

City of Lawrence

Transportation Commission

August 7, 2017 Minutes

MEMBERS PRESENT: Charlie Bryan, David Hamby, Chris Storm, Mark Hurt, Steve Evans, John Ziegelmeyer, Erin Paden, Michele Dillon, Ron May, Jeff Severin, Kathryn Schartz

MEMBERS ABSENT: NONE

STAFF PRESENT: David Cronin, Public Works Department
Charles Soules, Public Works Department
Jessica Mortinger, MPO
Zach Baker, Public Works Department
Abigail Bradshaw, Public Works Department
Aaron Roberts, Public Works Department

PUBLIC PRESENT: Allie Roepe, Kerry Altenbernd, Kathleen Christian, Carol Bowen, Tyra Kalman, Arthur Dodge, Jason Stephens, Holly Hangauer, Meghan Heriford, Kylie Grader, Marilyn Hull

A complete video recording of the meeting is available on the City's website at <https://lawrenceks.org/boards/transportation-commission/>

The meeting was called to order by Charlie Bryan at 6:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

ITEM NO. 1:

[Approve of July 10, 2017 Meeting Minutes](#)

[Moved by Commissioner Hamby, second by Commissioner Storm](#), to approve minutes. The motion carried, 11-0.

ITEM NO. 2:

[General Public Comment](#)

Public Discussion:

[Allie Roepe](#): Was not able to attend the July Transportation Commission meeting that discussed traffic calming on Learnard Avenue between 15th Street and 19th Streets. She wanted to advocate for traffic calming on Learnard and asked what was decided in the July meeting. Commissioner Charlie Bryan explained traffic calming was recommended

for approval during the July Transportation Commission meeting and would be on the 8/15/17 City Commission meeting to be approved. Ms. Roepe then asked about a time schedule for when traffic calming might be installed and what would be installed. David Cronin explained the project ranking system policy and how traffic calming would be funded depending on how high on the list a Learnard Avenue project would rank.

ITEM NO. 3:

[Traffic Calming & Speed Limit Request: Forrest Avenue – Barker Avenue to Learnard Avenue.](#)

Staff Presentation:

Zach Baker gave a presentation on traffic calming request for Forrest Avenue between Barker Avenue and Learnard Avenue as well as a speed limit reduction. He provided traffic count data, cut-thru traffic data, and speed data to the commission. Due to traffic volumes well below policy conditions for traffic calming staff recommended denial of the traffic calming request. Speed data showed the 85th percentile speeds driven on Forrest Avenue were below the speed limit of 30 mph and recommended denial of the lowered speed limit request.

Commission Discussion:

Commissioner Mark Hurt asked how speed limits are set. David Cronin answered speed limits are set on local streets by state law for 30 mph unless other ordinances are enacted to change it.

Commissioner Charlie Bryan recalled data from the July meeting about traffic calming on Learnard Avenue showed numbers of cars exceeding speed of 50 mph. He asked if there was any data on Forrest Avenue reflecting that as well. Zach Baker answered that there was no data indicating any traffic exceeding 50 mph on Forrest Avenue. Speeds were below 30 mph.

Commissioner Chris Storm asked what constitutes as cut-through traffic for Forrest Avenue. Zach Baker explained it refers to traffic that passes completely through the block from Barker Avenue to Learnard Avenue without stopping into a residences driveway on that street. Local traffic does not qualify.

Commissioner Charlie Bryan asked what was considered the peak hour of the day. Zach Baker answered the peak hour is typically the pm peak which for Forrest Avenue was between 4:30pm – 5:30pm.

Commissioner Steve Evans commented that he rides his bike on Forrest Avenue as it is a bike route and his experience is Forrest Avenue seems like a peaceful street.

Public Discussion:

Kerry Altenbernd advocated for traffic calming and speed reduction on Forrest Avenue as he is who made the request. He mentioned some sewer work was done on the street the week traffic counts were taken and was concerned that might have altered some of the data results. He expressed he felt the amount of cut-through traffic added up throughout the day was a significant amount. He asked regardless of criteria for there to be traffic calming and speed reduction as this is a pedestrian and bike heavily used street that feels unsafe with cars passing by.

