wanted to wait until New Hampshire was open and there was some additional parking, that would be appropriate. There were a lot of things the City Commission needed to follow in regards to procedures and rules but had complete control over the parking system and the Commission could set the rates, hours. He asked that the City Commission listen to staff's recommendation about how to continue to operate the parking funds. It was about a million dollar a year fund and it helped accomplish a lot of different goals.

Dever said he agreed with Amyx and hold off on changing the designation until Rhode Island Street was cleaned up and get a better flow of the traffic. It might be nice to wait until the hotel opened but wasn't sure.

Amyx said that was fine but there had been a lot of the parking taken away right now because they were trying to help with the construction and everything that went on with that project. He said some people might not be able to afford to park at that location.

Schumm said if someone bought a hang tag sold on an annual basis and it was \$192, if doing the math with one free day which was Sunday, and parked every day of the year, it would cost a little over 61 cents a day so people could by that tag if they wanted to and the parking tag was prorated. He asked Corliss if they could prorate it on the back end and secondly, 61 cents a day was a small amount but when a person had to work up \$192 at one time, it was a large number and suggested selling those tags by the quarter or by the month and make those tags more accessible. He said there was still going to be some free parking in the parking garage but might need to walk two blocks but free comes at a cost sometimes.

Farmer asked if there was a way that they could figure out how many people were parking at that location at any given time or would it be a wild guess.

Corliss said Teri Pierce, the City's Parking Control and Animal Control Manager in the Police Department, did utilization studies where she had her staff count cars which gave staff a good idea about the utilization. He said staff drew some conclusions in regards to those studies.

Farmer said he had been downtown several evenings where the parking garage were not full and even heard some people remark that this was another parking garage that was not needed. It would be good when those types of things come up to be able to

say that the City had information on how it was being utilized just to curb some of those fears of folks that thought that garage was unnecessary.

Corliss said staff would be able to point to that. He said right now on video they had use of 4 or 5 different levels in the parking garage which was good considering the fact that the library was completely shut down and didn't have a very good pedestrian way along Vermont. He said overtime they would see more utilization. He said they built those structures not necessarily for the year they were opened but decades afterward to help support downtown.

Farmer said it would be good to have some data.

Corliss said he would show the Commission reports on the utilization studies. He said when the 901 New Hampshire group asked for some parking concessions which they did not give at the New Hampshire garage, staff looked at the utilization study and the utilization of that parking garage was continuing to grow and be used.

Dever asked about the pay on foot system.

Mark Thiel, Assistant Public Works Director, said this system would merge with the current pay on foot system that was in the New Hampshire garage although that system needed to be modernized. The system was completely expandable to whatever technology the parking system evolved into in the future. The interface with the pay on foot station could even be through walking up and entering in the number of the space that you were parked in and tell it how long you wanted to park, pay your money and leave and that was how it would be set up in the new garage. He said it could also utilize license plate numbers. The user would type in their license plate number and then they didn't need to worry about what space they were in. He said the system had the capability of accepting credit cards, cash or coins. Whether or not that was how the system would be utilized to begin with, it would need to be determined by policy and whether it was feasible to accept those types of things.

Dever asked about the brand of the system.

Thiel said it was called a Luke 2 system. It would interface with one of the systems staff was looking at for license plate recognition, meaning with handheld units or with camera mounts on vehicles. He said parking enforcement could drive around and the pay on foot systems would talk to those enforcement officers and their equipment and tell them, based on license plate numbers whether or not they were paid or if they were in the right parking spot. This system was also capable of being expanded to do permits in neighborhoods. For example, if they were to have a permit parking system in the Oread Neighborhood, the resident would register with their license plate number(s) and as the parking officer drove through the neighborhood the system would recognize that that vehicle was authorized to park at that location. He said they were starting out with the basics, which was the interface with the user of the pay on foot station. The technology was 2014 but the process was what the users were used to in the New Hampshire garage.

Dever asked if it could print a pass.

Thiel said, if they chose by policy to do that, it would have the ability to accept vouchers or accept validations.

