



TRANSPORTATION COMMISSION
Monday, July 10, 2017 6:00 PM
City Commission Room, City Hall, 6 E. 6th Street

MEETING AGENDA

- I. Approve of June 5, 2017 meeting minutes
- II. **General Public Comment** (*The public is allowed to speak to any items or issues that are not scheduled on the agenda*)
- III. **18th & Indiana 4-way STOP request**

Consider staff recommendation to approve a temporary 4-way STOP and temporary crosswalk markings at the intersection of 18th & Indiana.
- IV. **Traffic Calming: Learnard Avenue – 15th Street to 19th Street**

Consider staff recommendation to approve the request for Traffic Calming on Learnard Avenue from 15th Street to 19th Street.
- V. **10th & Indiana 4-way STOP request**

Consider staff recommendation to deny the request for a 4-way STOP at 10th & Indiana.
- VI. **Complete Streets Policy Discussion**

The National Complete Street Coalition held a Workshop in Lawrence on June 20, 2017 that included a review of the City's [Complete Streets Policy](#).
- VII. **Receive staff reports:**
 - A. Receive staff report on collector streets that only meets the [Traffic Calming Policy criteria 3.D](#).
 - B. Receive follow up information regarding conflicts of interest.
 - C. Receive Manhattan, KS Ordinance on hands free device.
- VIII. Commission Items
- IX. Calendar
 - Bicycle Friendly Driver Program; Wednesday July 19th Noon-1p



X. Adjournment

City of Lawrence Transportation Commission June 5, 2017 Minutes

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

MEMBERS ABSENT: Jeff Severin, Kathryn Schartz

STAFF PRESENT: David Cronin, Public Works Department
Charles Soules, Public Works Department
Zach Baker, Public Works Department
Abigail Bradshaw, Public Works Department

PUBLIC PRESENT: Nicole Allensworth, Carol Bowen, Brendy Latare, Rachel Haden, Gary Webber

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 May 1, 2017 Meeting Minutes](#)

[Moved by Commissioner Hurt, second by Commissioner Paden](#), to approve minutes. The motion carried, 7-0. Commissioners Storm and May arrived after minutes approval vote.

ITEM NO. 2

[General Public Comment](#)

Public Discussion:

[Nicole Allensworth](#), played a news video about the dangers of texting and driving. This video was about her personal experience with a car accident where someone had been texting and driving. Ms. Allensworth stated her intention to bring this issue up to the city commission as well. She said Manhattan, KS has already passed stricter cell phone use driving laws and has

seen traffic accident improvements. She brought a petition for anyone present to sign advocating stricter driving laws on texting.

[Carol Bowen](#), gave her input on what she thinks this transportation commission should be reviewing. She stated that the old traffic safety commission was more of a technical body that reviewed engineering recommendations. The planning commission dealt with more large scale and new development projects; therefore, more established neighborhood concerns really didn't have an appropriate commission to report to. She is excited that this commission has been formed and she hopes they will look more into the needs of neighborhoods.

[Brendy Latare](#), lives at 18th & Mississippi. Traffic circles are currently being constructed in her neighborhood. She has a request for the 18th & Indiana intersection. She is concerned about the existing stop signs being removed at this intersection. She has a son who is blind that walks to school to Lawrence High to the south. The safest route for him to get to school is to cross Indiana Street at 18th Street so that he can navigate to Louisiana Street where there are audible traffic signals that are safer for him to use and cross the busy 19th Street to get to school. Her concern is that by removing the 4-way stop signs from the 18th & Indiana intersection, her son will be more at risk.

[Racheal Haden](#), is the Lawrence School District's teacher for the visually impaired. She has worked with the specifics of blind people crossing intersections. She reiterated that crossing with just hearing at traffic circles are more difficult. It would no longer be a controlled intersection and it would raise the risk of her student being injured. She also pointed out that cars are quieter now which makes it harder for her student to hear them entering an intersection.

[Commissioner Hurt](#): Asked what is at the 18th & Indiana intersection now and what is proposed? David Cronin stated the existing conditions for that intersection is a 4-way stop with a very low-tech temporary traffic calming circle. The intersection is currently being constructed as a new traffic calming circle with no stop signs. Hurt asked what year the student was. He is a Senior this upcoming year.

[Gary Webber](#), is a facilitator for the Lawrence Pedestrian Coalition (PedCo). Wanted to update the transportation commission about an initiative PEDCO will be bringing up to the city commission on June 13th and June 20th meetings. He gave a presentation about sidewalk repair policy and funding associated with that. PedCo wishes to encourage the city commission to renew the infrastructure sales tax that will expire next year and for them to earmark money from that fund for sidewalk repair.

[Tim Phillips](#), also wished to advocate for the stop signs to remain at the 18th & Indiana intersection with the traffic calming circles.

ITEM NO. 3:

[Project Presentation](#)

[Queens Road, 6th Street to Eisenhower Drive](#)

Jason Hoskinson with BG Consultants who are designing this project gave a presentation on this project.

Commission Discussion:

Commissioner Steve Evans asked what is the proposed city budget for this project. Chuck Soules stated the current estimate for the project is \$4.8 million and the current proposal is that the city will pay for \$350,000 of that cost and the remaining cost will be paid for through a benefit district. Evans asked if staff has updated our estimates since the conceptual stage and if when we go to bid, is the contingency built in. Jason Hoskinson explained that estimates are kept current throughout the design process base on recent unit bid prices for other projects in the area.

Commissioner Hurt asked who is the benefit districts in this area. Chuck Soules stated the benefit districts are the developments on both the west and east sides of the proposed new Queens Road from 6th Street to Eisenhower Drive. There is also a benefit district on the south side of 6th Street at the intersection.

Commissioner Charlie Bryan asked what the proposed speed limit would be? The design of the road is for 40 mph but the plan is to post a 35 mph speed limit. Charlie Bryan asked if it is standard practice to design for 40 mph and then post for 35 mph. It is common practice to design for 5 mph over the posted speed limit. Charlie asked what the city's portion of the funding is paying for. Chuck Soules stated there is a city policy that sets a standard width and street design with sidewalks on both sides that a benefit district would pay for. With this Queens Road project the street width and the sidewalks/shared-use path will be wider than what that standard street section is spelled out in the policy. The city will pay for the extra costs associated with those added widths. Charlie Bryan asked if the city's contribution for this project of \$350,000 come out of the Bike/PED funds. Chuck Soules stated that topic will be covered in the next agenda item. Charlie asked what will be the proposed bike lane widths. David Cronin stated 5-foot bike lanes are proposed.

Commissioner Charlie Bryan asked on behalf of Commissioner Jeff Severin, who could not attend the meeting, about a sidewalk gap on Overland Drive. He asked if this be addressed with this project. David Cronin stated this project will tie-in to existing infrastructure and resolve a current sidewalk gap.

Public Discussion:

Carol Bowen asked where pedestrians cross the streets. Jason Hoskinson showed a project plan diagram to illustrate the proposed pedestrian crossings throughout the project.

Commissioner Storm asked where the shared-use path ends with this project and would it connect to Rock Chalk Park Trail or the Baldwin Creek Trail. Chuck Soules answered that future plans could include extensions to those trails with annexation of county property, but at this time no connection is being made.

ITEM NO. 4

Staff Presentation

2017 Bike/Ped Funding Priorities

Staff presentation: Chuck Soules outlined potential projects that could be built with the \$450,000 budgeted for 2017 Bike/PED Funding priorities.

Commission Discussion:

Commissioner Charlie Bryan asked what the timeline is for the transportation commission to provide a recommendation on which projects to start with. Chuck Soules stated a recommendation did not necessarily need to happen tonight, but sooner rather than later because citizens are inquiring about what we will be doing with that money. Chuck also stated that it is a possibility that the city commission may decide to tap this \$450,000 to fund the bike/ped portion of the Queens Road project which does not yet have a funding source.

Commissioner Hurt asked if there is ped/bike dedicated for specifically for maintenance. Chuck Soules answered the \$450,000 is not divided into new construction and maintenance. The amount can cover anything. So the transportation commission needs to decide how much of that money needs allocated for which item new or old.

Commissioner Evans asked when the ADA ramps around town that do not meet compliance where installed, where they in compliance at the time of installation? Chuck Soules stated that whenever a new ramp is installed it is built to the current code at that time. Over the years codes have changed so there is a wide range of ramps that are no longer considered ADA compliant now.

Commissioner Storm asked of the 53% of ramps that are out of ADA compliance, are those including ramps that are only not up to code because the detectable warning surface requirements have changed? Chuck Soules stated he believed the 53% figure represents ramps that have more vertical grade percentage issues or cross slopes.

Commissioner Storm stated he thought that when we are discussing getting the biggest bang for our buck in utilizing this funding, Safe Routes To School (SRTS) projects would be a good priority for this money. Essentially helping a portion of the population that requires more help getting from point A to point B.

Commissioner Hurt asked if we're getting any federal match for SRTS. David Cronin answered we do have a federal match for SRTS for this year where the federal/city match for the project is 90%/10% of the project cost.

Commissioner Charlie Bryan asked how much additional funding would be needed to for the SRTS from the \$450,000. David Cronin answered that the current SRTS project being designed has a city match that was budgeted with 2016 funds. The conversation for tonight would be how much money would we want to allocate for TA projects or SRTS projects for next year.

Commissioner Charlie Bryan asked what action city staff is wanting from the transportation commission at this time. Chuck Soules stated staff would like a recommendation for which types of projects the commission would like the \$450,000 spent on, not necessarily specific projects at this time.

Commissioner Mark Hurt asked if it would be useful to provide a recommendation to the city commission to not raid the \$450,000 to fund the Queens Road project that will be discussed tomorrow 6/6/17. Chuck Soules stated that would be good information for the city commission to consider.

Commissioner Hamby stated he thinks it is important to know if they will be dealing with the full \$450,000 dollars or just \$100,000 depending on the city commission's decision about Queens Road funding before the transportation commission makes any decisions on prioritizing other projects.

Public Comment – No public Comment

Moved by Commissioner Hurt, second by Commissioner Haden, to recommend the Queens Road project not be funded with the 2017 Bike/Ped Funding. The motion carried, 9-0.

Commissioner Ziegelmeyer requested the commission prioritize SRTS.

Commissioner David Hamby requested sidewalk gaps be prioritized.

Commissioner Erin Paden requested the 21st Street Bike Boulevard project be prioritized.

The transportation commissioners decided to wait for the city commission's decision on Queen's Road project funding on the 6/6/17 city commission meeting. With that information, staff can put together more details and recommendations for projects for the July/August transportation commission meetings after we know exactly the dollars we will have.

ITEM NO. 5:

Commission Items

Commissioner David Hamby stated BG Consultants are doing a Lawrence Loop Alignment Study and will be hosting an open house to the public at the Lawrence Public Library on June 12, 2017 from 5:30pm – 7:30pm. They will be presenting on potential alignments to close the two remaining gaps in the Lawrence Loop.

Commissioner Evans discussed potential conflicts of interest regarding commissioners living in areas where some of these traffic requests are coming from.

Commissioner Evans asked if he could see some more of the engineering technical documents that would be applicable to some of the transportation commission item requests. For example, documents like the MUTCD or ADA guidelines for visually impaired.

Commissioner Michele Dillon stated she sees thinks from a social work standpoint. She sees the

visually impaired student walking to school every day. She advocates for leaving the stop signs at the intersection of 18th & Indiana.

Commissioner Hurt asked when the 18th & Indiana traffic circle construction be completed and accepted. David Cronin stated completion is expected by the end of August. Commissioner Hurt stated that the current configuration was a traffic calming device paired with stop signs. Once construction is finished there will essentially be the same conditions with a traffic calming circle and stops signs (if we leave the signs in).

Chuck Soules provided more information for consideration. He stated the city is moving forward with the construction of the traffic circles per requests from the neighborhood. Substantial money is being spent for the construction of the traffic circles. A question the city commission may ask is, why did we spend money for the traffic circles if what is now wanted are stop signs that could have been installed at a much lower cost?

A citizen from the audience stated that the neighborhood was essentially given a choice of building the new traffic circles or leaving the intersections the way they have been the last dozen years with the temporary traffic calming devices in the middle of the intersections with stop signs. The neighborhood did not want to keep the current configuration so they voted to approve the construction of the new traffic circles with the understanding that later if they had concerns about the intersections they could come back and present those concerns to the commission.

Commissioner Charlie Bryan stated the transportation commission will bring the 18th & Indiana item back for discussion at the July 10th, 2017 transportation commission meeting.

Commissioner Zeigelmeyer stated he believed advisory boards are not subject to conflict of interest policies because they are not policy making bodies. He asked staff to check with the city attorney to verify if that was correct.

Commissioner Charlie Bryan asked for a copy of Manhattan's ordinance about texting to better understand how their policy works. Also would like any information at the state level for policies on texting and driving for the transportation commission to review.

ITEM NO. 6:

[Calendar](#)

- a. Study Session June 8, 2017 12:00 PM – 1:30 PM
- b. Next Meeting Monday July 10, 2017 6:00 PM

ITEM NO. 7:

[Adjournment](#)

Moved by Commissioner Zeigelmeyer, and second by Hamby, to adjourn at 7:56 p.m. The motion carried, 9-0.

Memorandum

City of Lawrence

Public Works Department

TO: Transportation Commission
FROM: Dave Cronin, City Engineer
DATE: June 30, 2017
RE: Agenda Item for Transportation Commission 7/10/2017:
All-way stop request @ 18th & Indiana
University Place Traffic Calming Circles

Background

In 2004 a traffic calming plan was approved for the University Place neighborhood that included installing temporary traffic calming circles in the intersections of 17th & Indiana, 17th & Illinois, 18th & Indiana, and 18th & Illinois (see attached picture). In 2008, a diverter was installed at 18th & Maine and a raised crosswalk at 18th & Louisiana. In June 2016 the City Commission approved permanent Traffic Calming to be installed to complete the plan. The neighborhood held meetings to discuss the preferred alternatives including mid-block speed humps or traffic calming circles. Several neighbors preferred traffic calming circles with all-way stop signs and staff advised that permanent traffic calming circles would not be effective when retaining stop signs and if the neighborhood preferred to keep the 4-way stops that mid-block speed humps would be an effective traffic calming device. The neighborhood voted on a preferred alternative to construct the traffic circles and construction plans were prepared.

Results for University Place Neighborhood Association:

90.9% in favor of a traffic calming circle at 17th Street & Indiana Street
66.7% in favor of a traffic calming circle at 17th Street & Illinois Street
81.0% in favor of a traffic calming circle at 18th Street & Indiana Street
83.3% in favor of a traffic calming circle at 18th Street & Illinois Street
100.0% in favor of a speed hump on Louisiana Street between 17th Street and 18th Street

In May construction began on the traffic calming project with a completion date of early August. The cost of the traffic calming circles were:

17 th and Illinois	\$22,400
18 th and Illinois	\$22,400
17 th and Indiana	\$115,600
18 th and Indiana	\$123,600

Requests have since been received to retain the 4-way stop at 18th & Indiana (see attached).