Kathleen Christian also advocated for traffic calming and speed reduction on Forrest Avenue. She says she sees cars speeding all the time and feels unsafe in her yard even. She sees a lot of pedestrian traffic, bicyclists, and animals in the street as well. She also questions the count data and would prefer them done at a different time preferably in the fall when school is back in session.

Commission Discussion:

Commissioner David Hamby stated that he didn't think just reducing the speed limit would solve the issue of people speeding down the street. He also stated he didn't think the data taken missed 800+ cars needed to reach the traffic calming policy of 1000 cars in a day.

Commissioner Steve Evans asked if there is signage solutions that would be worth considering to add at this location to help reduce speeds or make vehicles aware of pedestrians. David Cronin stated signs work as well as the number of people who obey them. To effectively slow traffic the avenue to do that would be through traffic calming. Commissioner Steve Evans asked if there is any future plan in the sidewalk gap program to include streets such as Forrest Avenue or Learnard Avenue. David Cronin said there is no plans currently to build sidewalk there. There are opportunities for those discussions in the future. However, with this particular street right-of-way would be a major hurdle. Commissioner Evans asked if making Forrest Avenue a one-way street would be effective. David Cronin said that is an option to consider, but it is not a traffic calming measure and would be a separate item to consider than this traffic calming request. Commissioner Evans asked about how a diverter would look conceptually. David Cronin listed examples of diverters around Lawrence.

Commissioner Mark Hurt stated making the street a one-way street could be problematic for neighbors getting to their houses having to detour around to the side that is left open. David Cronin said the one-way option could allow for more room in the street to be dedicated for bicycle and pedestrian traffic to walk in the street, but from a traffic calming standpoint to slow traffic down some device would still need to be installed.

Commissioner Steve Evans stated he felt there are probably several locations around Lawrence like Forrest Avenue where there are problem areas that may still need traffic calming installed even though they may not meet the criteria.

Commissioner Erin Paden asked if there is anywhere that has research on how often the road design speed actually reflects what vehicles will travel. She typically thought that if a road was designed for slower speed that would help dictate what a vehicle would be

able to do. On Forrest Avenue, she feels that short narrow road seems like it was designed for way slower speeds, and she is surprised that a car could even reach 28 mph on it. She also stated that the speed limit reduction request would be a very minimal cost option and maybe it would be worth trying and wait and see if it works.

Commissioner Charlie Bryan asked if we have other neighborhood streets in town that are posted at 20 mph. David Cronin answered yes there are other streets signed at 20 mph. Commissioner Charlie Bryan stated that this street has been talked about as being an option for a future bike boulevard.

Commissioner Michele Dillon stated that if we signed this to 20 mph then based on the current traffic data Forrest Avenue would already meet criteria "A" for traffic calming in the policy.

Erin Paden stated she thinks it's important to consider there is no sidewalk on the street.

Public Discussion:

Carol Bowen stated that she thinks the engineering criteria are extremely valid and strong, however, if the commission just adheres to the engineering criteria then there is no reason for the Transportation Commission to exist. There is a human element that needs to be included in the decisions being made. She said the commission needs to think about how all modes of transportation are affected. The criteria typically just focuses on the vehicular mode.

Commission Discussion:

Commissioner Steve Evans stated he was in a gray-area. There is a lot to balance. There is the engineering aspect, the public's view, there's budgets, and priorities. It's a tough decision to balance it all.

Commissioner Charlie Bryan stated he thinks of this in a larger view. He said the bike-ped task force has advocated for bike boulevards where streets are designed for all users. Forrest Avenue residents are asking for this to be a calm street which is right in line with that view.