Dever said he was talking about selling a monthly pass and could the system sell a month of parking for a license plate.

Thiel said yes but staff wasn't proposing at this time to purchase any software packages that would make that usable. Basically, the pay on foot station was the hardware and the software package had to be purchased as well to make those things usable. Those pay on foot station would interface with the appropriate software package on a smart device or from home computer to buy certain passes. The new technology that the parking industry was going to was more of the interface with the smart devices. If having the right tools and software in place, a user could park in a meter, pay for their

parking and then ask it to remind them when their bought pass expired, and, from the restaurant could hit the button and extend their parking. This system would be able to let people know where parking spaces were available. But, the system staff was recommending would not be able to do any of that but was capable.

Dever asked if the software or upgrades are expensive.

Thiel said yes and that was one of the reasons staff was not recommending this only for the new garage. It needed to be more of a global concept and incorporate the other parking garages, the surface lots, to make the scale of the cost accommodating in terms of per space cost. He said staff didn't think it would be a good recommendation to have a separate way to enforce the new garage and enforce the other garages in a different way. He said the software package cost was just over \$200,000 and then there were recurring costs.

Dever said staff would just be buying the hardware for the \$68,488.96.

Thiel said staff would be buying the interface, the user. He said there would be other hardware that would need to be purchased such as the handheld units and cameras.

Dever asked if this would allow the pay and display concept with printing the ticket and putting on your dashboard or was it just pay by space, number or license plate.

Thiel said staff would need to research what the Mayor was talking about. It was a reverse type of parking system where you pay for the ticket and place it on the dashboard.

Corliss said this system would allow for someone to park in the 10 hour spaces and their current plan was to look at numbering those spaces. Staff was also looking at how much it would cost to just enter their license plate number but what staff would probably do was to start off with a system just like what was done on New Hampshire.

They wouldn't be paying for a certain amount of hours but a dollar to park and lets them stay at that location for 10 hours. He said what Thiel had elaborated on for potential uses was that they were buying the right platform that would allow staff to do a number of different other things as they continued to look at those options. He said they were revenue constrained in their ability to make big technological jumps. He said Lawrence had relatively inexpensive parking. It was good to have inexpensive parking because it helped get people downtown but a challenge in a sense that they didn't have a lot of revenue coming in or a lot of expenditure ability to do some of those big technological jumps that they eventually want to be able to get to. He said staff thought they were starting correctly by getting a good platform. He said if this system worked as well as they thought it would, staff would probably make a recommendation that they adopt the same system at the New Hampshire parking garage. Staff was also looking at license plate reader systems but thought its application would be downtown system wide as opposed to having parking control officers chalk vehicles in two hour spaces. He said those officers could read license plates at a certain time and come back in two hours and one minute and scan the whole parking lot again to find out who's been there longer than two hours.

Farmer said he agreed that Lawrence had very inexpensive parking but it would be good to have staff look at the feasibility of a different kind of system because they were missing a real opportunity to curb a lot of the issues they saw, in relationship to parking by virtue of staying old fashioned with the way Lawrence did things. The smart meter concept in larger cities would cost more and would need to look at raising parking fees. But, for someone to come into town and not have to drive around for 15 minutes to look for a parking space, they could pull up their smart phone to find that space. He said he was wondering if that would not be an investment that would serve this community and business community well in the long run to be progressive and futuristic in

relationship on how they did those things. He said they were not going to revert back, as far as technology was concerned, and it would only get more sophisticated and better. He said he would be interested in seeing something like that and would get people talking about how progressive the Lawrence community was in relationship to something that had been a rather difficult, stressful and frustrating issue for everyone. If everyone wanted our downtown to be a grown up downtown, it would behoove everyone to start looking, acting and thinking like a grown up downtown.