MUTCD Guidance

The Manual on Uniform Traffic Control Devices provides guidance on the installation of signs by meeting specific criteria (attached). There is no crash history attributed to the intersection, traffic volumes do not warrant a 4-way STOP and sight distance is adequate.

Staff Recommendations

Staff met with Ms. Latare and neighborhood representatives on-site to discuss concerns regarding the intersection. Ms. Latare's son is visually impaired and will continue to walk through this intersection to attend Lawrence High School for his senior year. The use of STOP signs should be based on an engineering study, however staff understands the unique circumstance and would acknowledge that retaining the 4-way STOP signs is not likely to cause a decrease in safety at the intersection. Therefore, staff recommends installing temporary "STOP" signs at the intersection of 18th & Indiana. Staff also recommends installing temporary crosswalk markings on the north and east legs of the intersection to provide an enhanced crosswalk presence for the crossings that Ms. Latare's son uses.

Staff would not recommend retaining the 4-way STOP as a permanent installation at this time. The 4-way STOP will negate the expense and effectiveness of the traffic calming circle. STOP signs are not considered a traffic calming device because unwarranted STOP signs lead to increase in speeds as drivers make up for time lost at the STOP sign. Stop compliance at intersections is poor where signs are unwarranted. It should be noted there are 13 traffic circles in Lawrence and none are controlled by STOP signs. Staff will evaluate the operation of the intersection for a year and provide a recommendation to the Transportation Commission in the summer of 2018 for permanent traffic control.

Action Request

Provide a recommendation to the City Commission on intersection control for 18th & Indiana.

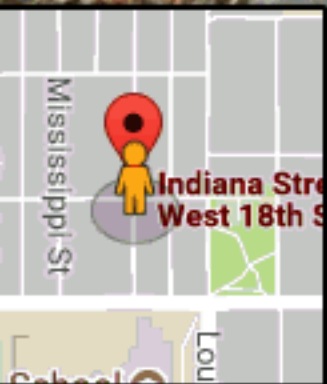
Attachments

18th & Indiana temporary traffic calming circle
MUTCD Multi-Way Stop guidance
18th & Indiana recommendation
Correspondence

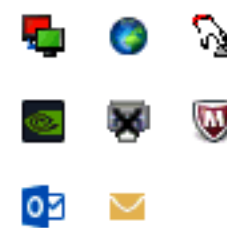
1800 Indiana St
Lawrence, Kansas



Street View - Dec 2016



Google



Customize...

Section 2B.06 STOP Sign Applications

Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
 - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
 - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

Support:

- 03 *The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.*

Section 2B.07 Multi-Way Stop Applications

Support:

- 01 *Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.*
- 02 *The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.*

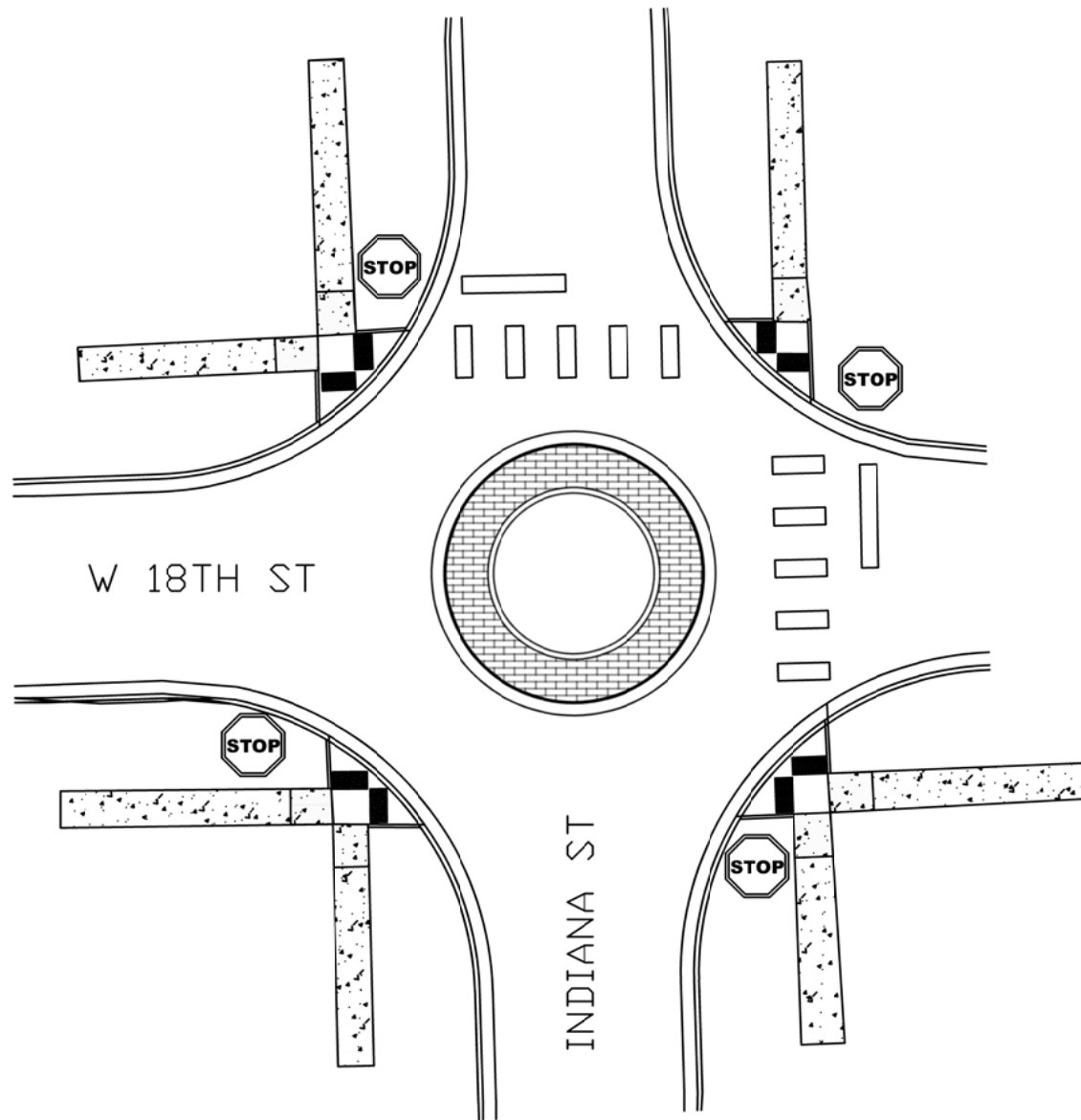
Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
 - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
 - C. *Minimum volumes:*
 - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
 - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
 - 3. *If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
 - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

Option:

- 05 *Other criteria that may be considered in an engineering study include:*
- A. *The need to control left-turn conflicts;*
 - B. *The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;*
 - C. *Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and*
 - D. *An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.*

18TH AND INDIANA STREET



David Cronin

Subject: FW: University Place, 18th/Indiana

-----Original Message-----

From: Brendy Latare [mailto:6brendy@sbcglobal.net]

Sent: Sunday, May 21, 2017 10:23 PM

To: David Cronin

Subject: University Place, 18th/Indiana

Dear Mr. Cronin,

I live at 1746 Mississippi, and I am the parent of the blind teenager who attends Lawrence High School.

As construction on the traffic calming devices in University Place begins, we are appreciative of the work you've done to move the project forward after so many years, and your willingness to meet with us and communicate with us as a group and through Steve Evans, UPNA president.

When I think of a blind person navigating the traffic circle, I find I am still not reconciled to losing the stop signs at 18th and Indiana.

In the 13 years that we've had the calming device combined with stop signs, we have seen reduced speeds and number of accidents, and increased pedestrian safety. There is just no question that navigating the new, larger circle with no stop signs will be more difficult and less safe for my son.

Steve and I remember that last year during our neighborhood's discussion with you about the project, you said on more than one occasion that stop signs could be put back up if we requested.

I am writing to make that request now. I am asking you to leave the stop signs on just this one intersection, for the protection of this one pedestrian, my son who uses 18th and Indiana twice a day on foot to get to and from school. I would also request prominent crosswalk markings and signage for drivers to "YIELD TO PEDESTRIANS"

Would you have time to meet with me before the Transportation Commission meeting on June 5?

This week I am free Monday 5/23 or Thursday 5/25 after 3:00 pm, or next week May 30th - June 2 most anytime.

Thanks very much for your time, and again thank you for working with us in University Place, for improved pedestrian safety.

Sincerely,

Brendy Latare
1746 Mississippi St.

David Cronin

From: Sharon Ashworth <sharonashworth97@gmail.com>
Sent: Sunday, June 04, 2017 9:48 AM
To: David Cronin
Cc: Brendy Latare
Subject: traffic commission comment

Categories: Transportation Commission

To the members of the Lawrence Traffic Commission,

I am unable to be at the June 5th meeting in time for public comment. My neighbor on the 1700 block of Mississippi St., Brendy Latare, will be requesting that stop signs remain in place at the intersection of Indiana and 18th street in the University Place Neighborhood in addition to a newly installed traffic calming circle. She makes this request out of concern for her son Luther who is blind and crosses this intersection each day to attend Lawrence High School.

I fully support this request as she, Luther, and Luther's mobility specialist know best how Luther may safely traverse from his home to school. Furthermore, this request is not to permanently retain the stop signs, nor does it affect other intersections in the UPNA neighborhood.

Thank you for your consideration,

Sharon Ashworth
1714 Mississippi St.

David Cronin

To: David Cronin
Subject: RE: The intersection of 18th and Indiana

From: Elizabeth Smith [<mailto:elizabethfabri@gmail.com>]
Sent: Sunday, May 21, 2017 9:02 PM
To: David Cronin
Cc: Margaret Coggins; Rebecca Snyder; Chris McKitterick
Subject: The intersection of 18th and Indiana

Dear Mr. Cronin,

With the impending installation of permanent structures to replace our temporary “mini roundabouts” in University Place Neighborhood, we are writing to request support for special signage and markings at the intersection of 18th and Indiana, to accommodate the needs of Luther Laterrie.

We are pleased that our old “temporary” mini traffic circles are finally being replaced with permanent structures. At the time of our most recent discussion with the City, we were told that the default arrangement would be to remove stop signs when permanent structures were installed. Not everyone in the neighborhood was happy with that, and some are not yet convinced that simply slowing traffic speed will be enough to ensure the safety of children and elders. Even so, we do understand the importance of standards in policy and design.

At this point, however, we have a distinct, immediate, and outstanding concern about one intersection in particular. Specifically, one of our neighbors, Luther Laterrie, who lives on the northeast corner of 18th and Mississippi, is completely without sight, and he navigates to Lawrence High School with the use of his hearing and a cane. Following sidewalks, Luther navigates the 18th and Indiana intersection by crossing Indiana on the north side of 18th, and 18th on the east side of Indiana.

With the increasing prevalence of electric cars and other “quiet” vehicles, a person can no longer rely on hearing to detect the approach of a vehicle. Moreover, with the increase in distracted driving and the use of cell phones, we are not confident that all drivers will be vigilant and ready to yield to pedestrians at intersections, as is required by law. The confusion created by the restructuring of four intersections surely will not help.

We are very concerned about Luther’s ability to navigate safely from his home to 19th and Louisiana (which is the nearest traffic light intersection with audible crossing signals). Therefore, we are requesting that the

intersection of 18th and Indiana be given special signage, pavement markings, and sidewalk treatments to ENSURE that motorists will STOP and YIELD TO PEDESTRIANS.

Our preference is that the intersection retain its four way stop signs AND that the street pavement be marked prominently with crosswalks on the north side of 18th and the east side of Indiana. However, we are not engineers, and these recommendations are based only on our common sense understanding of neighborhood traffic patterns, and our own personal experience as drivers, cyclists, and pedestrians.

In the end, our most important priority is that you work with Brendy Laterrie and her son Luther, along with ADA consultants, to ensure Luther's safety. We request that these accommodations be put in place immediately and maintained in working order for as long as the family requires them.

Those of us signing this letter are not able to attend meetings in person, but we wished to voice our opinion on this important issue. Please forward this letter to the Transportation Commission, the City Commission, and any city staff you deem necessary. Also, please "reply all" to confirm that you have received it and forwarded it to the appropriate parties. Thank you for your time and consideration.

Best regards,

Margaret Coggins, 625 Sunnyside Ave, since 1988

Chris McKitterick, 1809 Indiana, since 2003

Elizabeth Smith, 1733 Mississippi, since 1995

Rebecca Snyder, 1656 Illinois, since 1978

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Elizabeth Fabri Smith

elizabethfabri@gmail.com

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I expect to pass through this world but once;
any good thing therefore that I can do,
or any kindness that I can show to any fellow creature,
let me do it now; let me not defer or neglect it,
for I shall not pass this way again.

--Etienne de Grellet

David Cronin

From: Brendy Latore <brendy@sbcbglobal.net>
Sent: Tuesday, June 06, 2017 4:08 AM
To: Leslie Soden; Stuart Boley; Mike Amyx; matthewjherbert@lawrenceks.org; Lisa Larsen
Cc: cbryan@ldchealth.org; chrisstorm@sunflower.com; davidhamby2000@yahoo.com; jseverin@ku.edu; cottagecat@aol.com; hurt@ksdot.org; michele.dillon@gmail.com; Steve Evans; earthpaden@hotmail.com; jjzieg@sunflower.com; rkmay@usd497.org; David Cronin
Subject: 18th & Indiana, blind pedestrian
Categories: Transportation Commission

Dear Lawrence City Commissioners,

My name is Brendy Latore, and I live at 1746 Mississippi Street in the University Place Neighborhood, with my son Luther, who is totally blind and a senior at Lawrence High School. I have lived there since 1997, and he has lived there his whole life.

Last night I spoke to the Transportation Commission and requested that existing stop signs be retained at the traffic calming circle currently under construction at 18th and Indiana, an intersection my son uses to walk to and from LHS everyday during the school year. This is not a request for new stop signs; it is a request to retain existing stop signs that have been in place for decades, at least the 20 years that I have lived there.

I have heard directly from at least 20 neighbors within a block or two of the intersection who support keeping the stop signs for Luther. I have not heard from one person who does not support keeping the stop signs.

First, some background information.

About 15 years ago, the University Place Neighborhood (which is bounded by KU to the north and west, 19th Street to the south, and Louisiana Street to the east) worked with city engineers to increase the safety of our streets. We were able to get the speed limits lowered; have 18th street blocked off west of Maine Street, near KU's 24-hour Recreation Center (with removable barriers for letting traffic out after KU basketball games); and have temporary calming devices installed at 4 intersections: 17th Street at Illinois and at Indiana, and 18th Street at Illinois and Indiana.

In all four cases, the existing stop signs remained—2-way stop signs on 17th Street, with Illinois and Indiana not stopping at 17th; and four-way stop signs at 18th/Illinois and 18th/Indiana. They worked great! Many of us noticed dramatic reductions in speed of vehicles, and number of crashes. The devices prevented the great downhill speeds that cars used to reach coming down Illinois and Indiana from campus, and interrupted the east-west raceway that used to be 18th Street between Louisiana and the Ambler Rec. Center. The stop signs made it possible for pedestrians to safely cross the streets, and UPNA has many pedestrians: students walking to and from KU, Lawrence High, Central, and Cordley; families heading to and from Veteran's Park, etc. These temporary devices were to have been replaced by permanent circles in a year or two.