Commissioner Mark Hurt asked what the definition or characteristics of a bike boulevard would be. Commissioner Charlie Bryan answered it's a street that cut-through traffic is not on. It is local traffic to people who live there, it is low speeds, and therefore biking and pedestrians can use the street comfortably. Commissioner Hurt asked if there was any internal criteria used to set the speeds. David Cronin said the engineering recommendation is to post speeds at the 85th percentile speed which is the speed 85% of traffic goes on a road. That is what studies have shown to be safer.

Commissioner Chris Storm stated that it is the safest measure for vehicles, but not necessarily the safest for pedestrians/bicyclists traveling on a street with cars.

Commissioner David Hamby stated he thinks the issue is more that there is not sidewalks. People typically should not be walking in a street.

Commissioner Charlie Bryan stated his opinion is that this street was not designed to just be for vehicles. This street feels more like a shared-use path that vehicles happen to also use.

Moved by Commissioner Zeigelmeyer, second by Commissioner Hurt, to recommend traffic calming on Forrest Avenue from Barker Avenue to Learnard Avenue. The motion carried, 11-0.

Commissioner Charlie Bryan stated that reducing the speed limit would be able to be installed immediately, whereas, the traffic calming installation could be years from now.

Moved by Commissioner Paden, second by Commissioner Severin, to recommend ordinance to reduce the speed limit on Forrest Avenue from Barker Avenue to Learnard Avenue to 20 mph. The motion carried, 9-1. Commissioner Hamby voted against stating he was in favor of traffic calming to address issue of cut through traffic if that is what residents on the street would like to pursue, possibly even changing Forrest Avenue to no longer being a through street. The issue of reducing the speed limit he did not agree with as pedestrians should not be in the street. Commissioner Hurt abstained and did not cite a reason.

ITEM NO. 4:

Traffic Calming: Lincoln Street – 3rd Street to 7th Street.

Staff Presentation:

Abigail Bradshaw gave a presentation on traffic calming request for Lincoln Street between 3rd Street and 7th Street. She provided traffic count data, cut-thru traffic data, and speed data to the commission. Speed data showed the 85th percentile speeds driven on Forrest Avenue were 9 mph above this posted speed limit of 25 mph. This met criteria in the city policy for traffic calming. Staff recommended approval of the traffic calming request.

Commission Discussion:

There was no commission comments at this time.

Public Discussion:

Tyra Kalman - stated she had made this request and strongly advocates for traffic calming on Lincoln Street. She pointed out there are many children who live and play near this street. She noted she has had her mailbox run over by a speeding car. She stated that the Lawrence Police Department has been very responsive to her concerns. They have been very successful in citing speeders in the neighborhood, however the police department can't be there all the time. She also understands that traffic calming

could be awhile before it is installed and requested more stop signs on the street to help slow flow of traffic.

Arthur Dodge - asked if stops signs are a part of the traffic calming. Commissioner Charlie Bryan said since stop signs were not a part of the request for this meeting it would need to be brought back formerly for a different discussion. Mr. Dodge said he is a writer and that he spends a lot of time on his front porch. He observes speeding traffic a lot down Lincoln Street. He thinks speed humps should be installed between each block in this corridor. He pointed out that 4th Street intersection with Lincoln is offset. He has had several speeding cars try to negotiate that turn at 4th Street and end up in his ditch in front of his home on the corner.

Jason Stephens – stated that he noticed a huge difference in speeds on Lincoln Street after the speed limit was reduced to 25 mph and the stop signs were installed at 3rd and 5th Street intersections a few years ago. He said he is not home all day, but that it is a quiet street. He thinks there are just a few bad apples who speed down the street. He had questions about how the traffic count and speed data was obtained and how speeds are averaged. Zach Baker explained how counts are taken and how speed data is calculated. He stated if traffic calming is installed he would not advocate for speed humps. He believes them to be noisy and pointed out they delay emergency response vehicles. He asked about the process of what gets picked to be installed. Commissioner Charlie Bryan explained the process of how the neighborhood chooses what to be installed and where.