Dever said upgrades and technology would require an upgrade in price to offset the costs to operate those systems because all of those conveniences came with a price. He said that would solve a lot of the problems and there were a lot of out-of-towners that would continue to come to Lawrence and would think parking was cheap. But, tickets were cheap too because it was a dollar to park and three dollars for an overtime parking ticket. He said those were great steps to take but needed to talk about if they were willing to up the fees to help pay for this.

Farmer said he would be interested in seeing staff work on different options for ways that they might be able to get there because the Commission didn't know the revenues that were generated from what came in.

Amyx said every time the fees went up and there was a change in the parking rates, it affected downtown shoppers. He said one of the biggest problems was that people had to hunt for parking places but they needed to be careful about pricing themselves out of business when it came to parking.

Schumm said if everyone wanted to be at a place downtown then it had something good going on.

Riordan said this system was accommodating, and when they had the desire and money, they could do that but needed to be careful.

Dever said he was gearing this towards Schumm's idea of less burdensome, smaller purchases and it sounded like they could get this system to do that kind of thing without adding labor and staff.

Schumm said his daughter lived in New Your City and once a month she bought her pass on subway which was 25 or 30 dollars which was an affordable amount. If his daughter had to come up with \$350, his daughter would be walking a lot. He said a once a month cycle would be helpful to sell passes.

Corliss said he was hearing from the Commission for staff to come up with a monthly or quarterly pass system and a better availability for the sales or transactions for those passes. He said Farmers request was to take a larger look on some of the technological improvement opportunities and, maybe, a little bit more of a guide or suggestion of where they wanted to go. He said he definitely would like to move in that direction and, from management of the parking fund status, they had to find ways to be more innovative and, perhaps, lower some of the city's labor cost. He said staff also wanted to look at opportunities to help patrons pay and look for spaces. He said he thought they had a pretty good parking system and one of the best measurements of their parking system was the vibrancy of downtown. He said there would be challenges and needed to look for ways to improve it.

Schumm said, as long as staff was going to do a futuristic study, one of the problems was having a quarter on your person to put in the meter. If you don't have a quarter to put in the meter, a person had to hunt one up. He said, down the road, they needed to have the flexibility of using a credit card.

Corliss said staff could look at that to see if there were some opportunities to get at that.

Farmer said he hoped the Commission didn't misunderstand his intentions because if you aim at nothing you'll hit it every time and they could say they want to do

better in relationship to that and knew Corliss's answer was that they would lose money. He said they had to be revenue neutral so if they wanted to do something they could just pull money off a tree and make it happen. He said they needed to have a specific direction for where they were going and what they were shooting at so that maybe over the next 5-20 years they could slowly begin to progress out for that. He said it was annoying going downtown and having to dig change out, especially when you have folks from out of town come in that didn't know you needed quarters. It would be good to have a plan and role that into capital improvement.

Schumm said one thing that was evident was that the price of parking on Massachusetts Street was too cheap because it was always locked up. He said he read a consultant report that stated someone had a 1 to 3 chance at getting a parking space on Massachusetts Street, but it was probably more like a 1 to 10 or a 1 to 20 chance, depending on the part of the day. He said that was a disincentive for people to come to downtown Lawrence if they were trying to do something right away and couldn't find those prime spaces. The idea would be to move people who were going to be longer term parkers off the prime corridor and into longer term spots, but it needed to be accomplished with pricing.

Thiel said the current pay on foot station technology took their foot stations 180 degrees because currently city staff had to go to the pay on foot station on New Hampshire and print out paper and walk through the garage and compare that to the spaces. The new pay on foot stations as the parking officers went through the garage, they would have that information in real time as they were walking through and wouldn't need to make those extra trips.

Mayor Dever called for public comment.

K.T. Walsh said she was glad Farmer talked about using some of the more modern ways to handle the City's parking situation. In San Francisco and a couple of

other cities right now in their most densely visited parts of the city, they were using a phone application that indicated where there was empty parking spaces and she thought they might need to leap over the credit card and go to smartphone pay which was also happening in other cities. It would cut down on all of the circling and the city could have more expensive meters at the heart of downtown and get cheaper as they fanned out, but it might lead to more revenue because you're filling all of those empty parking spots because people could look at their phone and see where the closest parking spot was. She said Citibank was working with San Francisco and the Commission could start there.