Well, they have been in place ever since, some 14 years, until last year when we found out there was funding to complete the permanent upgrades. Our neighborhood went through the established procedures, surveying all homeowners in close proximity to each intersection, and gathering the data needed to hold a vote, and the permanent installations were approved last summer. Construction is currently underway at 18th and Indiana, with completion of that intersection estimated for late June/early July.

During meetings last year with Dave Cronin and others in the Traffic Engineering office, I expressed my concerns about the safety of my blind son using the 18th/Indiana intersection redesigned as a circle, and requested that stop signs be retained specifically for him. The response I always got was that having both circle and stop signs was not consistent with "code", but that stop signs could be replaced after construction if requested and approved.

I understand that typically, the Traffic Engineering Department wants to do vehicle counts and collect other data when they receive a request for stop signs; but we know that to have any meaning, that would need to be done with school in session, data was certainly collected before the current project was finalized, and these are existing stop signs, not a request for new ones.

Also, and this one is difficult for me to understand, the Engineering Department typically wants a citizen to "wait and see if there are problems", before requesting stop signs. You can understand that waiting for a problem to occur in this case could be very dangerous. When those of us who live there and are familiar with the traffic patterns, say 'based on our regular use of the intersection, we think there will be problems if you take away the stop signs', surely waiting and having Luther physically experience potentially serious problems is not necessary or advisable?? What problem would need to occur? In what other situation would the city remove existing stop signs that neighbors don't want removed, then ask for the situation to be monitored for problems? I just don't understand that.

I have asked the Traffic Engineering Department if any party would be harmed by keeping stop signs at 18th and Indiana, and the only "harm" to any party is harm to drivers' expectations, if this intersection has stop signs and the others do not. While I do support consistency in traffic rules, and I do understand how drivers' expectations are important to traffic safety, I also know that special cases exist, and this truly is one. It doesn't make sense to take down the existing stop signs, open the intersection to traffic that was used to the stop signs being there, then wait for problems, then have me come back and request the stop signs; meanwhile the school year will be underway, and my son will be exposed to danger unnecessarily. The harm to drivers' expectation from keeping the stop signs is much less than the harm that is possible to my son from removing them.

One more point: In the intervening time between when the temporary devices went in and now, two significant developments come to mind that have affected safety for blind pedestrians: hybrid "quiet" cars, and mobile phones. If a quiet car that my son doesn't see or hear, with a driver distracted by a cell phone, approaches the intersection with no stop sign present, when he is trying to cross, the result could be catastrophic. The fact that he uses the intersection twice a day, sometimes more often, means his exposure to that risk is elevated,

Drivers have been using 18th and Indiana with *both* calming device and 4-way stop signs *for 14 years*.

I am requesting that 4-way stop signs be left in place at just this one intersection, for just this one pedestrian, a blind 17-year-old, who needs to navigate 18th and Indiana twice a day, *for one more year*. The 18th/Indiana stop signs have been in place for more than 20 years; the neighbors are in favor of keeping the stop signs; there is no harm to any other party in keeping the stop signs; the Traffic Engineers have agreed in theory to putting them back if requested.

I am making the request now: Please allow the stop signs to stay at 18th and Indiana! Because of the timing with the school year, I am asking that you replace them before opening the intersection to traffic upon completion of the traffic circle.

I plan to attend the commission meeting on Tuesday, June 6, and speak during the Public Comments.

Thank you very much for your time,

Sincerely,

Brendy Latare

Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: Zach Baker, Project Engineer
DATE: 3 July 2017
RE: Agenda Item for Transportation Commission 7/10/2017:
Traffic Calming Request – Learnard Avenue, between 15th Street & 19th Street

Background

In February, 2017, the Transportation Commission received a request for Learnard Avenue between 15th Street and 19th Street to be considered for traffic calming.

Details

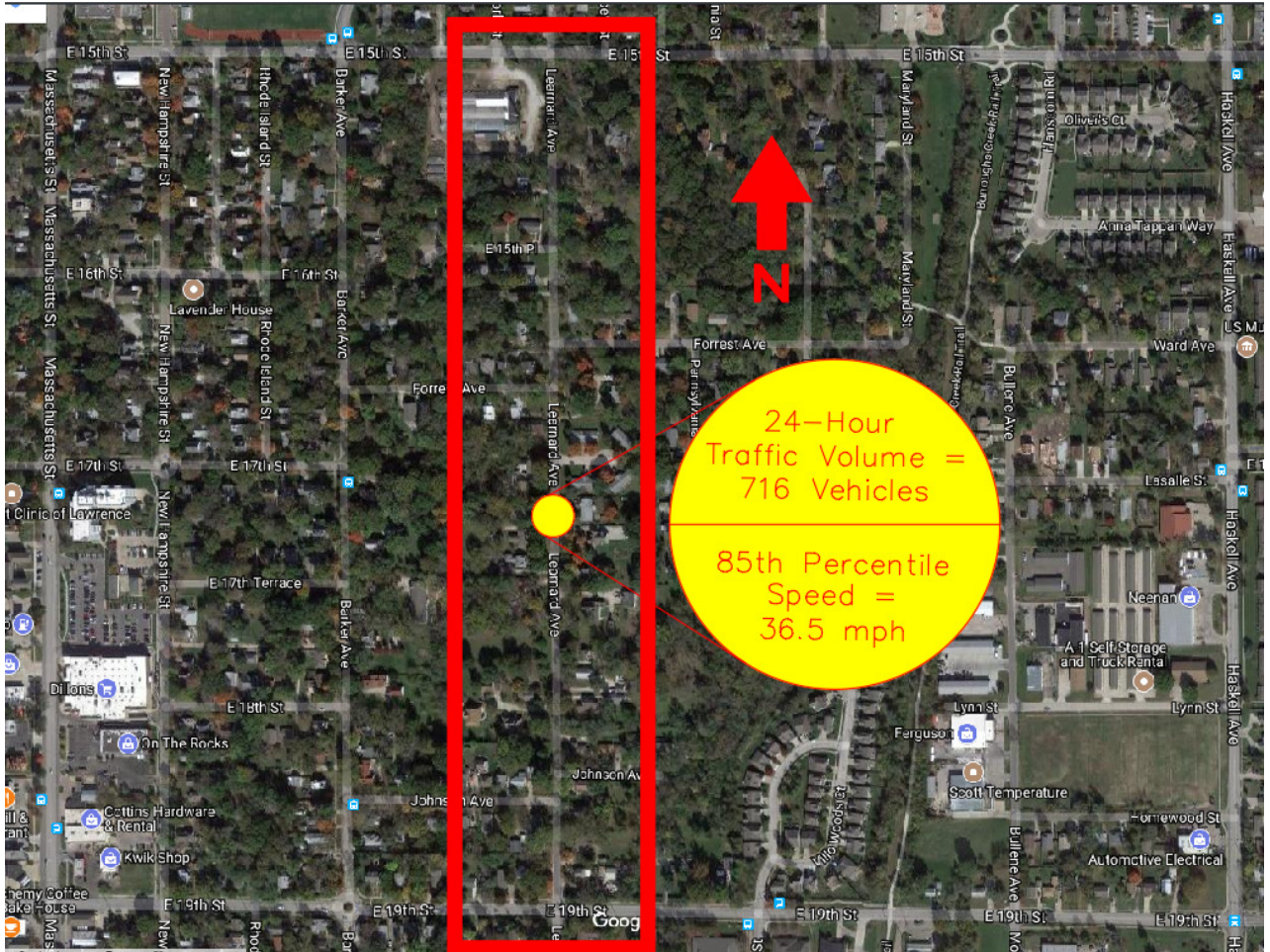
Learnard Avenue

Learnard Avenue between 15th Street and 19th Street is classified as a “local” street and is in a residential area at this location. The street cross section ranges between 20 feet and 22 feet wide, is paved with asphalt, and has a v-ditch for drainage on each side of the road with no curb and gutter. The posted speed limit is 30 mph as provided by State Law. Learnard Avenue is not identified as a Safe Route to School and is not identified as a bike route on the Countywide Bikeway Study. There is no sidewalk on either side of the street and there are no parking restrictions on either side of the street.

Traffic counts and 85th percentile speed data was obtained for Learnard Avenue in this region during May of 2017. The 85th percentile speed of traffic on Learnard Avenue between 15th Street and 19th Street is approximately 36.5 mph, and, the 24-hour two-way traffic volume is approximately 716. The City of Lawrence Traffic Calming Policy is listed below:

Traffic-Calming Devices may be permitted on “local” streets as designated by the City’s Major Thoroughfares Map, and under any one of the following conditions:

- A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
- B. The 24-hour two-way traffic volume is greater than 1000, or
- C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
- D. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80% or more of the stated values.



Traffic volumes do not meet condition "B" for consideration of traffic calming devices. The 85th percentile speed of 36.5 mph is greater than 5 mph over the speed limit of 30 mph, therefore, it does meet condition "A" for permitting traffic calming devices. In addition, 12 vehicles in the 24-hour period when the data was taken were traveling > 55 mph.

Action Request

It is staff recommendation the Transportation Commission approve the request for installation of traffic calming devices on Learnard Avenue between 15th Street and 19th Street.

Attachments:

Traffic Calming Policy
Request Email



TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

1. TRAFFIC-CALMING DEVICES may include but are not limited to Traffic-Calming Circles, Speed Humps and Speed Cushions, Speed Tables, Partial Diverters, Full Diverters, Center Island Narrowing, Chokers, and Road Closures; however, roundabouts are traffic management devices and are not subject to this policy.
2. TRAFFIC-CALMING DEVICES may be permitted on "local" streets as designated by the City's Major Thoroughfares Map, and under any one of the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 1000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. Where no single condition is satisfied, but where any two of A, B or C above are satisfied to the extent of 80 percent or more of the stated values.
3. TRAFFIC-CALMING DEVICES (except SPEED HUMPS) may be permitted on "collector" streets as designated by the City's Major Thoroughfares Map, under any one of the following conditions:
 - A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
 - B. The 24-hour two-way traffic volume is greater than 3000, or
 - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
 - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
 - E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80 percent or more of the stated values.
4. Traffic data will be collected with city personnel using city equipment only. In the event that a requested location does not meet the minimum requirements as stated in 2 or 3 above, subsequent requests will not be considered for a minimum of one year.
5. The Lawrence-Douglas County Fire & Medical Department, the Police Department, the Public Works Department and the Traffic Safety Commission must review all requests for TRAFFIC-CALMING DEVICES before being presented to the City Commission.
6. If a project is approved by the City Commission, the City Commission will determine financing of the construction. The City Commission may require 0-100% of the costs to be paid by the group or neighborhood making the request.
7. After a project is approved and funded by the City Commission, TRAFFIC-CALMING DEVICES will only be constructed at a location if 70% or more of the property owners within 300 feet measured along the centerline of the street in each direction approve of the installation or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
8. Once installed, TRAFFIC-CALMING DEVICES may only be removed at a location if more than 70% of the property owners and residents within 300 feet measured along the centerline of the street in each direction approve of the removal or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
9. TRAFFIC CALMING DEVICES may initially be landscaped (if appropriate) by the city, provided that the group or neighborhood making the request agrees in writing to maintain the landscaping or pursuant to the payment of a landscape maintenance fee. No privately installed landscaping is permitted unless approved by the city in writing.

Zachary Baker

From: David Cronin
Sent: Thursday, February 16, 2017 2:30 PM
To: 'Bonnie Uffman'
Subject: RE: traffic calming - Learnard Avenue from 15th to 19th Street

Hi Bonnie,

I received your request and will review and place on future Transportation Commission agenda. Will keep you informed of meeting date, thanks.

David P. Cronin, P.E., City Engineer
Public Works Department - City of Lawrence, KS
PO Box 708, Lawrence, KS 66044
office: (785) 832-3130 | fax: (785) 832-3398

From: Bonnie Uffman [mailto:bonuff@gmail.com]
Sent: Wednesday, February 15, 2017 10:28 AM
To: David Cronin
Subject: traffic calming - Learnard Avenue from 15th to 19th Street

I am writing as a representative of the Barker Neighborhood Association Liveability Committee, to request that Learnard Avenue from 15th Street to 19th Street be considered for traffic calming measures.

Thank you for your consideration of this request.

Bonnie Uffman
[REDACTED]
[REDACTED]
[REDACTED]

Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: Zach Baker, Project Engineer
DATE: 02 June 2017
RE: Agenda Item for Transportation Commission 6/5/2017:
4-Way Stop Sign Request – 10th Street & Indiana Street Intersection

Background

In June, 2016, the Traffic Safety Commission received a request for a 4-Way stop controlled intersection at 10th Street and Indiana Street.

Details

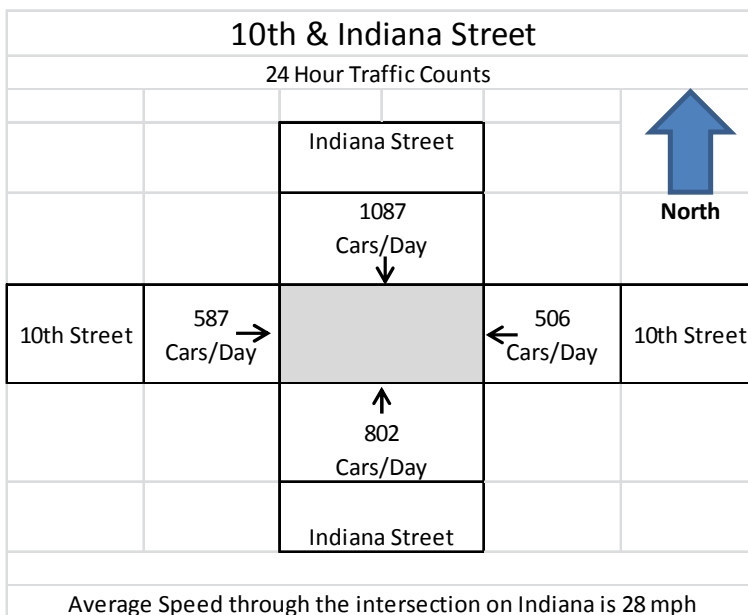
10th & Indiana Street

Currently the intersection is a 2-way stop controlled intersection with stop signs placed on the east and westbound approaches of 10th Street. Indiana Street and 10th Street are classified as “local” streets in a residential area at this location, paved approximately 27 feet wide, with a speed limit of 30 mph as provided in State Law. Indiana Street and 10th Street are not identified as a Safe Route to School and are not identified as a bike route on the Countywide Bikeway Study. Sidewalk is on the north side of 10th Street and on the west side of Indiana Street. Parking is restricted on the northbound side of Indiana Street and is restricted on the eastbound side of 10th Street.