Holly Hangauer – stated she is home all day and lives on the corner of 3rd & Lincoln Street. She sees speeding cars often. She does have to walk in street because the block between 3rd and 4th does not have sidewalk. Also occasionally she sees speeding cars run the stop sign at 3rd & Lincoln.

Un-named Citizen – stated that she lives at 4th & Lincoln and she is home during the day. She reiterated that there are lots of children on the street and that Lincoln Street is a school route. She feels the average speed that was collected by city staff of 34 mph is pretty fast for a small street with no sidewalk in that particular block. She also said she agreed that added noise to the neighborhood via speed humps would be undesirable, however, when it comes to the safety of her kid's one concern definitely outweighs the other. She believes speed humps would help deter traffic from Lincoln Street. Cars try to skip the train and race down their block to get ahead.

Meghan Heriford – stated she would like to echo everything her neighbors are saying and would like traffic calming on Lincoln Street. It is a neighborhood that is turning over with lots of families coming in.

Kylie Grader – lives on the block between 3rd and 4th Street where there is no sidewalk. She also wanted to reiterate everything her neighbors have said. Families are close in this area and kids are walking back and forth to different houses on this street. Parents are watching their kids but it is still scary to think that a child could get excited about something or have a meltdown and run then with speeding trucks moving down the road it is scary for the parents.

Commission Discussion:

Commissioner John Ziegelmeyer asked if staff had the traffic count information for when the traffic safety commission reviewed the speed limit reduction request a few years ago. Zach Baker answered staff had reviewed the previous data. Staff did not have it with them at the meeting.

Commissioner Charlie Bryan asked if there was any recollection of what speeds were before the speed limit was lowered to 25 mph. Zach Baker answered speeds have remained consistent through the corridor before and after each request.

Commissioner Steve Evans stated he thinks Lincoln is unique. He thinks there probably is cut-through traffic that uses Lincoln to get to 32 Highway to commute to Kansas City.

Commissioner Michele Dillon commented she thinks times have changed from where neighbors used to be able to yell at someone and effectively slow them down by saying hey there's kids here. Present time she thinks more and more we have to force people to slow down by using these calming devices.

[Moved by Commissioner Hurt, second by Commissioner May](#), to recommend traffic calming on Lincoln Street from 3rd Street to 7th Street. The motion carried, 11-0.

ITEM NO. 5:

[School Area Traffic Control: Harvard Road & Crestline Drive Crosswalk](#)

Staff Presentation:

Aaron Roberts gave a presentation on the request for adding a crosswalk on the north approach of the intersection at Harvard Road & Crestline Drive. He shared the Lawrence School Crossing Control Policy and the Manual of Uniform Traffic Control Devices (MUTCD) policy. The Sunset Elementary school safe route to school plan calls for children to continue north on Crestline Drive to the intersection of Yale Road to cross at a crosswalk located there. The addition of a marked crosswalk at Crestline Drive and Harvard Road would not help direct pedestrians to the proper crossing path. Staff recommended to deny the request for installation of a crosswalk.

Commission Discussion:

Commissioner David Hamby asked if the school District had been contacted about this request. Commissioner Ron May said he has been the liaison from the school districts with this request. He said the school's preference, even though the intersection at Harvard Road is a 4-way stop, is to have kids use the crosswalk at Yale Road. The front of West Middle School is near the Harvard Road intersection. This area is where parents tend to drop off and pick up kids before and after school. The idea is to steer kids away from that intersection where all that is occurring.

Commissioner Charlie Bryan asked to see the Safe Routes to School (SRTS) maps.

Commissioner Michele Dillon asked if a crossing guard should be added at the Harvard/Crestline intersection. Commissioner Ron May answered crossing guards do not qualify for middle schools under current policy.

Commissioner David Hamby asked if the SRTS map for West Middle School should be changed to have kids go north to Yale Rd. Currently that maps advises middle school students to cross Crestline at Harvard.