Amyx said he appreciated the work of Corliss and Thiel on making the parking rates consistent between both garages. He said he was happy to move to approve the items listed but when they get to item number (c) they could look at removing the "free parking" June 1st or when the hotel was completed.

Dever said June 1st seemed reasonable in that there was less demand from students in town. He asked about the completion date for the hotel on the southeast corner.

Corliss said he didn't think it would be completed until the end of this year.

Amyx said there was parking missing in the 900 block of New Hampshire and were getting ready to start the other building and would lose parking in that area.

Corliss said yes and one of the things staff talked about was that they start coming before the Commission to talk about their traffic control plans because that would impact 9th Street, that portion of New Hampshire and the surface parking lot on the east side of New Hampshire as well. He said he felt certain that a number of those spaces would be temporarily inconvenienced as well.

Schumm asked if staff had any number on the utilization rate of the parking garage at this time.

Corliss said it was increasingly very full with the 901 Building, construction traffic and some displaced parking. The one consideration he would ask the City Commission to weigh was to keep in mind that while “free” was convenient, if there was a pay requirement for that top level that, would make sure that those that had the ability to pay with a hang tag, they would be more likely to get that space. He said while they were inconveniencing that intersection in that area as those redevelopment projects proceed, having to pay on the top floor would make some of those spaces more available.

Moved by Amyx, seconded by Schumm, to authorize the City Manager to add alternate bid #1 for parking control access management and security camera equipment to the base bid contract through B.A. Green for \$68,488.96; approved the recommended parking system and the parking rate system for the Vermont Street Parking Garage; and removed the “free” parking designation for the top level of the New Hampshire Street Parking Garage on June 1, 2014. Motion carried unanimously.

2. **Considered authorizing the Mayor to sign Agreement Number 251-13, state route transfer (turn-back) US-40, between the City of Lawrence and Kansas Department of Transportation.**

David Corliss, City Manager, introduced the time.

Chuck Soules, Public Works Director, presented the staff report.

Corliss said one of the things this would do was to give back accesses control along the rest of 6th Street which was not insignificant as they tried to work with property owners in regards to development. He said he had a suggestion from a local citizen about opening better access at 6th Street, immediately west of Wakarusa by McDonalds and made a lot of sense to help that retail development. He said they mentioned KDOT’s long term plans for 6th and K-10 and now there was temporary traffic signals and would be operational next Thursday.

Soules said the interchange would change as traffic continued to grow and develop for efficiency sake and to get pedestrian access across the bridges. He said as an interim project KDOT needed to signalize the exit ramps and found that during the peak hours the traffic was

backing up almost onto K-10. He said those signals would be actuated and KDOT had already started the design and was a significant project and would take awhile.

Mayor Dever called for public comment.

After receiving no public comment, Dever said having access control would be great especially as Lawrence grew further west.

Amyx said he appreciated staff's work. He said it made a lot of sense and were able to get at big bang out of a lot of dollars to do a lot of good projects that were needed.

Moved by Farmer, seconded by Riordan, to authorize the Mayor to sign Agreement Number 251-13, state route transfer US-40. Motion carried unanimously.

E. PUBLIC COMMENT: None

F. FUTURE AGENDA ITEMS:

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

G: COMMISSION ITEMS: None.

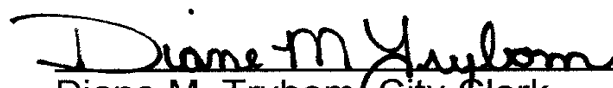
H: CALENDAR: None.

I: CURRENT VACANCIES – BOARDS/COMMISSIONS:

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

Moved by Schumm, seconded by Farmer, to adjourn at 8:00 p.m. Motion carried unanimously.

MINUTES APPROVED BY THE CITY COMMISSION ON FEBRUARY 18, 2014.


Diane M. Trybom (City Clerk)