Traffic counts and 85th percentile speed data were obtained for Indiana Street through the intersection with 10th Street in May of 2017. The 85th percentile speed of traffic on Indiana Street through the intersection is approximately 28mph, and, the 24-hour two-way traffic volume is approximately 1889 vehicles per day. The 24-hour two-way traffic volume for 10th Street is approximately 1093 vehicles per day. Crash History for the intersection was obtained for the past 5 years. Traffic volumes and crash data are illustrated on the tables below.

10th & Indiana Street					
Crash Data					
Year	2017	2016	2015	2014	2013
Crashes	0	5	3	0	1

10th & Indiana Street		
Crash Data		
Crash Date	Accident Type	Description
Sept. 11, 2016	Right-Angle	EB Car on 10th stopped, pulled out in front of NB Car
Sept. 3, 2016	Right-Angle	EB Car on 10th stopped, pulled out in front of NB Car
July 25, 2016	Right-Angle	WB Car on 10th ran stop sign and hit SB Car
July 22, 2016	Right-Angle	EB Car on 10th ran stop sign and hit NB Car
June 9, 2016	Right-Angle	General Description is Right-Angle, Police Report NA
Dec. 13, 2015	U-Turn	SB Indiana Car performed U-turn in intersection was hit
Sept. 9, 2015	Right-Angle	WB Car on 10th stopped, pulled out in front of SB Car
April 14, 2015	Right-Angle	EB Car on 10th stopped, pulled out in front of SB Car
Nov 3, 2013	NA	Police Report Not Available
.= 5 accidents within a 12 month period		



The Manual on Uniform Traffic Control Devices (MUTCD) states the following criteria should be considered for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
 3. If the 85th percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Other optional criteria that may be considered in an engineering study include:

- a. The need to control left-turn conflicts;
- b. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- c. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- d. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

The intersection traffic volumes do not warrant a traffic signal installation so criterion "A" is not applicable.

There has been a 12 month period where 5 or more crashes susceptible to correction by a multi-way stop installation. Between June 9, 2016 and September 11, 2016 there were 5 crashes of the right-angle type that potentially could have been avoided with a multi-way stop installation. Therefore, criterion "B" is met for installation of a multi-way stop. However, in late October of 2016 signs were added beneath the two stop signs on 10th Street that read "Cross Traffic Does Not Stop". Since those sign installations there have been zero crashes at this intersection for a period of 7 months.

Traffic volumes at this intersection are low enough on both major and minor street approaches that none of the "C.1 – C.3" criteria or criterion "D" are met for the installation of a multi-way stop. There are no hours during the day where 300 vehicles per hour on the major street and 200 vehicles on the minor street approach this intersection. There are no hours during the day where 70% or 80% of the approach volumes meet the criteria as well.

The optional criteria "a" and "b" are not factors at this intersection. The "c" criterion could potentially be a factor at this intersection. Parking is allowed on Indiana Street on the southbound side of the road; however, parking is restricted for 100 feet north of the intersection and approximately 65 feet south of the intersection. Criterion "d" does not apply as these two streets are classified as "local" streets.

The window of accidents that warrant a multi-way stop installation occurred in approximately a 4 month period in the summer of 2016. Shortly after the last accident occurred additional signage was added underneath the stop signs on 10th Street. Since that time there have been zero accidents. It is staff's recommendation that no additional stop signs be added to Indiana Street at 10th Street at this time. Staff will continue to monitor accident data at this intersection and will reevaluate this multi-way stop request if additional data determines there is a need.

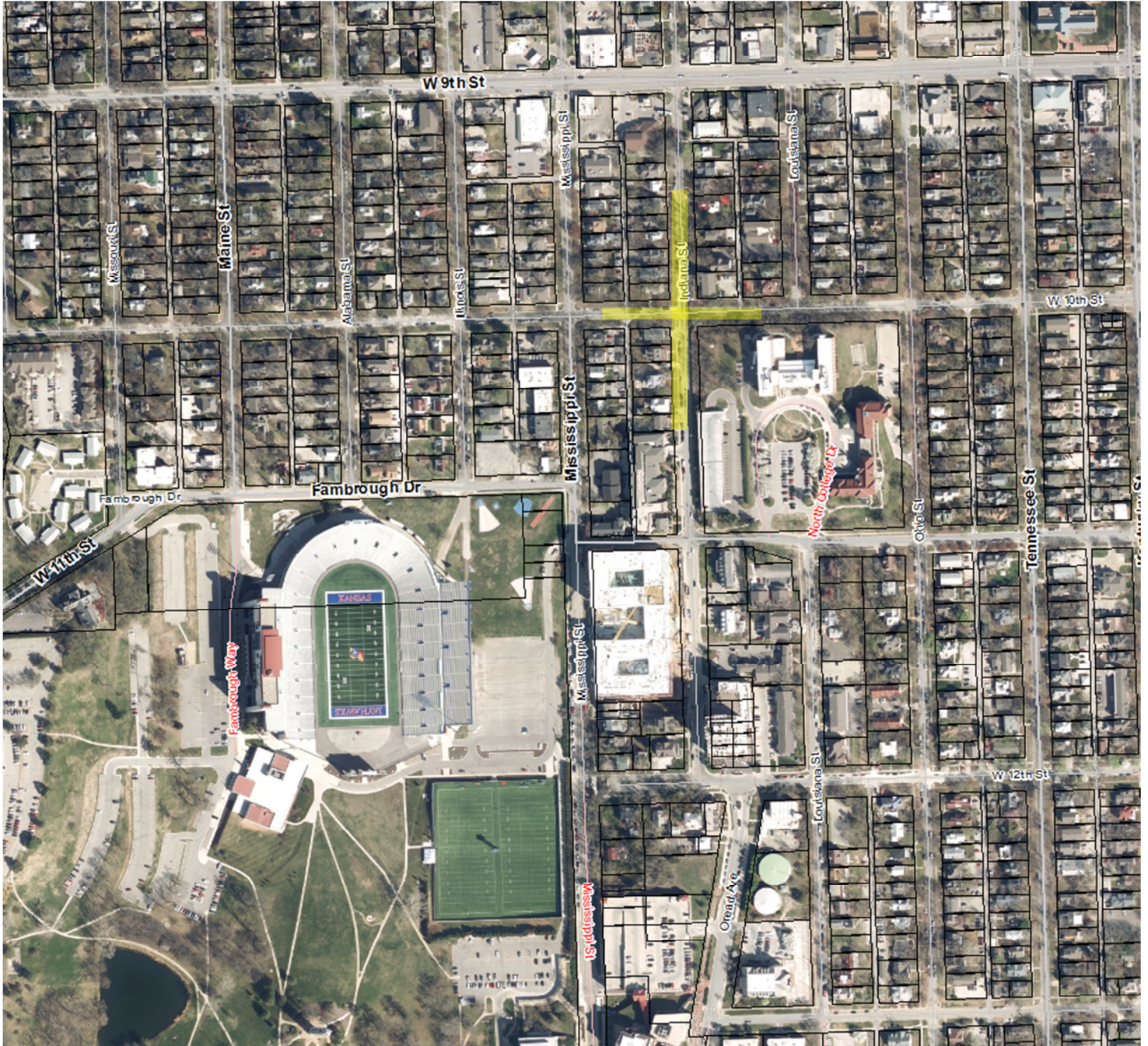
Action Request

It is recommended that the Transportation Commission deny the request for a 4-way stop controlled intersection at the intersection of 10th Street and Indiana Street.

Attachments

Location Map
Email Request

10th and Indiana Street



0 0.0750.15 0.3 0.45 0.6
Miles

Zachary Baker

From: Chandler Schmidt <chandlerschmidt@gmail.com>
Sent: Thursday, June 23, 2016 12:29 PM
To: David Woosley
Subject: Tenth & Indiana

To Whom it May Concern,

I live at 10th and Indiana. It is a two-way stop for east-west traffic at the 10th and Indiana intersection. North-south traffic does not stop at the intersection.

I have lived here for about a year and have witnessed wrecks and many, many near-wrecks. In fact today since 8 AM, I have heard tires screech and cars nearly wreck 3 times today.

What usually happens is that east-bound traffic on 10th street pulls out in front of cars travelling north or south on Indiana. It is my belief that they assume it is a four-way stop for whatever reason (sometimes the empirical data involving humans can't be explained).

For example, I witnessed a wreck only two weeks ago because an east-bound SUV on 10th pulled right out in front of a south-bound car on Indiana. It was clear daylight and there were (and currently are) no objects obstructing a view of oncoming south-bound traffic. Thus, I believe it is reasonable to guess that the SUV assumed that the intersection is a four-way stop.

Further, today there were three near-wrecks. I work from home at my computer facing a window looking out onto the intersection. Two of the three near-wrecks I witnessed today followed the same pattern: east-bound traffic on 10th pulled out in front of oncoming south-bound traffic. It is clear daylight, and again there are no obstructions of view.

While I hate stop signs myself, I think it may be necessary to make this a four-way intersection, or at least somehow make it clear that north-south traffic does not stop. However, you guys are the experts, and I trust your judgment, so there may be some other option I am not seeing.

Sincerely,
Chandler Schmidt
A Concerned Resident



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**National Complete
Streets Coalition**

Complete Streets Policy Development Lawrence-Douglas County Health Department

June 20th, 2017

Participant Resources



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**National Complete
Streets Coalition**

Complete Streets Policy Development **Lawrence-Douglas County Health Department**

June 20th, 2017

*Presenters: Emiko Atherton, Director, National Complete Street Coalition, Smart Growth America
Jon Kaplan, P.E. Principal, Community Transportation Solutions*

Complete Streets Workshop, Carnegie Building, 200 West 9th Street, Lawrence, KS

- | | |
|----------|--|
| 8:30 am | Registration |
| 9:00 am | Introduction and Welcome — <i>Charlie Bryan</i> |
| 9:15 am | Complete Streets, Complete Communities – What are Complete Streets? |
| 9:45 am | What is the Return on Investment for Complete Streets? <ul style="list-style-type: none">• Closer look at health disparities and equity |
| 10:15 am | What Does a Model Complete Streets Policy Look Like? |
| 10:45 am | Break |
| 11:00 am | Best Practices for Implementation <ul style="list-style-type: none">• Process-level changes for implementation – <i>Emiko Atherton</i>• Project-level changes needed for implementation – <i>Jon Kaplan</i> |
| 12:00 pm | Lunch (<i>provided</i>) |
| 12:30 pm | Review of Lawrence's Complete Streets Policy - <i>Group Discussion</i> <ul style="list-style-type: none">• Who is in charge of implementing the policy?• How is it working?• How is it being implemented?• What are the barriers to implementation? |
| 1:30 pm | Considerations for Lawrence <ul style="list-style-type: none">• Reviewing current policies, such as the Safe Routes policy• Incorporating a better focus on all users• Other considerations |
| 2:00 pm | Updating Lawrence's Complete Streets Policy – Identifying Room for Improvement
- <i>Group Work</i> |
| 3:15 pm | Next Steps |
| 3:45 pm | Adjourn |



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**National Complete
Streets Coalition**

1152 15th Street NW, Suite 450
Washington, DC 20005
202-207-3355

www.smartgrowthamerica.org/completestreets

Elements of an Ideal Complete Streets Policy

Regardless of a policy's form, the National Complete Streets Coalition has identified ten elements of a comprehensive Complete Streets policy, as discussed below. For further discussion of each element, see our Local Policy Workbook: <https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/>

An ideal Complete Streets Policy:

- Includes a vision for how and why the community wants to complete its streets.
- Specifies that 'all users' includes pedestrians, bicyclists and transit passengers of all ages and abilities, as well as trucks, buses, emergency vehicles, and automobiles.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Encourages street connectivity and aims to create a comprehensive, integrated, connected network for all modes.
- Is understood by all agencies to cover all roads.
- Directs the use of the latest and best design criteria and guidelines while recognizing the need for flexibility in balancing user needs.
- Directs that Complete Streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of the policy.

Vision

A strong vision can inspire a community to follow through on its Complete Streets policy. Just as no two policies are alike, visions are not one-size-fits-all either. In the small town of Decatur, GA, the Community Transportation Plan defines their vision as promoting health through physical activity and active transportation. In the City of Chicago, the Department of Transportation focuses on creating streets safe for travel by even the most vulnerable - children, older adults, and those with disabilities.

All Users

A true Complete Streets policy must apply to everyone traveling along the road. A sidewalk without curb ramps is useless to someone using a wheelchair. A street with an awkwardly placed public transportation stop without safe crossings is dangerous for riders. A fast-moving road with no safe space for cyclists will discourage those who depend on bicycles for transportation. A road with heavy freight traffic must be planned with those vehicles in mind. Older adults and children face particular challenges as they are more likely to be seriously injured or killed along a roadway. Automobiles are an important part of a complete street as well, as any change made to better



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accommodate other modes will have an effect on personal vehicles. In some cases, like the installation of curb bulb-outs, these changes can improve traffic flow and the driving experience.

All Projects

For many years, multi-modal streets have been treated as 'special projects' requiring extra planning, funding, and effort. The Complete Streets approach is different. Its intent is to view all transportation improvements as opportunities to create safer, more accessible streets for all users, including people on foot, riding bicycles, driving automobiles, or riding public transportation. Under this approach, even small projects can be an opportunity to make meaningful improvements. In repaving projects, for example, an edge stripe can be shifted to create more room for cyclists. In routine work on traffic lights, the timing can be changed to better accommodate pedestrians walking at a slower speed. A strong Complete Streets policy will integrate Complete Streets planning into all types of projects, including new construction, reconstruction, rehabilitation, repair, maintenance, and operations.

Exceptions

Making a policy work in the real world requires developing a process to handle exceptions to providing for all modes in each project. The Federal Highway Administration's guidance on accommodating bicycle and pedestrian travel named three exceptions that have become commonly used in Complete Streets policies: 1) accommodation is not necessary on corridors where non-motorized use is prohibited, such as interstate freeways; 2) cost of accommodation is excessively disproportionate to the need or probable use; 3) a documented absence of current and future need. In addition to defining exceptions, there must be a clear process for granting them, where a senior-level department head must approve them. Any exceptions should be kept on record and available to the public.

Network

Complete Streets policies should result in the creation of a complete transportation network for all modes of travel. A network approach helps to balance the needs of all users. Instead of trying to make each street perfect for every traveler, communities can create an interwoven array of streets that emphasize different modes and provide quality accessibility for everyone. This can mean creating neighborhood greenways on lower-traffic routes to slow traffic and increase safety for people on foot or bicycle; dedicating travel lanes to bus-only travel; or pedestrianizing segments of routes that are already overflowing with people on foot. It is important to provide basic safe access for all users regardless of design strategy and networks should not require some users to take long detours.

All Agencies and All Roads

Creating Complete Streets networks is difficult because many agencies control our streets. They are built and maintained by state, county, and local agencies, and private developers often build new roads. Typical Complete Streets policies cover only one jurisdiction's roadways, which can cause network problems: a bike lane on one side of a bridge disappears on the other because the road is no longer controlled by the agency that built the lane. Another common issue to resolve is inclusion of Complete Streets elements in sub-division regulations, which govern how private developers build their new streets.