Commissioner Erin Paden asked if we have and data on how students actually behave/use these routes. She asked how we know they are using them as intended. Commissioner Ron May sited an example on 27th Street near Broken Arrow Elementary where what was designed for students to use was not actually being followed.

Commissioner Ron May said principals at all the schools usually go over with parents at the beginning of the school year what plan they are to follow for routes to school and drop-off and pick-up information.

Commissioner Steve Evans asked if there was any other form of pedestrian signage at the intersection of Harvard and Crestline. Commissioner Ron May answered there is not.

Public Discussion:

There was no public comments at this time.

Commission Discussion:

Commissioner Erin Paden stated if one was to put another crossing in this area that placing one at this intersection would make the most sense since there are some students who would be going to West Middle School who would be coming down Harvard Road from across Iowa Street.

Commissioner Ron May added that the school district has had some boundary changes which have split some neighborhoods differently as to which school their kids would attend, however, in this area the kids coming from north if this location would be bus qualified.

Commissioner Charlie Bryan stated he thinks the school crossing should be moved from Yale down to Harvard because it is a controlled stop intersection.

Commissioner Mark Hurt asked if we are placing these marked crosswalks for the school district policy. Commissioner Charlie Bryan said the crosswalk can be placed by engineering judgement per the MUTCD.

Commissioner Ron May stated the north side of West Building is where the majority of kids congregate in the mornings and after school. There is a courtyard area there where they stage until the doors are opened. The gymnasium is on that side of the building, so after school sporting events people tend to use that entrance.

Commissioner Jeff Severin stated he didn't know why we would not mark a crosswalk at that location when we have sidewalk across the street from each other that would encourage pedestrians to cross there. Nick Voss with city staff said they have aerial photographs of the intersection from previous years that show in 1995 there was a crosswalk on all 4 approaches of the intersection. In 1996 the school district had put together their policy for preferences on routes to school with an emphasis on elementary schools. Nick said as best he could tell it was the elementary school Sunset Hills that has been the driver as to why only one of the approach sidewalks has been maintained over the years and the others have not.

Commissioner Steve Evans asked what material would be used for the marked crosswalk. David Cronin stated it could be paint. Near schools a lot of the time the city does yearly touch-ups of school crosswalks to keep them visible. In some cases if new construction is going on in the vicinity of a school we will install permanent pavement marking tapes.

Moved by Commissioner Paden, second by Commissioner Schartz, to recommend installing a marked crosswalk at the intersection of Harvard Road and Crestline Drive. The motion carried, 10-0. Commissioner May abstained and did not cite a reason.

ITEM NO. 6:

Highway Safety Improvement Program – 13th & Massachusetts Street

Staff Presentation:

Nick Voss gave a presentation to the commission on a project that could be constructed on Massachusetts Street at the intersection of 13th Street where High Safety Improvement Program funds could be applied for and potentially awarded from the state. This project would include milling and overlay of Massachusetts Street near the intersection of 13th Street. Massachusetts Street could be restriped to include bike lanes or on-street parking and a center left turn lane with one lane of traffic going in each direction. Crash data for the intersection of 13th & Massachusetts was submitted to KDOT. KDOT allocated \$100,000 to this project if the city wishes to proceed. The city would contribute \$50,000 for a total project cost of \$150,000. If bicycle amenities are not added with this project KDOT may remove their portion of the funding. City staff recommends to accept the Federal Highway Improvement funds for a project to include the mill & overlay of Massachusetts Street between 11th Street and 14th Street with a lane re-configuration.

Commission Discussion:

Commissioner Charlie Bryan asked if city staff needs the Transportation Commission to make a decision now as to which lane re-configuration option to build. David Cronin stated at this point we would just like to be able to formally accept the HSIP grant. This project could be turned away later if desired, but staff would like to formally accept the funds from KDOT. This was brought to the Transportation Commission now to see if we

want to make this a broader scope project or not. For example, the opportunity to expand a bike route farther south.

