

Mayor Leslie Soden
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

5 June 2017

re: bicycle funding source for Queens Road projects

Mayor Soden and Commission:

The Sustainability Action Network is gratified to see a multi-use track and bicycle lanes included in the Queens Rd. project.

However, we want to stress that sourcing the \$348,250 from the 2017 budget line item for dedicated bicycle and pedestrian projects is inappropriate, and goes counter to all bike-ped funding discussions from the past four years. That \$348,250 should be sourced from Public Works funds devoted to street projects. The Lawrence Complete Streets Policy, and the bicycle lane policy from 2000 require bicycle lanes to be included in street projects, and funded as part of the package, just as curbs and sidewalks and pavement markings are funded along with the street proper.

When Sustainability Action opened the bicycle project funding discussion in July of 2013, we were very clear in our proposal that Lawrence needed dedicated funding for stand-alone bikeways, separate from motor vehicle funding. We wrote:

- “There have been no Public Works policies or protocols to identify, finance, and construct bicycle transportation infrastructure for it's own merit, as independent from auto street projects”.
- And we recommended “that the Commission dedicate to the construction and maintenance of bicycle infrastructure the equivalent of 25% of all transportation related revenues above and beyond the revenues regularly allocated for bicycles as part of selected auto projects”.

The Pedestrian-Bicycle Task Force was charged with identifying funding sources for sidewalks and bikeways, beyond the existing funding for street infrastructure. And their recommendations do that:

- The task force calls on the city to provide funding for standalone projects not connected to new road constructions or reconstructions. (p. 25)
- Recommendation #2: In 2017-2019, Allocate \$500,000 to standalone bikeway projects. In the prospective 2019 renewal of the infrastructure sales tax, provide an annual allocation of 0.05% of the existing 0.30% to fund standalone projects. (p. 26)

For the Queens Road street construction, Public Works has inappropriately siphoned off most of the 2017 bicycle-pedestrian \$450,000 to augment this one street project. Public Works should not have the discretion to use that dedicated bicycle-pedestrian fund for street projects. If you are to honor the intent of the previous City Commission and the recommendations of the Ped-Bike Task Force, you will reserve for yourselves the discretion to allocate the dedicated bicycle-pedestrian fund for stand-alone projects of your choosing.

thank you,
Michael Almon

Bobbie Walthall

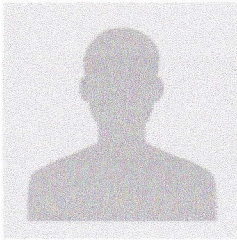
From: Pat Kerich <patkerich@yahoo.com>
Sent: Monday, June 05, 2017 10:46 AM
To: Mike Amyx; Leslie Soden; Stuart Boley; Tom Markus
Cc: Bobbie Walthall; Melissa Hickam; Kay Brada
Subject: Followup on my 6/3 e-mail - QUEENS ROAD STREET & SIGNAL DISTRICT
Attachments: QUEENS RD. - BOD.pdf; Queens Road - 6.3.17 e-mail.pdf

To all:

After my above e-mail, I've become aware of other information that might be pertinent to this issue. The first (left) attachment below is a posting from our HOA manager which conveys history regarding the 'BENEFIT DISTRICT' going back to 2014. The 2nd attachment is my 6/3 e-mail. Apparently, those of us in our HOA specifically, were under the impression from the notice and Commission comments at the time - that we most likely would not be part of the 'District'. With that impression, there was no immediate reason for an objection. Further, the current development of the extremely large apartment and single housing development in the Rock Chalk and Oregon Trail projects don't add to the ambiance and tranquility of the current neighborhoods now being affected - through the increased traffic and congestion. Finally, if we have to bear the cost of this improvement, then the other 100+ residents in our HOA will also bear the cost through increased dues. We reiterate our request for the City Commission to consider this improvement as a city project. Sincerely,
Pat & Jean Kerich
312 N Eaton Dr.

cc: Mrs Walthall, please provide copies to Commissions Herbert & Larsen (as my I can't deliver to their posted e-mail addresses.

Westwood Hills

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Pat Kerich

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6/1/2017 at 2:43 PM

The Lawrence City Commission will hold a public hearing "on the advisability of creating a special benefit district" to consider: *construction of Queens Road from 6th Street to Eisenhower Drive* - including street, curb and gutter, sidewalk and multi-use path, bike lanes, storm sewer and a round-about at Overland Drive and: intersection improvements at 6th & Queens Road - including signalization and pedestrian crosswalk.

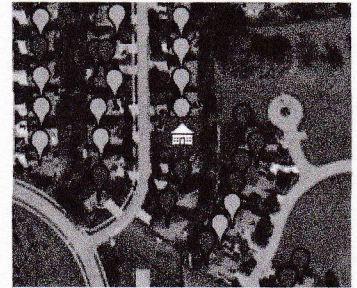
The meeting is Tuesday, June 6 at 5:45 in City Hall, 6.E. 6th street and we are urging residents to attend and to speak. Although the Sunrise area is not included at the present, the HOA has received a letter stating that it will be in the benefit district so the Sunrise residents dues would be included.

When the new apartment complex at Queens and Wakarusa applied for its zoning in 2014, residents of Westwood Hills were told that Westwood Hills would most likely not be a part of any benefit district and evidently residents didn't object at that time. I am including a map of the benefit district and will be sending out a blast email to everyone with the commissioners contact information.