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Design Criteria

Communities adopting a Complete Streets policy should review their design policies and guidelines to ensure their ability to accommodate all modes of travel, while still providing flexibility to allow designers to tailor the project to unique circumstances. Some communities will opt to re-write their design manual. Others will refer to existing design guides, such as those issued by AASHTO, ITE or NACTO; state design standards; and the Americans with Disabilities Act Accessibility Guidelines.

Context-sensitive

An effective Complete Streets policy must be sensitive to the community context. Being clear about this in the initial policy statement can allay fears that the policy will require inappropriately wide roads in quiet neighborhoods or miles of never-used sidewalks in rural areas. A strong statement about context can help align transportation and land use planning goals, creating more livable neighborhoods.

Performance Measures

The traditional performance measure for transportation planning has been vehicular Level of Service (LOS) – a measure of automobile congestion. Complete Streets planning requires taking a broader look at how the system is serving all users. Communities with Complete Streets policies can measure success through a number of ways: the miles of on-street bicycle routes created; new linear feet of pedestrian accommodation; changes in the number of people using public transportation, bicycling, or walking (mode shift); number of new street trees; and/or the creation or adoption of a new multi-modal Level of Service standard that better measures the quality of travel experience. The fifth edition of Highway Capacity Manual, includes this new way of measuring LOS. Cities such as San Francisco and Charlotte have already begun to develop their own.

Implementation

Specific implementation steps can help build momentum for taking a Complete Streets policy from paper into practice. There are five key steps for successful implementation:

1. Create a plan for implementation activities;
2. Restructure policies, processes, and procedures to accommodate all users on every project;
3. Develop new design policies and guides;
4. Offer workshops and other training opportunities to transportation professionals, community leaders, and the public; and,
5. Institute better ways to measure performance and collect data on how well the streets are serving all users.



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Complete Streets Web Resources

Below are some of the many resources available to guide a Complete Streets initiative in your community. All of the resources listed here are free to download and free to use.

Fundamentals

Communities just getting started with Complete Streets will find these materials most useful. They present a comprehensive overview of the benefits and basics of the Complete Streets planning and design approach. The resources listed in this section can be found at

<https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-development/>.

Introduction to Complete Streets. A comprehensive PowerPoint presentation on why we need Complete Streets, available to download for use and adaptation in your community.

Presentation and Fact Sheets: Benefits of Complete Streets. A free PowerPoint provides an overview of the research-backed benefits of safe, multi-modal street planning and design. The Coalition's series of research-based fact sheets exploring the many benefits of Complete Streets for various groups of users and outcomes are available at https://smartgrowthamerica.org/resources?resource_type=fact-sheet&authors=&category_name=complete-streets&s=. Topics include: *Health; Safety; Economic Revitalization; Children; People with Disabilities; Older Adults; Public Transportation; Climate Change; Gas Prices; Lower Transportation Costs; Livable Communities; Equity.*

Other Resources. A variety of Complete Streets handouts, downloadable presentations, articles and reports, can be found at https://smartgrowthamerica.org/resources?resource_type=&authors=&audience=&project_type=&category_name=complete-streets&s=.

Changing Policy

After a community has agreed to the concept of Complete Streets, the next step is to develop a formal policy. The Coalition provides many resources to illuminate best practices, share actual policy documents from across the country, and help communities develop the best, most appropriate policies for their needs.

Complete Streets Local Policy Workbook. A comprehensive workbook for communities to follow when writing their own Complete Streets policies. For use by city and county agencies, the guide is based in national existing policy and best practices and encourages a thoughtful, inclusive process for developing locally appropriate policy language. See <https://smartgrowthamerica.org/resources/complete-streets-local-policy-workbook/>.

State Legislation. AARP and the National Complete Streets Coalition developed a toolkit to use in a state-level Complete Streets effort. Complete Streets in the States: A Guide to Legislative Action includes model legislation and a discussion of the various elements of an ideal law, a roadmap for legislative action, and analysis of existing state Complete Streets laws.

<https://smartgrowthamerica.org/resources/complete-streets-in-the-states-a-guide-to-legislative-action/>.

Presentation: Complete Streets: Changing Policy. Use this PowerPoint presentation and its comprehensive presenter's notes to lead a discussion of Complete Streets policy development in your town. The presentation covers the reasons to adopt a policy and details on the ten elements of a Complete Streets policy. <https://smartgrowthamerica.org/resources/complete-streets-policy-development-101/>.

Complete Streets Policy Atlas and Annual Policy Analysis. The Coalition compiles information on all policies adopted to date in our Policy Atlas, <https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-development/policy-atlas/>. The Atlas includes an interactive map of all regional and local policies, and downloadable lists of known Complete Streets policies, across all jurisdictions and at the state level. The Coalition also reviews all the policies adopted each year and assesses how well they fulfill the ten elements of an ideal Complete Streets policy. The annual report highlights exemplary policy language and provides leaders at all levels of government with ideas for how to create strong Complete Streets policies. <https://smartgrowthamerica.org/tag/best-complete-streets-policies/>.

Implementation

Once a Complete Streets policy is in place, the day-to-day decisions a transportation agency and community leaders make in funding, planning, design, maintenance, and operations should be aligned to the goals of that adopted policy document. The Coalition helps communities implement their policies by collecting and sharing best practices and examples.

Five Steps to Implementation. The Coalition has identified five types of activities needed to reorient a transportation agency's work to fully and consistently consider the safety of all users: Planning for Implementation; Changing Procedure and Process; Reviewing and Updating Design Guidance; Offering Training and Educational Opportunities; and Measuring Performance. The process is summarized in our guide "Taking Action on Complete Streets," <https://smartgrowthamerica.org/resources/taking-action-on-complete-streets-implementing-processes-for-safe-multimodal-streets/>. Resources, activities, and best practices from communities across the country are at <https://smartgrowthamerica.org/program/national-complete-streets-coalition/complete-streets-implementation/>.

Answering the Costs Question. A handbook and slide presentation that helps transportation professionals, advocates, and decision-makers make the case that implementing Complete Streets won't break the bank: https://smartgrowthamerica.org/resources?resource_type=&authors=&category_name=complete-streets&s=cost.

Implementation Resources. The Coalition's series of research-based fact sheets on specific elements of Complete Streets implementation is available at <https://smartgrowthamerica.org/tag/complete-streets-policy-implementation-resources/>. Topics include: *Costs of Complete Streets*; *Change Travel Patterns*; *Ease Traffic Woes*; *Complete and Green Streets*; *Networks of Complete Streets*; *Rural Areas and Small Towns*.

Blogs and Newsletters

For ongoing news and links to useful resources from across the web, read the National Complete Streets Coalition blog (<https://smartgrowthamerica.org/category/complete-streets/>) and sign up for the Coalition's monthly e-newsletter. The newsletter includes updates on federal, state, and local complete streets policies, other news from the campaign and across the country, and a summary of resources that you can use. Current and past issues and a sign-up form are available at <https://smartgrowthamerica.org/tag/complete-streets-news/>.

Pedestrian and Bicycle Funding Opportunities
U.S. Department of Transportation Transit, Highway, and Safety Funds
Revised August 12, 2016

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

Key: S = Funds may be used for this activity (restrictions may apply). S* = See program-specific notes for restrictions. ~S = Eligible, but not competitive unless part of a larger project.															
Activity or Project Type	Pedestrian and Bicycle Funding Opportunities U.S. Department of Transportation Transit, Highway, and Safety Funds														
	TIGER	TIEIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	ELTP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$		\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan								\$	\$	\$		\$			\$
Bicycle plans			\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)								\$	\$SRTS		\$		\$*		
Bicycle helmets (safety promotion)								\$	\$SRTS		\$				
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Bicycle parking	~\$	~\$	\$	\$	\$		\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	\$	\$	\$	\$			\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$		\$	\$	\$						\$
Bicycle storage or service centers at transit hubs	~\$	~\$	\$	\$	\$			\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	\$	\$	\$	\$		\$	\$	\$						\$
Coordinator positions (State or local)					\$ 1 per State			\$	\$SRTS		\$				
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)			\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	\$			\$*	\$	\$	\$	\$		\$				\$

Key: \$ = Funds may be used for this activity (restrictions may apply). \$* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.															
Pedestrian and Bicycle Funding Opportunities															
U.S. Department of Transportation Transit, Highway, and Safety Funds															
Activity or Project Type	TIGER	TEEA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	ELTTP
Pedestrian plans			\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	\$				\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists						\$		\$	\$			\$			\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety								\$SRTS	\$SRTS		\$	\$*	\$*	\$*	
Safety education positions								\$SRTS	\$SRTS		\$		\$*		
Safety enforcement (including police patrols)								\$SRTS	\$SRTS		\$		\$*	\$*	
Safety program technical assessment (for peds/bicyclists)								\$SRTS	\$SRTS		\$	\$*	\$		
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Shared use paths / transportation trails	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$				\$
Signed pedestrian or bicycle routes	\$	\$	\$	\$	\$		\$	\$	\$		\$				\$
Spot improvement programs	\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	\$	\$			\$	\$	\$	\$		\$				\$
Trail bridges	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment								\$RTP	\$RTP	\$					
Trail/highway intersections	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see guidance)	~\$*	~\$*						\$*	\$*	\$*					\$
Training					\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws								\$SRTS	\$SRTS		\$			\$*	
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
TIGER: Transportation Investment Generating Economic Recovery Discretionary Grant program
TEEA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
NHPP: National Highway Performance Program
STBG: Surface Transportation Block Grant Program

TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)

RTP: Recreational Trails Program

SRTS: Safe Routes to School Program / Activities

PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds

NHTSA 402: State and Community Highway Safety Grant Program

NHTSA 405: National Priority Safety Programs (Nonmotorized safety)

ELTTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

Program-specific notes

Federal-aid funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. For example:

- TIGER: Subject to annual appropriations.
- TIFIA: Program offers assistance only in the form of secured loans, loan guarantees, or standby lines of credit, but can be combined with other grant sources, subject to total Federal assistance limitations.
- FTA/ATI: Project funded with FTA transit funds must provide access to transit. See Bikes and Transit and the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements under Federal Transit Law.
 - Bicycle infrastructure plans and projects funded with FTA funds must be within a 3 mile radius of a transit stop or station, or if further than 3 miles, must be within the distance that people could be expected to safely and conveniently bike to use the particular stop or station.
 - Pedestrian infrastructure plans and projects funded with FTA funds must be within a ½ mile radius of a transit stop or station, or if further than ½ mile, must be within the distance that people could be expected to safely and conveniently walk to use the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
 - FTA encourages grantees to use FHWA funds as a primary source for public right-of-way projects.
- CMAQ projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. Several activities may be eligible for CMAQ funds as part of a bicycle and pedestrian-related project, but not as a highway project. CMAQ funds may be used for shared use paths, but may not be used for trails that are primarily for recreational use.
- HSIP projects must be consistent with a State's Strategic Highway Safety Plan and either (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem.
- NHPP projects must benefit National Highway System (NHS) corridors.
- STBG and TA Set-Aside: Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 8th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)).
- RTP must benefit recreational trails, but for any recreational trail use. RTP projects are eligible under TA and STBG, but States may require a transportation purpose.
- SRTS: FY 2012 was the last year for SRTS funds, but SRTS funds are available until expended.
- Planning funds must be used for planning purposes, for example:
 - Maps: System maps and GIS;
 - Safety education and awareness: for transportation safety planning;
 - Safety program technical assessment: for transportation safety planning;
 - Training: bicycle and pedestrian system planning training.
- Federal Lands and Tribal Transportation Programs (FLTTP) projects must provide access to or within Federal or tribal lands:
 - Federal Lands Access Program (FLAP): Open to State and local entities for projects that provide access to or within Federal or tribal lands.
 - Federal Lands Transportation Program: For Federal agencies for projects that provide access within Federal lands.
 - Tribal Transportation Program: available for federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- NHTSA 402 project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>
- NHTSA 405 funds are subject to State eligibility, application, and award. Project activity must be included in the State's Highway Safety Plan. Contact the State Highway Safety Office for details: <http://www.ghsa.org/html/about/shsos.html>

Cross-cutting notes

- FHWA Bicycle and Pedestrian Guidance: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/
- **Applicability of 23 U.S.C. 217(i) for Bicycle Projects:** 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, sections 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and section 217(i) continues to apply to bicycle facilities using other Federal-aid Highway Program funds (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.
- There may be occasional DOT or agency incentive grants for specific research or technical assistance purposes.
- Aspects of many DOT initiatives may be eligible as individual projects. For example, activities above may benefit Ladders of Opportunity; safe, comfortable, interconnected networks; environmental justice; equity; etc.

Memorandum

City of Lawrence

Public Works Department

TO: David Cronin, City Engineer
FROM: Zach Baker, Project Engineer
DATE: 29 June 2017
RE: Agenda Item for Transportation Commission 7/10/2017:
Collector Streets With Greater Than 50% Driveways Report

Background

During the April 3, 2017 Transportation Commission meeting a traffic calming request was made for a collector street where only one of the 5 possible conditions was satisfied to allow for recommendation of a traffic calming device to be installed on that street. The City of Lawrence Traffic Calming Policy for collector streets is shown below:

Traffic-Calming Devices (except SPEED HUMPS) may be permitted on "collector" streets as designated by the City's Major Thoroughfares Map, under any one of the following conditions:

- A. The 85th percentile speed of traffic is 5 mph or greater over the speed limit, or
- B. The 24-hour two-way traffic volume is greater than 3000, or
- C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
- D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
- E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80% or more of the stated values.

The street in question was Kensington Road between 25th Terrace & 27th Street. This particular collector street only met condition "D", where more than 50% of the frontage of the roadway consisted of residential lots facing the roadway. This section also did not have the 24-hour two-way traffic volume to meet requirements set for streets with a "local" designation. Per the City of Lawrence Traffic Calming Policy for local streets condition "B", the 24-hour two-way traffic volume requirement to install a traffic-calming device is greater than 1000 vehicles. During discussion of the Kensington Road collector street the question was asked, how many collector streets in Lawrence actually meet this condition "D" and do not have the vehicle traffic to meet the local street condition "B"? A study was conducted on all collector streets to show which ones only meet condition "D" and fall short of the "local" street condition "B". The attached table shows the segments of collector streets that would fall in those categories only. They are highlighted in the table.

There are 66 different collector streets in Lawrence. Some collector streets are relatively short in nature and others span several blocks. Staff evaluated each collector street and

separated the longer streets into smaller reasonable sections. Those smaller sections were then analyzed to see if they met criterion "D" above. For example, George Williams Way is just under 2 miles long. This collector street was divided into 3 smaller segments. The first segment was from Rock Chalk Drive to 6th Street, the second from 6th Street to Bob Billings Parkway, and the third segment was from Bob Billings Parkway to Bobwhite Drive. This helps gauge traffic behavior more accurately in a specific region as well as classify an area as more residential or not. For George Williams Way there are 2 segments that have zero residential driveways facing the roadway and 1 segment where greater than 50% of the road frontage has residential lots facing the street. This same segment between Bob Billings Parkway and Bobwhite Drive did not meet condition "B" for local streets as well, however that section also did meet condition "A" for local or collector streets and thus was not the focus of this study. That section is currently on the approved list for traffic calming devices and is awaiting funding.