Commissioner Kathryn Schartz stated she lives near this area and agreed the existing striping plan is confusing how it goes back and forth from 4 lanes to the 3 lanes. She also doesn't notice very many cars parked in the block north of 13th Street. She would be for the installation of the bike lanes.

Commissioner Erin Paden asked how this project would affect potential larger scoped project down the road on Massachusetts Street involving bike lanes. Would doing or not doing this project make a larger scale project harder to achieve down the road. David Cronin stated this project would allow the opportunity to do a small section of Massachusetts Street with bike lanes now. That could then have a positive effect if people use this section of road more. That could then help sell the construction of bike lanes down all of Massachusetts Street some time down the road. Zach Baker stated if this small section was constructed with bike lanes, in a couple years we would have more data as to how the lane re-configuration performs. If results are positive or negative from that analysis a commission could decide how to proceed with future projects.

Commissioner Charlie Bryan asked what the timeline would be for this project. David Cronin stated that it could potentially be constructed next year if we accept the funds now and start the process for the design of plans.

Public Discussion:

Carol Bowen stated she thinks Massachusetts Street would be a great street to add bike facilities on. She cringes at the thought of any shared use path being considered along Massachusetts Street. Also, she thinks more consideration to pedestrians should be considered with this design. Possibly adding geometric changes at the intersections to discourage vehicles from turning around corners too fast.

Marilyn Hull stated she would welcome the bike lane addition on Massachusetts Street. She would recommend the consideration of the buffered bike lane idea or better yet a protected buffered bike lane. She thinks we could get a lot more ridership on Massachusetts Street if we put a little more into a buffered lane here upfront.

Commission Discussion:

Commissioner David Hamby stated he is familiar with a project similar to this in Ottawa, KS where a street was reconfigured to accommodate bike facilities. He said initial feedback is that it is going well.

Commissioner Steve Evans stated he also thinks it is confusing riding south on Massachusetts Street going from 2 lanes to 1 lane and then back to 2 lanes. He thinks this project would be a good step in eventually having bike facilities on Massachusetts Street all the way to 23rd Street.

Commissioner Erin Paden asked if this lane configuration would change the width of the road. David Cronin stated it would not.

Commissioner Charlie Bryan stated he would be interested in finding out how much it would cost to see a lane reconfiguration along the whole corridor to 23rd Street.

Commissioner David Hamby stated it might be a good idea to pursue that idea and this proposed project concurrently but separately, as he believes the larger scale project might bog down and essentially kill this smaller project as KDOT has timelines.

Commissioner Chris Storm agreed and stated it would be nice to get the bike facilities to connect to other routes. Perhaps to at least 19th Street or 21 Street. Commissioner Erin Paden agreed 21st Street would be a great tie-in point.

Commissioner Charlie Bryan asked about Carol Bowen's comments on pedestrian challenges at the intersections. Could this money be used to address any of those concerns? David Cronin answered the HSIP money can be used to address anything that can could reduce accidents in the area.

Commissioner Charlie Bryan asked if we wanted to approve the HSIP project and also look into what it would take to extend this further south, what would the commission need to do. David Cronin stated they could approve the HSIP project now, and then a lunch study session might be a good time to discuss any further extension of future bike facilities.

[Moved by Commissioner Hurt, second by Commissioner Hamby](#), to recommend approval of highway safety improvements funds for the intersection of 13th & Massachusetts Street and provide direction on scope of project. The motion carried, 11-0.

ITEM NO. 7:

[Pedestrian and Bicycle Prioritization Criteria](#)

MPO Presentation:

Jessica Mortinger presented a draft proposal of prioritization criteria for future stand-alone pedestrian and bicycle projects. The City Commission has budgeted \$450,000 over the next 3 years for bicycle and pedestrian projects. The MPO would like for the Transportation Commission to provide feedback on this criteria to see if any changes are desired.

Commission Discussion:

Commissioner Michele Dillon asked to clarify a criteria about pedestrian infrastructure at transit stops. Is this for any transit stop or is it just for a transit stop to get to a school. Jessica Mortinger answered it is for any transit stop.