Thanks,

Melissa Hickam

Attachments:

[Benefit District Map 1.pdf](#)[Benefit District Map 2.pdf](#)0 Comments [Comment notification off - Turn on](#)[Show All Posts](#)112 of 168 homes have joined
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Subject: QUEENS ROAD STREET & SIGNAL IMPROVEMENT DISTRICT

From: Pat Kerich (patkerich@yahoo.com)

To: mamyx@lawrenceks.org; lsoden@lawrenceks.org; sboley@lawrence.org;
matthewjherbert@lawrenceks.org; llareson@lawrenceks.org; tmarkus@lawrenceks.org;

Date: Saturday, June 3, 2017 3:21 PM

My wife and I retired 12 years ago and purchased a home contiguous (& east of) Queens Road. With the city's notice posted on our street's mail box (some time ago), and the city's public notice in the Journal World 5/20 edition, we find our home and HOA (north of Wakarusa Dr) are located within this improvement district - as is the neighborhood south of Wakarusa Dr. Both neighborhoods (not counting 2 large apartment complexes) number close to 300 homes.

These two notices were a surprise to us, and we question why ? Did we miss something in our review of the property documents when we purchased the home ? Did the sellers - developer/builder/realtor - of our home have an prior arrangement with the city as a condition for this development ?

In the ensuing 12 years since our purchase, we and our neighbors, through our property and (added) sales taxes have supported these street improvements - to name a few :

- * West 6th Street - from Folk Road west to hwy 10
- * Wakarusa - from Harvard south to Bob Billings Dr. & soon another roundabout at Harvard
- * Bob Billings Dr - from Monterey Way west to Hwy 10
- * Kasold - from Bob Billings to 31st St
- * 31st Street - from Iowa east to O'Connell Rd

We would appreciate the City Commission's consideration of these pending improvements to be considered as a city project rather than as a District project.

Thank you,
Pat & Jean Kerich
312 N Eaton Dr.

Bobbie Walthall

To: Patrick Kerich
Subject: RE: QUEENS ROAD STREET & SIGNAL IMPROVEMENT DISTRICT

From: Patrick Kerich [<mailto:patkerich@yahoo.com>]
Sent: Saturday, June 03, 2017 5:49 PM
To: Bobbie Walthall <bjwalthall@lawrenceks.org>
Subject: Fwd: QUEENS ROAD STREET & SIGNAL IMPROVEMENT DISTRICT

Today, I sent the letter below to each of the commissioners, as well as the city manager. Apparently, I have incorrect e-mail addresses for Matthew Herbert and Lisa Larson. Would you please provide those two commissioners with this e-Mail ? I thank you for doing so.

Patrick Kerich
312 N Eaton Dr
Lawrence, KS

Sent from my iPad

Begin forwarded message:

From: Pat Kerich <patkerich@yahoo.com>
Date: June 3, 2017 at 3:21:48 PM CDT
To: Amyx <mamyx@lawrenceks.org>, Soden <lsoden@lawrenceks.org>, Boley <sboley@lawrenceks.org>, Herbert <matthewjherbert@lawrenceks.org>, Larsen <llareson@lawrenceks.org>, Markus <tmarkus@lawrenceks.org>
Subject: QUEENS ROAD STREET & SIGNAL IMPROVEMENT DISTRICT
Reply-To: Pat Kerich <patkerich@yahoo.com>

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Thank you,
Pat & Jean Kerich
312 N Eaton Dr.

Bobbie Walthall

To: Tom Markus
Subject: RE: Concerns about Queens Road Benefit District

From: Patricia Willer [<mailto:ppwiller@gmail.com>]
Sent: Wednesday, May 31, 2017 1:28 PM
To: Tom Markus <tmarkus@lawrenceks.org>
Cc: Sherri Riedemann <sriedemann@lawrenceks.org>; David Cronin <dcronin@lawrenceks.org>
Subject: Concerns about Queens Road Benefit District

Dear Mr. Marcus:

I am writing to express my husband's and my concern about the proposed Queens Road Benefit District. Our home, at 331 North Carver Lane in the Westwood Hills Neighborhood off of Wakarusa, is among those properties being proposed for inclusion.

We chose to retire to Lawrence from another state to be close to family and built our home in 2011. Our purchase decision, knowing that we would be living on a fixed income, was based on what we could afford. We factored in the special assessments, as noted in our contract to purchase. We did not factor in, nor were we told about the possibility of additional special assessments being added in the future. We are particularly concerned that somehow, without our knowledge, a developer has waived permission for us to even protest such a Benefit District.

In July of 2014, the LINKS Apartment Development requested a second additional density change, doubling its density, for a proposed development at Queens and Wakarusa close to our property. I and others expressed concerns to city staff prior to and at the Planning Commission meeting. Issues related to population density, suburban sprawl, and the lack of suitable infrastructure (i.e., Queens Road) were mentioned by many of us. However, the request to double the size of the development was approved despite our objections and a massive construction project is now underway. After the Planning Commission approved the doubling of density, despite neighbors' objections, we were told that city staff, including the city manager, would not recommend that our neighborhood (with the possible exception of the west side of the not yet constructed White Drive which abuts Queens Road) be assessed any additional amounts for improvements to Queens Road. I was, at the time, considerably relieved by this assurance from city government.

I have appreciated the change of direction of the City Commission over the last couple of years and most especially appreciate the attention to strategic planning and a willingness to stand up to developers who seem to have had inordinate influence in the past. But I do not feel that this proposed Benefit District is in line with the guiding principles of good government. Certainly Queens Road is inadequate, given the massive development that has been approved. But the related costs should be borne by the developers who will profit from these projects, not by retirees living on fixed incomes or younger families, still working and raising families. We can't afford it and we won't make millions of dollars from these projects. Neither is there any special benefit to us beyond what others in the city will have.

Alternatively, the city government could argue that there is a city wide benefit and, if so, the costs should be borne by the city at large through our tax dollars. Or a much narrower benefit district could be proposed that would impact the developers who will profit.

Thank you for considering our concerns.

Pat Willer and David Willer

331 North Carver Lane