Of the 66 collector streets in Lawrence, 35 have at least 1 segment that would meet condition "D" of the traffic calming policy. 5 of the 35 streets do not meet condition "B" (ADT > 1000) for local streets, and 1 of the 5 currently has some type of traffic calming device installed.

<u>Collector Streets</u>	<u>Location</u>	<u>Traffic Calming Measures</u>	<u>50% or More</u>	<u>Traffic Volumes</u>
			<u>Driveways</u>	<u>24 hours</u>
Eisenhower Drive	Wakarusa Drive to Eisenhower Place		YES	N/A
Lawrence Avenue	9th Street to Bob Billings Parkway	Speed Cushion @ 100' S of Steven Drive	YES	670
George Williams Way	Bob Billings Parkway to Bobwhite Drive.		YES	N/A
Kensington Road	25th Terrace to 27th Street		YES	750
28th Street	Kensington Road to O'Connell Road		YES	N/A
N/A = 24 Hour Traffic Volumes Not Available				

Attachment: Collector Street Data

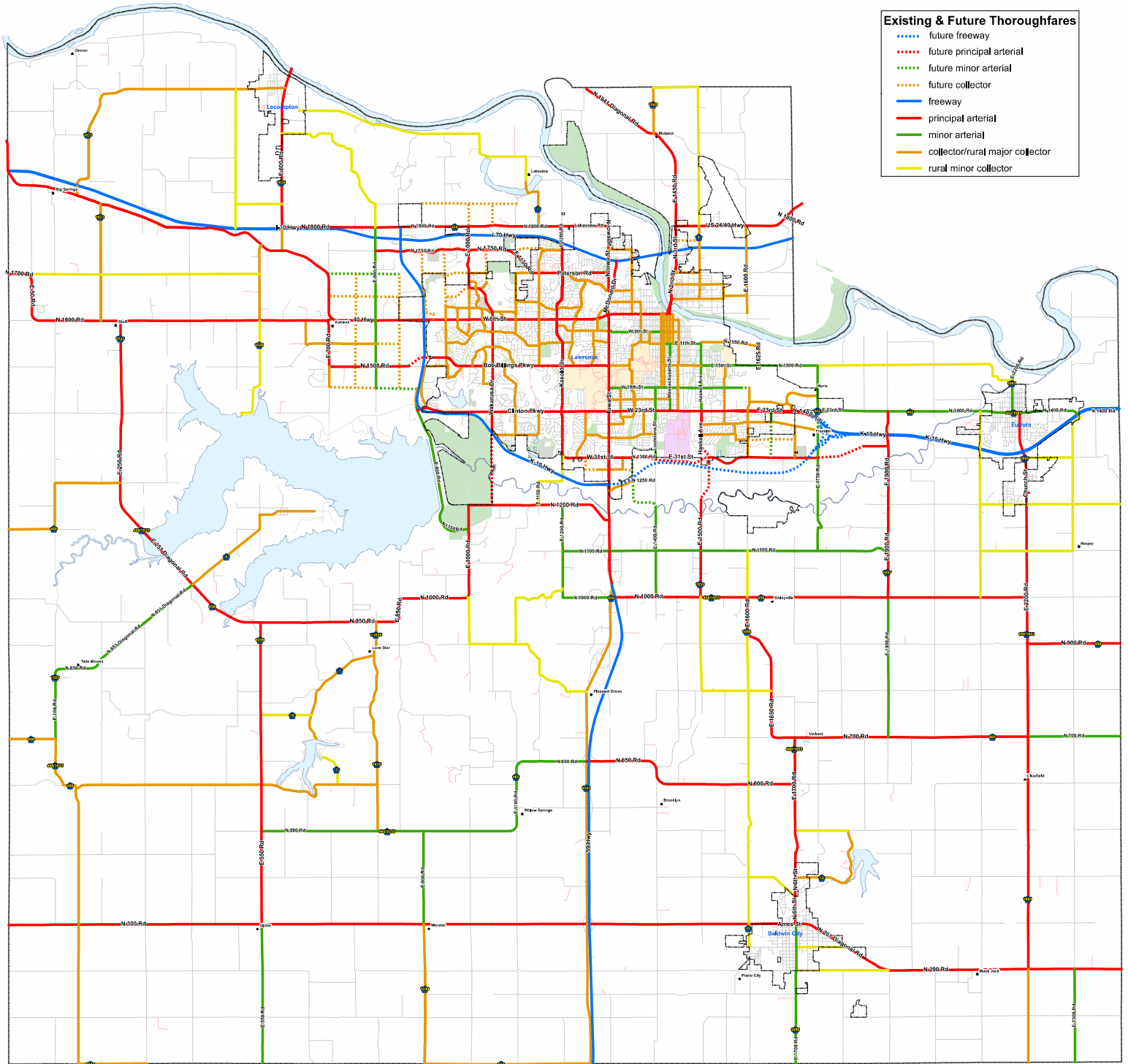
	<u>Collector Streets</u>	<u>Location</u>	<u>Traffic Calming Measures</u>	<u>50% or More Driveways</u>	<u>Traffic Volumes 24 hours</u>
1	Grande Vista Drive	Monterey Way to Kasold Drive	Median Island	NO	N/A
2	Hunters Hill Dr.	Monterey Way to west		YES	N/A
3	Riverridge Road	N. Iowa Street to Michigan Street		YES	2870
4	North Street	N. 2nd Street to 7th Street		YES	1085
5	Princeton Blvd	Peterson Road to Lawrence Avenue		NO	945
	Princeton Blvd	Lawrence Avenue to N. Iowa Street		YES	N/A
6	2nd Street	McDonald Drive to Michigan Street		YES	4875
7	Lyon Street	N. 2nd Street to 9th Street		YES	2191
8	Dole Drive	Wakarusa Drive to 1700 Rd	Center Island Narrowing (3)	NO	N/A
9	Eisenhower Drive	Queens Road to Wakarusa Drive		NO	N/A
		Wakarusa Drive to Eisenhower Place		YES	N/A
		Eisenhower Place to Overland Drive		NO	N/A
10	Queens Road	6th Street to City Limits		NO	N/A
11	Overland Drive	George Williams Way to Folks Road		NO	N/A
12	Folks Road	City Limits to Harvard Road	Speed Hump @ 200' S of 6th St, @ 100' N of Larissa Dr., Center Island Narrowing @ 100' S Larissa Dr.	YES	2625
13	Trail Road	Folks Road to Monterey Way		YES	1844
		Monterey Way to Kasold Drive		YES	3200
		Kasold Drive to Lawrence Avenue		YES	N/A
14	Monterey Way	Grande Vista Drive to Peterson Road		NO	N/A
		Peterson Road to Trail Road		NO	N/A
		Trail Road to 6th Street		NO	N/A
		6th Street to Harvard Road		NO	N/A
		Harvard Road to Bob Billings Parkway		NO	6160
15	Lawrence Avenue	Princeton Blvd to 6th Street		YES	N/A
		6th Street to 9th Street		YES	3955
		9th Street to Bob Billings Parkway	Speed Cushion @ 100' S of Steven Drive	YES	670
		23rd Street to 27th Street		YES	4090
		27th Street to 31st Street		YES	N/A
16	8th Street	Kasold Drive to Holiday Drive		YES	2225
17	9th Street	Holiday Drive to Rockledge Drive	median island @ Sunset Hill Elementary School	YES	7613
		Rockledge Drive to Iowa Street		NO	8445
		Kentucky Street to Vermont Street		NO	N/A
		Vermont Street to Massachusetts Street		NO	N/A
		Massachusetts Street to New Hampshire Street		NO	N/A
		New Hampshire Street to Connecticut Street		NO	3190
18	Rockledge Road	9th Street to McDonald Drive		NO	N/A
19	Crestline Drive	9th Street to Bob Billings Parkway		YES	3305
20	Michigan Street	Riverridge Road to 2nd Street		NO	N/A
		2nd Street to 6th Street		YES	6390
21	4th Street	Iowa Street to Maine Street		YES	3330
22	Maine Street	4th Street to 6th Street		YES	6355
		6th Street to Fambrough Drive	Speed Cushion between 7th & 8th, &, 8th & 9th	YES	N/A
23	7th Street	City limits to Locust Street		YES	1145

24	Locust Street	N. 2nd Street to N. 9th Street		YES	3831
25	N. 9th Street	Lyon Street to Locust Street		NO	590
26	Mississippi Street	9th Street to 11th Street		NO	4050
27	West Campus Road	Fambrough Drive to Crescent Road	Speed Cushion @ 50' N of Stratford Road, @ 50' S of Stratford Road	NO	10675
28	15th Street	Naismith Drive to Iowa Street	Center Island Narrowing @ Engel Road	NO	8135
		Massachusetts Street to Barker Avenue		NO	N/A
		Barker Avenue to Haskell Avenue		NO	4710
29	Naismith Drive Northbound	18th Street to 24th Street		NO	N/A
	Naismith Drive Southbound	19th Street to 24th Street		YES	7995
30	24th Street	Naismith Drive to Ousdahl Road		NO	N/A
31	Ousdahl Road	19th Street to 23th Street		YES	4370
		23rd Street to 25th Street		NO	N/A
		31st Street to 33rd Street		NO	N/A
32	21st Street	Iowa Street to Ousdahl Road		YES	1925
		Ousdahl Road to Naismith Drive		YES	N/A
		Naismith Drive to Louisiana Street		YES	N/A
		Louisiana Street to Massachusetts Street		YES	1100
33	25th Street	Iowa Street to Ousdahl Road		YES	N/A
34	Alabama Street	23rd Street to 27th Street		YES	3675
35	Legends Drive	Bob Billings Parkway to Wakarusa Drive	Traffic Circles @ Marliee Dr. @ Research Park Dr.	NO	N/A
36	Inverness Drive	Wakarusa Drive to Bob Billings Parkway		NO	1240
		Bob Billings Parkway to 23rd Street		NO	4395
		23rd Street to 27th Street		NO	6985
37	Research Drive	Legends Drive to 18th Street	Traffic Circle @ 18th Street	NO	N/A
38	18th Street	Research Park Drive Wakarusa Drive	Traffic Circle @ Research Drive	NO	N/A
39	Stoneridge Drive	Overland Drive to Harvard Road		NO	N/A
40	Congressional Drive	Overland Drive to Harvard Road		NO	N/A
41	Branchwood Drive	6th Street to Stoneridge Drive		YES	190
42	George Williams Way	Rock Chalk Drive to 6th Street		NO	N/A
		6th Street to Bob Billings Parkway		NO	N/A
		Bob Billings Parkway to Bobwhite Drive.		YES	N/A
43	Bobwhite Drive	Bob Billings Parkway to cul-de-sac	*Meets speed limit criteria "A"	YES	1000
44	Crossgate Drive	23rd Street to 27th Street		NO	N/A
45	27th Street	Wakarusa Drive to Crossgate Drive	Pedestrian Refuge Island	NO	2840
		Lawrence Avenue to Iowa Street		NO	5830
		Iowa Street to Louisiana Street	Speed Hump @ 300' W of Arkansas Street	YES	N/A
		Haskell Avenue to Kensington Road		YES	3930
46	Kensington Road	25th Terrace to 27th Street		YES	750
		27th Street to 28th Street		YES	N/A
47	28th Street	Kensington Road to O'Connell Road		YES	N/A
48	25th Terrace	Haskell Avenue to Harper Street		YES	N/A
		Harper Street to O'Connell Road		YES	N/A
		O'Connell Road to East City Limits		NO	N/A
49	Harvard Road	George Williams to Wakarusa Drive	Traffic Circles @ Robinson Dr. @ Plymouth Dr.	NO	3735
		Wakarusa Drive to Monterey Way	Traffic Circle @ Moundridge Dr.; RAB's @ Mulberry Dr. @ Goldfield St.	YES	2280
			Speed Humps -- 100' W. Justin St., 100' W. Eldridge St., 100' W. Prescott Dr.		
		Monterey Way to Kasold Drive		YES	2395
		Kasold Drive to Lawrence Avenue		YES	3035
		Crestline Drive to Iowa Street		YES	1330

50	Fambrough Drive	West Campus Road to Mississippi Street		NO	5150
51	11th Street	Mississippi Street to Tennessee Street		NO	N/A
		Haskell Avenue to East City Limits		NO	N/A
52	O'Connell Road	19th Street to 23rd Street		NO	N/A
		23rd Street to South City Limits		NO	1735
53	Venture Park Drive	O'Connell Road to Greenway Circle		NO	N/A
54	Greenway Circle	Venture Park Drive to Greenway Drive		NO	N/A
55	East Hills Drive	Greenway Drive to 23rd Street		NO	N/A
56	Harper Street	15th Street to 19th Street		YES	N/A
		19th Street to 23rd Street		NO	N/A
		23rd Street to 25th Terrace		NO	3455
57	33rd Street	West of Iowa Street to Iowa Street		NO	N/A
		Iowa Street to Ousdahl Road		NO	N/A
58	35th Street	Iowa Street to City Limits		NO	1465
59	Tennessee Street	6th Street to 9th Street		YES	6960
		9th Street to 11th Street		YES	N/A
		11th Street to 14th Street		YES	N/A
		14th Street to 19th Street		YES	N/A
60	Kentucky Street	6th Street to 9th Street		NO	8170
		9th Street to 11th Street		YES	N/A
		11th Street to 14th Street		YES	N/A
		14th Street to 19th Street		YES	N/A
61	Vermont Street	6th Street to 7th Street		NO	4185
		7th Street to 8th Street		NO	N/A
		8th Street to 9th Street		NO	N/A
		9th Street to 10th Street		NO	N/A
		10th Street to 11th Street		NO	N/A
62	Massachusetts Street	6th Street to 7th Street		NO	N/A
		7th Street to 8th Street		NO	N/A
		8th Street to 9th Street		NO	N/A
		9th Street to 10th Street		NO	N/A
		10th Street to 11th Street		NO	N/A
63	New Hampshire Street	6th Street to 7th Street		NO	12545
		7th Street to 8th Street		NO	N/A
		8th Street to 9th Street		NO	N/A
		9th Street to 10th Street		NO	N/A
		10th Street to 10th Street		NO	N/A
64	7th Street	New Hampshire Street to Connecticut Street		NO	N/A
65	Connecticut Street	7th Street to 9th Street		YES	N/A
		9th Street to 11th Street		YES	9240
		11th Street to 15th Street		YES	N/A
66	Barker Avenue	15th Street to 19th Street	Traffic Islands @ S of 18th Street @ S of 17th Street @ N of 16th Street	YES	N/A
		19th Street to 23rd Street	Traffic Islands @ S of 22nd Street @ N of 21st Street @ N of 20th Street	YES	2235

N/A = 24 Hour Traffic Volumes Not Available

T2040 Major Thoroughfares Map, Douglas County, Kansas



2 1 0 2 4 6 Miles

Map Prepared by Lawrence-Douglas County Planning and Development
Services Department for the Lawrence-Douglas County MPO
March 21, 2013

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ORDINANCE NO. 6924

AN ORDINANCE REGULATING TRAFFIC WITHIN THE CORPORATE LIMITS OF THE CITY OF MANHATTAN, KANSAS; INCORPORATING BY REFERENCE THE “STANDARD TRAFFIC ORDINANCE FOR KANSAS CITIES,” EDITION OF 2011, WITH CERTAIN OMISSIONS, CHANGES AND ADDITIONS; PRESCRIBING ADDITIONAL REGULATIONS; PROVIDING CERTAIN PENALTIES AND REPEALING ORDINANCES NUMBERED 6853 AND 6903, AND ALL OTHER ORDINANCES IN CONFLICT THEREWITH.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF MANHATTAN, KANSAS:

Section 1. That Section 31-16 of the Code of Ordinances of the City of Manhattan, Kansas, is hereby amended to read as follows:

Sec. 31-16. Incorporating Standard Traffic Ordinance.