Commissioner Charlie Bryan asked if the criteria distance measured for the network analysis or is it just a buffer. Jessica Mortinger said she would have to ask our GIS staff to clarify.

Commissioner Steve Evans asked about this ranking prioritization process. Would city staff be doing this and then reporting to the Transportation Commission? Or would the commission be involved in the prioritization conversation? Jessica Mortinger answered that she didn't think the process has been determined as of yet. At this point the ranking of these projects are GIS driven and will be scored according to whatever scoring criteria we come up with. Steve Evans stated he thinks it would be good for the Transportation Commission to be involved in this prioritization process. He thinks it might be a good study session topic to take a basic example project and run it through the criteria together to see how it will work. He thinks adding the human element to the process would be good to have and not just rely on data. Jessica Mortinger stated that how these types of projects have been addressed in the past was typically through requests or through grant funding opportunities. This would be the first time we have a data driven process to help guide prioritization as well, but there will still need to be a human discussion to go along with whatever the data shows.

Commissioner Charlie Bryan asked if there was a discussion in this process on how to include connectivity as a criteria. Jessica Mortinger answered there was a discussion and she explained how connectivity is factored in to both certain pedestrian and bike criteria. Charlie Bryan asked if there was a discussion about environmental justice areas and where investments are being made. Jessica Mortinger answered there was a discussion about those areas. Charlie Bryan stated there is often times a concern about where money is being spent around a community, so it might be a good idea to try and incorporate that into this criteria prioritization somehow.

Commissioner David Hamby suggested we add a scoring section that could increase value toward areas near hospitals, retirement communities, etc....where you have an older population that might not be able to drive and would need to walk to their destinations. Hopefully transit would overlap these areas, but in cases where it does not this would be a criteria that would help a project near those areas score higher.

Commissioner Jeff Severin shared concerns about how scoring for larger vehicular traffic roads might score higher because of their use, and that may keep other network visions from being scored higher. He cited 21st Street bike plan compared to a project along 23rd Street. Jessica Mortinger stated that is something we will have to teach the model to correct.

Public Discussion:

Marilyn Hull stated she was the chair of the Pedestrian and Bicycle Issues Task Force. She said this topic was one that the task force had talked about a lot, and she wanted to thank Jessica Mortinger for her work on putting this criteria together. She thinks it covers a lot of the concerns the task force had. She asked how this criteria policy relates to other city policies as to who pays for maintenance of sidewalks. She also was concerned about connectivity. She was worried about certain projects scoring really high

and yet might not offer any connection from point A to point B. She understands getting a model to be able to recognize that would be hard to set up. She said the task force did not spend a lot of time discussing how to incorporate environmental justice areas into the conversation, however, they did recognize that in many cases those are areas where there tends to be more people who have to travel on foot or bike because they may not be able to afford a car.

Carol Bowen stated she was excited this criteria focuses highly on Safe Routes to School since that is our highest pedestrian population. She has concerns about the installation of ADA ramps eating up a lot of the budget which would limit the construction of other needed projects. She also wanted to state again the data approach is a good start, but that there still needs to be that human element in deciding future projects. She thinks these projects should not be for new development. They should be for existing neighborhoods without these pedestrian and bike facilities. Lastly she stated we need to be more cognizant on how we get pedestrians across a street. That needs to be looked at with any of these new projects being constructed.

Commission Discussion:

Commissioner Jeff Severin stated he thinks we need to figure out what the model can and cannot do, then figure out what need to do in addition to make sure some of these more difficult things to consider in a model don't get overlooked.