There is hereby incorporated by reference for the purpose of regulating traffic within the corporate limits of the City of Manhattan, Kansas, that certain standard traffic ordinance known as the “Standard Traffic Ordinance for Kansas Cities,” Edition of 2011, prepared and published in book form by the League of Kansas Municipalities, Topeka, Kansas, save and except such articles, sections, parts or portions as are hereafter omitted, deleted, modified or changed. No fewer than three copies of the Standard Traffic Ordinance shall be marked or stamped “Official Copy as Adopted by Ordinance No. 6924,” with all sections or portions thereof intended to be omitted or changed clearly marked to show any such omission or change and to which shall be attached a copy of this ordinance, and filed with the city clerk to be open to inspection and available to the public at all reasonable hours. The police department, municipal judge and all administrative departments of the city charged with enforcement of the ordinance shall be supplied, at the cost of the city, such number of official copies of the Standard Traffic Ordinance similarly marked, as may be deemed expedient.

Section 2. That Section 31-16.1 of the Code of Ordinances of the City of Manhattan, Kansas, is hereby amended to read as follows:

Sec. 31-16.1. Traffic Infractions and Traffic Offenses.

- (a) An ordinance traffic infraction is a violation of any section of this ordinance that prescribes or requires the same behavior as that prescribed or required by a statutory provision that is classified as a traffic infraction in K.S.A. 8-2118.
- (b) All traffic violations which are included within this ordinance, and which are not ordinance traffic infractions as defined in subsection (a) of this section, shall be considered traffic offenses.

Section 3. That Article 1, Section 1 of said Standard Traffic Ordinance is hereby changed to read as follows:

Definitions. The following words and phrases when used in this ordinance shall, for the purpose of this ordinance and other traffic ordinances, have the meanings respectively ascribed to them in this section except when the context otherwise requires.

Alcoholic Beverage. Any alcoholic liquor, as defined by K.S.A. 41-102 and amendments thereto, or any cereal malt beverage, as defined by K.S.A. 41-2701 and amendments thereto.

Alcohol Concentration. The number of grams of alcohol per 100 milliliters of blood or per 210 liters of breath.

Alley or Alleyway. A street or highway intended to provide access to the rear or side of lots or buildings in urban districts and not intended for the purpose of through vehicular traffic.

All-Terrain Vehicle. Any motorized non-highway vehicle 50 inches or less in width, having a dry weight of 1,500 pounds or less, traveling on three or more nonhighway tires, and having a seat to be straddled by the operator. As used in this subsection, **nonhighway tire** means any pneumatic tire six inches or more in width, designed for use on wheels with rim diameter of 14 inches or less.

Arterial Street. Any U.S. or state numbered route, controlled access highway or other major radial or circumferential street or highway designated by local authorities within their respective jurisdictions as part of a major arterial system of streets or highways.

Authorized Emergency Vehicle. Such fire department vehicles or police bicycles or police vehicles which are publicly owned; motor vehicles operated by ambulance services permitted by the emergency medical services board; and such other publicly or privately owned vehicles which are designated as emergency vehicles pursuant to K.S.A. 8-2010, and amendments thereto.

Bicycle. Every device propelled by human power upon which any person may ride, having two tandem wheels, either of which is more than 14 inches in diameter.

Bus. Every motor vehicle designed for carrying more than 10 passengers and used for the transportation of persons; and every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

Business District. The territory contiguous to and including a highway when within any 600 feet along such highway there are buildings in use for business or industrial purposes, including but not limited to hotels, banks or office buildings, railroad stations and public buildings which occupy at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway.

Chief of Police. The Chief of Police is hereby defined as the Director of the Riley County Police Department, or any member of the department designated by the Director to act in his or her place, and/or the Chief of Police for the Kansas State University Police Department, or any member of the department designated by the Chief to act in his or her place.

Christian Science Practitioner. An individual listed in The Christian Science Journal as a Christian Science practitioner.

Church Bus. Every motor vehicle owned by a religious organization, and operated for the transportation of persons to or from services or activities of such religious organization.

City or This City. The City of Manhattan, Kansas, in the Counties of Riley and Pottawatomie, and the State of Kansas.

Commercial Motor Vehicle. A motor vehicle designed or used to transport passengers or property, if:

- (a) The vehicle has a gross vehicle weight rating of 26,001 or more pounds or such lesser rating, as determined by rules and regulations adopted by the secretary, but shall not be more restrictive than the federal regulation;
- (b) The vehicle is designed to transport 16 or more passengers, including the driver; or
- (c) The vehicle is transporting hazardous materials and is required to be placarded in accordance with 49 C.F.R. 172, subpart F.

Commission. The Secretary of Transportation.

Compression Release Engine Braking System. A hydraulically operated device that converts a power-producing diesel engine into a power-absorbing retarding mechanism.

Controlled-Access Highway. Every highway, street or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

Crosswalk.

- (a) That part of a roadway at an intersection included within the connections of the lateral lines of sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; or,
- (b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

Day Care Programs. Those which provide day service for development in self-help, social, recreational and work skills for mentally retarded and other handicapped persons, giving priority to providing services for the severely and young retarded or handicapped.

Day Care Program Bus. Every motor vehicle used primarily to carry out functions of a day care program.

Department. Department of Transportation.

Director. The director of vehicles.

Director of Public Works. The Director of Public Works of the City of Manhattan or any member of the Public Works Department designated by him or her to act in his or her place.

Divided Highway. A highway divided into two or more roadways by leaving an intervening space or by a physical barrier or by a clearly indicated dividing

section so constructed as to impede vehicular traffic.

Division. The division of vehicles of the department of revenue.

Double Parking. The standing or stopping of a vehicle in the line of traffic, and:

- (a) To the rear of a vehicle angle parked, or to the rear of a space where a vehicle may be parked at any angle to the curb or edge of the roadway; or
- (b) To the roadway side of a vehicle parked parallel with the curb or edge of the roadway or the roadway side of the space in which a vehicle may be parked parallel to the curb or edge of the roadway.

Drag Race. The operation of two or more vehicles from a point side by side at accelerating speeds in a competitive attempt to out-distance each other, or the operation of one or more vehicles over a common selected course, from the same point to the same point, for the purpose of comparing the relative speeds or power of acceleration of such vehicle or vehicles within a certain distance or time limit.

Drawbar. Drawbar means a bar across the rear of a motor vehicle, or a device securely attached to the motor vehicle, which maintains a fixed position and to which a towbar may be coupled.

Driveaway-Towaway Operations. Any operation in which any motor vehicle, trailer or semitrailer, singly or in combination, new or used, constitutes the commodity being transported, when one set or more of wheels of any such vehicle are on the roadway during the course of transportation, whether or not any such vehicle furnishes the motive power.

Driver. Every person who drives or is in actual physical control of a vehicle.

Driver's License. Any license to operate a motor vehicle issued under the laws of this state.

Electric-Assisted Bicycle. A bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor must have a power output of no more than 1,000 watts, be incapable of propelling the device at a speed of more than 20 miles per hour on level ground and incapable of further increasing the speed of the device when human power alone is used to propel the device beyond 20 miles per hour.

Electric Personal Assistive Mobility Device. A self-balancing two nontandem wheeled device, designed to transport only one person, with an electric propulsion system that limits the maximum speed of the device to 15 miles per hour or less.

Essential Parts. All integral and body parts of a vehicle of a type required to be registered hereunder, the removal, alteration or substitution of which would tend to conceal the identity of the vehicle or substantially alter its appearance, model, type or mode of operation.

Exhibition of Speed or Acceleration. Those acts which cause or create unnecessary rapid acceleration, unnecessary tire squeal, skid, smoke, or slide upon acceleration or stopping including the casting of tread, gravel, dirt or other road surface materials from the tires; acts that simulate a temporary race; acts that cause the vehicle to unnecessarily turn abruptly, sway or lose traction with the road surface.

Explosives. Any chemical compound or mechanical mixture that is commonly used or intended for the purpose of producing an explosion, and which contains any oxidizing and combustive units or other ingredients in such proportions, quantities, or packing that an ignition by fire, by friction, by concussion, by percussion, or by detonator of any part of the compound or mixture may cause such a sudden generation of highly heated gases that the resultant gaseous pressures are capable of producing destructive effects on contiguous objects or of destroying life or limb.

Farm Tractor. Every motor vehicle designed and used primarily as a farm implement for drawing plows, mowing machines and other implements of husbandry and such term shall include every self-propelled implement of husbandry.

Flammable Liquid. Any liquid which has a flash point of 70 degrees Fahrenheit, or less, as determined by a tagliabue or equivalent closed-cup test device.

Golf Cart. A motor vehicle that has not less than three wheels in contact with the ground, an unladen weight of not more than 1,800 pounds, is designed to be and is operated at not more than 25 miles per hour, and is designed to carry not more than four persons, including the driver.

Governing Body. The Mayor and Commissioners of this city.

Gross Weight. The weight of a vehicle without load plus the weight of any load thereon.

Highway. See Street or Highway.

House Trailer.

- (a) A trailer or semitrailer which is designed, constructed and equipped as a dwelling place, living abode or sleeping place, either permanently or temporarily, and is equipped for use as a conveyance on streets and highways; or
- (b) A trailer or a semitrailer whose chassis and exterior shell is designed and constructed for use as a house trailer, as defined in paragraph (a), but which is used instead permanently or temporarily for the advertising, sales, display or promotion of merchandise or services, or for any other commercial purpose except the transportation of property for hire or the transportation of property for distribution by a private carrier.

Identifying Numbers. The numbers, and letters, if any, on a vehicle designated by the division for the purpose of identifying the vehicle.

Ignition Interlock Device. A device which uses a breath analysis mechanism to prevent a person from operating a motor vehicle if such person has consumed an alcoholic beverage.

Implement of Husbandry. Every vehicle designed or adapted and used exclusively for agricultural operations and only incidentally moved or operated upon the highways. Such term shall include, but not be limited to, a fertilizer spreader or nurse tank used exclusively for dispensing or spreading water, dust or liquid fertilizers or agricultural chemicals, as defined in K.S.A. 2-2202, and amendments thereto, regardless of ownership. Implement of husbandry shall not

include:

- (a) A truck mounted with a fertilizer spreader used or manufactured principally to spread animal dung;
- (b) A mixer-feed truck owned and used by a feedlot, as defined by K.S.A. 47-1501, and amendments thereto, and specially designed and used exclusively for dispensing feed to livestock in such feedlot; or
- (c) A truck permanently mounted with a spreader used exclusively for dispensing or spreading water, dust or liquid fertilizers or agricultural chemicals, as defined in K.S.A. 2-2202, and amendments thereto, regardless of ownership.

Intersection.

- (a) The area embraced within the prolongation or connection of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict; or
- (b) Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways of such highways shall be regarded as a separate intersection.

The junction of an alley with a street or highway shall not constitute an intersection.

Laned Roadway. A roadway which is divided into two or more clearly marked lanes for vehicular traffic.

License or License to Operate a Motor Vehicle. Any driver's license or any other license or permit to operate a motor vehicle issued under, or granted by, the laws of this state, including:

- (a) Any temporary license or instruction permit;
- (b) The privilege of any person to drive a motor vehicle whether or not such person holds a valid license; and
- (c) Any nonresident's operating privilege.

Light Transmission. The ratio of the amount of total light to pass through a product or material including any safety glazing material to the amount of the total light falling on the product or material and the glazing.

Lightweight Roadable Vehicle. Multipurpose motor vehicle that is allowed to be driven on public roadways and is required to be registered with, and flown under the direction of, the federal aviation administration.

Low Power Cycle. Low power cycle means every vehicle and every bicycle and tricycle with not to exceed one brake horsepower provided by battery in addition to human power.

Low Speed Vehicle. Any four-wheeled electric vehicle whose top speed is greater than 20 miles per hour but not greater than 25 miles per hour and is manufactured in compliance with the national highway and traffic safety administration standards for low-speed vehicles in 49 C.F.R. 571.500.

Luminous Reflectants. The ratio of the amount of total light that is reflected outward by the product or material to the amount of the total light falling on the product or material.

Mail. To deposit in the United States mail properly addressed and with postage prepaid.

Metal Tire. Every tire the surface of which, in contact with the highway, is wholly or partly of metal or other hard nonresilient material.

Micro Utility Truck. Any motor vehicle which is not less than 48 inches in width, has an overall length, including the bumper, of not more than 160 inches, has an unladen weight, including fuel and fluids, of more than 1,500 pounds, can exceed 40 miles per hour as originally manufactured and is manufactured with a metal cab. **Micro utility truck** does not include a work-site utility vehicle.

Motor Vehicle. Every vehicle, other than a motorized bicycle or a motorized wheelchair, which is self-propelled, and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails.

Motorcycle. Every motor vehicle having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground, but excluding a tractor.

Motor-Driven Cycle. Every motorcycle, including every motor scooter, with a motor which produces not to exceed five brake horsepower, and every bicycle with motor attached except a motorized bicycle or an electric-assisted bicycle.

Motorized Bicycle. Every device, except a low power cycle, having two tandem wheels or three wheels which may be propelled by either human power or helper motor, or by both, and which has: (1) a motor which produces not more than 3.5 brake horsepower; (2) a cylinder capacity of not more than 50 cubic centimeters; (3) an automatic transmission; and (4) the capability of a maximum design speed of no more than 30 miles per hour.

Motorized Skateboard. A self-propelled device which has a motor or engine, a deck on which a person may ride and at least two wheels in contact with the ground.

Motorized Wheelchair. Any self-propelled vehicle designed specifically for use by a physically disabled person that is incapable of a speed in excess of 15 miles per hour.

Narrow Width Lane. A lane that is too narrow for a bicycle and a vehicle to travel safely side-by-side within the lane.

No Parking Zone. The portions of a roadway which are identified by signs posted by the City of Manhattan or the Riley County Police Department as being an area in which the parking of vehicles is prohibited.

Nonreflective. A product or material designed to absorb light rather than to reflect it.

Nonresident. Every person who is not a resident of the State of Kansas.