Commissioner Charlie Bryan agreed it would be good to stipulate what those items are that need to be considered in addition to what the model shows. He also was wondering if there could be a way to set the model up to determine how projects would score based on what type of facility was constructed. For example, a buffered bike lane may provide more comfort and therefore more ridership which might score higher, compared to a project where simply a bike lane is painted but then only a small percentage of the population would be comfortable enough to use it. Jessica Mortinger stated at this point this criteria would be applied to proposed projects that are already on the Countywide Bikeway Plan and recommended projects from the Pedestrian and Bicycle Issues Task Force. So in the future if different types of facilities are preferred then we could update those plans to produce projects with the preferred facilities.

Commissioner Michele Dillon stated she thinks the human element needs to consider that not all pedestrian projects or facilities are equal. Certain pedestrians would require more elements. For example; children, the blind, or wheelchair bound pedestrians will all use these facilities and that needs to be part of the conversation when thinking of prioritization of projects.

Commissioner Charlie Bryan asked what staff is requesting of the commission at this point other than just the discussion. Jessica Mortinger answered staff just wants to know if there is anything the commission thinks needs to be added or considered to this criteria for prioritization before we start to run the model on the list of projects that we have.

Commissioner Steve Evans stated this criteria can evolve. He thinks we will be able to tweak things after we learn from just using it and see where it goes.

Commissioner Charlie Bryan said one item he thinks could be added to the text to help explain to the public on how the process works is information on how sidewalk repair responsibility is determined. David Cronin said this process is being done for stand-alone projects and not for maintenance. This money budgeted is not intended for maintenance projects. The city will still be responsible for those issues and will address them as we can. The City Commission has budgeted \$450,000 for the next 3 years so a discussion will need to happen to decide how much of that goes toward each type of facility. How much goes toward ramps, bike facilities, and sidewalks? Once that is determined we can then use this model to decide where and what projects can we do each of those facility types to best reflect what the communities priorities are.

Commissioner Charlie Bryan stated that we use a few other criteria when determining what projects to fund or apply for. For example, sometimes we pick a certain project because we would be able to obtain more funds from other sources like the state. Sometimes we pick a certain project because of timing. The 19th & Iowa tunnel crossing application would be an example of that scenario. Somewhere in the text we should mention that there are many of these other considerations that go into the prioritization process other than what the data driven criteria shows. That way the public would have a better understanding of why certain projects not necessarily scoring the highest are being chosen to be funded.

Commissioner Charlie Bryan stated we should have a way to be able to incorporate new project ideas into this plan. The Pedestrian and Bike Issues Task Force came up with a plan, and the Countywide Bike plans are updated every so many years, but how do we incorporate new ideas into this system? Jessica Mortinger agreed that is a conversation that would need to be had. She stated the timing of projects and future budget decisions, and whether or not the infrastructure sale-tax is passed again will all come into play when these new processes are rolled out.

ITEM NO. 8:

Commission Items:

[Update on Complete Streets sub-committee](#)

Commissioner Steve Evans gave an update on what the Complete Streets sub-committee had discussed at their meeting. He stated this was a kick-off meeting. He said at some point this sub-committee would probably have questions for other Transportation Commission members as well as city staff. It would be helpful for staff whether that be city staff or MPO to be involved with the sub-committee to be resources for them to use. There are resources from the public that could be useful as well. They would like to make a list of resources. They would like to make a check-list for complete streets policies.

Commissioner Charlie Bryan asked Jessica Mortinger when does the MPO do their bike/ped counts. Would the MPO like any help from the Transportation Commission? Jessica Mortinger answered those dates would be announced within a week or so. They would love help from the commission. Annually they recruit volunteers to do the counts around Lawrence.

ITEM NO. 9:

[Calendar](#)

August 10th Study Session; Thursday Noon-1:30pm

August 24th Transit Bus Ride – 7:50am @ 7th & Vermont

August 29th Safe Routes Champion Training

September 13th Regional SRTS Summit – 9am – 3pm

September 21st – Mark Fenton SRTS Town Hall – 7pm @ Liberty Hall

ITEM NO. 10:

[Adjournment](#)

[Moved by Commissioner Dillon, second by Commissioner Hamby](#), to adjourn at 9:18pm.
The motion carried, 11-0.