Nonresident's Operating Privilege. The privilege conferred upon a nonresident by the laws of this state pertaining to the operation by such person of a motor vehicle, or the use of a vehicle owned by such person, in this state.

Official Time Standard. Whenever certain hours are specified they shall mean standard time or daylight-saving time as may be in current use in this city.

Official Traffic-Control Devices. All signs, signals, markings, and devices, not inconsistent with this ordinance, placed or erected by authority of a public body or official having jurisdiction for the purpose of regulating, warning or guiding traffic.

Official Traffic-Control Signal. Any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

Ordinance Traffic Infraction. A violation of any section of this ordinance that prescribes or requires the same behavior as that prescribed or required by a statutory provision that is classified as a traffic infraction in K.S.A. 8-2118, as amended.

Other Competent Evidence. Includes:

- (1) Alcohol concentration tests obtained from samples taken three hours or more after the operation or attempted operation of a vehicle; and
- (2) Readings obtained from a partial alcohol concentration test on a breath testing machine.

Owner. A person, other than a lienholder, having the property in or title to a vehicle; and such term includes a person entitled to the use and possession of a vehicle subject to a security interest in another person, but excludes a lessee under a lease not intended as security.

Park or Parking. Means the standing of a vehicle, whether occupied or not, otherwise than temporarily for the purpose of and while actually engaged in loading or unloading property or passengers.

Passenger Car. Every motor vehicle, except motorcycles and motor-driven cycles, designed for carrying 10 passengers or less and used for the transportation of persons.

Pedestrian. Any person afoot; any person in a wheelchair, either manually or mechanically propelled, or in another low-powered, mechanically propelled vehicle designed specifically for use by a physically disabled person; or any person using an electric personal assistive mobility device.

Person. Every natural person, firm, association, partnership or corporation.

Person with a Disability. Any individual who:

- (a) Has a severe visual impairment;
- (b) Cannot walk 100 feet without stopping to rest;
- (c) Cannot walk without the use of or assistance from, a brace, cane, crutch, another person, prosthetic device, wheelchair or other assistive device;
- (d) Is restricted by lung disease to such an extent that the person's forced (respiratory) expiratory volume for one second, when

measured by spirometry, is less than one liter or the arterial oxygen tension is less than 60 mm/hg on room air at rest;

- (e) Uses portable oxygen;
- (f) Has a cardiac condition to the extent that the person's functional limitations are classified in severity as class III or class IV according to standards set by the American Heart Association; or
- (g) Is severely limited in such person's ability to walk due to an arthritic, neurological or orthopedic condition.

Pneumatic Tire. Every tire in which compressed air is designed to support the load.

Pole Trailer. Every vehicle without motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing vehicle, and ordinarily used for transporting long or irregular shaped loads such as poles, pipes or structural members capable, generally, of sustaining themselves as beams between the supporting connections.

Police Officer. Every law enforcement officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

Powered Scooter. Every device having two tandem wheels or three or more wheels which may be propelled by either human power or helper motor, or by both and which is capable of a maximum design speed of not greater than 25 miles per hour.

Private Road or Driveway. Every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

Racing. The use of one or more vehicles in an attempt to out-gain, out-distance or prevent another vehicle from passing, to arrive at a given destination ahead of another vehicle or vehicles, or to test the physical stamina or endurance of drivers over long distance driving routes.

Railroad. A carrier of persons or property upon cars, other than streetcars, operated upon stationary rails.

Railroad Sign or Signal. Any sign, signal or device erected by authority of a public body or official or by a railroad and intended to give notice of the presence of railroad tracks or the approach of a railroad train.

Railroad Train. A steam engine, electric or other motor, with or without cars coupled thereto, operated upon rails.

Recreational Off-highway Vehicle. Any motor vehicle 64 inches or less in width, having a dry weight of 2,000 pounds or less, traveling on four or more nonhighway tires, having a nonstraddle seat and steering wheel for steering control.

Recreational Vehicle. A vehicular-type unit built on or for use on a chassis and designed primarily as living quarters for recreational, camping, vacation or travel use and which has its own motive power or is mounted on or drawn by another vehicle, and which has a body width not exceeding eight feet and a body length not exceeding 40 feet; but such term shall not include a unit which has no

electrical system which operates above 12 volts and has no provisions for plumbing, heating and any other component or feature for which a standard is adopted by the state uniform standards code for mobile homes and recreational vehicles.

Registration. The registration certificate or certificates and registration plates issued under the laws of this state pertaining to the registration of vehicles.

Residence District. The territory contiguous to and including a highway not comprising a business district when the property on such highway for a distance of 300 feet or more is in the main improved with residences or residences and buildings in use for business.

Revocation of Driver's License. The termination by formal action of the division of a person's license or privilege to operate a motor vehicle on the highways, which termination shall not be subject to renewal except that an application for a new license may be presented and acted upon by the division after the expiration of the applicable period of time prescribed by state law.

Right-of-Way. The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedence to the other.

Road Construction Zone. The portions of a highway which are identified by posted or moving signs as being a construction or maintenance work area. The zone starts at the first sign identifying the zone and continues until a posted or moving sign indicates that the road construction zone has ended.

Roadway. That portion of a highway improved, designed or ordinarily used for vehicular travel, exclusive of the berm or shoulder. In the event a highway includes two or more separate roadways, the term "roadway" as used herein shall refer to any such roadway separately but not to all such roadways collectively.

Safety Hitch. A chain, cable, or other material of sufficient weight which will prevent the towed vehicle from breaking loose in the event the towbar or drawbar fails or becomes disconnected.

Safety Zone. The area or space officially set apart within a roadway for the exclusive use of pedestrians and which is protected or is so marked or indicated by adequate signs as to be plainly visible at all times while set apart as a safety zone.

School Bus. Every motor vehicle defined and designed as a school bus in Subsection (g)(1) of K.S.A. 72-8301 as amended.

School Crossing Guard. A person 18 years of age and older or any person under 18 years of age who is being directly supervised by a person at least 18 years of age, acting with or without compensation, and who is authorized by a school district, nonpublic school, city, or county, to supervise, direct, monitor, or otherwise assist school children at a street or intersection in the vicinity of a school crosswalk or bus stop.

School Zone. The locations designated as school zones by Article VII of Chapter 30 of the Code of Ordinances of the city as amended.

Secretary. The Secretary of Transportation.

Semitrailer. Every vehicle, with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle, and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle.

Sidewalk. A paved pathway upon public property intended primarily for the use of pedestrians.

Solid Rubber Tire. Every tire of rubber or other resilient material which does not depend upon compressed air for the support of the load.

Special Mobile Equipment. Every vehicle not designed or used primarily for the transportation of persons or property and only incidentally operated or moved over a highway, including but not limited to: Ditch digging apparatus, well boring apparatus and road construction and maintenance machinery such as asphalt spreaders, bituminous mixers, bucket loaders, tractors other than truck tractors, ditchers, leveling graders, finishing machines, motor graders, road rollers, scarifiers, earth moving carry-alls and scrapers, power shovels and drag lines, and self-propelled cranes and earth moving equipment. The term does not include house trailers, dump trucks, truck mounted transit mixers, cranes or shovels, or other vehicles designed for the transportation of persons or property to which machinery has been attached.

Specially Constructed Vehicle. Every vehicle of a type required to be registered in this state, not originally constructed under a distinctive name, make, model or type by a generally recognized manufacturer of vehicles and not materially altered from its original construction.

Stand or Standing. Means the halting of a vehicle whether occupied or not, otherwise than temporarily, for the purpose of and while actually engaged in receiving or discharging passengers.

State. The State of Kansas.

Stop. When required means complete cessation from movement.

Stop or Stopping. When prohibited means any halting, even momentarily, of a vehicle, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or traffic-control sign or signal.

Street or Highway. The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel. Where the word "highway" or the word "street" is used in this ordinance, it shall mean street, avenue, boulevard, thoroughfare, trafficway, alley and other public way for vehicular travel by whatever name unless the context clearly indicates otherwise.

Sun Screening Devices. A film material or device that is designed to be used in conjunction with motor vehicle safety glazing materials for reducing the effects of the sun.

Suspension of a Driver's License. The temporary withdrawal by formal action of the division of a person's license or privilege to operate a motor vehicle on the highways.

Through Highway. Every highway or portion thereof on which vehicular traffic is given preferential right-of-way, and at the entrances to which vehicular traffic from intersecting highways is required by law to yield the right-of-way to vehicles on such highway in obedience to either a stop sign, yield sign or other traffic-control device, when such signs or devices are erected as provided in this ordinance.

Tow Bar. A rigid piece of material which is structurally adequate to hold any weight vehicle towed and which is properly and securely mounted to the towed vehicle without excessive slack but with sufficient play to allow for universal action of the connection and which is equipped with a suitable locking device to prevent accidental separation of the towing vehicle and the towed vehicle.

Toxic Vapors. The following substances or products containing such substances:

- (1) Alcohols, including methyl, isopropyl, propyl, or butyl;
- (2) Aliphatic acetates, including ethyl, methyl, propyl, or methyl cellosolve acetate;
- (3) Acetone;
- (4) Benzene;
- (5) Carbon tetrachloride;
- (6) Cyclohexane;
- (7) Freons, including freon 11 and freon 12;
- (8) Hexane;
- (9) Methyl ethyl ketone;
- (10) Methyl isobutyl ketone;
- (11) Naptha;
- (12) Perchlorethylene;
- (13) Toluene;
- (14) Trichloroethane; or
- (15) Xylene.

Traffic. Pedestrians, ridden or herded animals, vehicles and other conveyances either singly or together while using any highway for purposes of travel.

Traffic-Control Signal. Any device, whether manually, electrically or mechanically operated, by which traffic is alternately directed to stop and permitted to proceed.

Traffic-Control Signal Preemption Device. Any device, instrument, or mechanism designed, intended or used to interfere with the operation or cycle of a traffic-control signal.

Traffic Infraction. A violation of any of the statutory provisions listed in subsection (c) of K.S.A. Supp. 8-2118 as amended.

Trailer. Every vehicle with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle, and so constructed that no part of its weight rests upon the towing vehicle.

Truck. Every motor vehicle designed, used or maintained primarily for the transportation of property.

Truck-Camper. Any structure designed, used or maintained primarily to be loaded on or affixed to a motor vehicle to provide a mobile dwelling, sleeping place, office or commercial space.

Truck Tractor. Every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

Urban District. The territory contiguous to and including any street which is built up with structures devoted to business, industry or dwelling houses, situated at intervals of less than 100 feet for a distance of a quarter of a mile or more.

Vehicle. Every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except motorized wheelchairs, electric personal assistive mobility devices or devices moved by human power or used exclusively upon stationary rails or tracks.

Wide-Base Single Tires. All tires having a section width, as specified by the manufacturer, of 14 inches or more.

Wireless Communication Device. Any wireless electronic communication device that provides for voice or data communication between two or more parties, including, but not limited to, a mobile or cellular telephone, a text messaging device, a personal digital assistant that sends or receives messages, an audio-video player that sends or receives messages, or a laptop computer.

Wireless Communication Device does not include a device which is voice-operated and which allows the user to send or receive a text based communication without the use of either hand, except to activate or deactivate a feature or function.

Work-Site Utility Vehicle. Any motor vehicle which is not less than 48 inches in width, has an overall length, including the bumper, of not more than 135 inches, has an unladen weight, including fuel and fluids, of more than 800 pounds and is equipped with four or more low pressure tires, a steering wheel and bench or bucket-type seating allowing at least two people to sit side-by-side, and may be equipped with a bed or cargo box for hauling materials. **Work-Site Utility Vehicle** does not include a micro utility truck or recreational off-highway vehicle.

Wrecker or Tow Truck. Any motor vehicle equipped with booms, winches or similar equipment specifically designed for recovery or towing of vehicles.

Write, Send or Read a Written Communication. Using a wireless communication device to manually type, send or read a written communication, including, but not limited to, a text message, instant message or electronic mail.

Ref.: K.S.A. 8-1013, 8-1402 to 8-1489, 8-1565, 8-1590, 8-1730a, 8-1749b, 8-1,124, 8-2,128, 39-1006, 66-1329, 75-1212, as amended.

Section 4. That said Standard Traffic Ordinance is hereby changed to add the following section:

Section 4.1. Authority of Director of Public Works.

The Director of Public Works of the City of Manhattan is hereby empowered and authorized to make regulations, place traffic signs, designate crosswalks, safety zones, no parking zones and traffic lanes, and to do all other acts of authority

granted within this ordinance to the Chief of Police or city traffic engineer. Nothing contained within this section shall be deemed to limit the authority of the Chief of Police or city traffic engineer. This section shall not give authority to the Director of Public Works to enforce any of the provisions of this ordinance.

Section 5. That Article 5, Section 26.1 of said Standard Traffic Ordinance is hereby changed to read as follows:

Sec. 26.1 Removal of Vehicle From Roadway After Accident.

- (a) Except in the case of an accident involving or apparent injury of any person, or the transportation of hazardous material, the owner or driver of a vehicle which obstructs the regular flow of traffic on any interstate highway, U.S. highway, or any multilane or divided roadway, shall make every reasonable effort to move the vehicle from the roadway, if, moving the vehicle may be done safely, does not require towing, and may be operated under its own power without further damage to the vehicle or the roadway and without endangering other vehicles or persons upon the roadway.
- (b) Except in the case of an accident involving death or apparent injury of any person or the transportation of hazardous material, authorized employees or agents of the Kansas department of transportation, Kansas highway patrol or other law enforcement agency without the consent of the driver or owner of the vehicle or property, may require, assist in or cause the removal from the roadway any vehicle, debris or any other property which is obstructing the regular flow of traffic, creating or aggravating an emergency situation or otherwise endangering public safety.
- (c) No state, county, municipal or law enforcement agency, nor their authorized employees or agents, shall be held liable for any damages resulting from the reasonable exercise of authority granted under this section.
- (d) Notwithstanding the provisions of this section, a driver is required to comply with the applicable provisions of K.S.A. 8-1601 et seq., and amendments thereto.

Section 6. That Article 7, Section 33 of said Standard Traffic Ordinance is hereby changed to read as follows:

Maximum Speed Limits.

- (a) Except when a special hazard exists that requires lower speed for compliance with Section 32, the limits specified in this section or established as hereinafter authorized shall be maximum lawful speeds, and no person shall drive a vehicle at a speed in excess of such maximum limits:
 - (1) In any business district, 20 miles per hour;
 - (2) In any residence district, 30 miles per hour;
 - (3) In all other locations, 55 miles per hour. The maximum speed limit established by or pursuant to

this paragraph shall be of force and effect regardless of whether signs are posted giving notice of maximum speed limits in excess thereof, and any sign giving notice of a maximum speed limit in excess of the limit established by or pursuant to this paragraph shall not be of any force or effect.

- (4) In any park in the city, 20 miles per hour; and
- (5) In any alley in the city, 20 miles per hour.
- (b) In addition to the requirements set forth in subsection (a), no person shall drive a school bus to or from school, or interschool or intraschool functions or activities, at a speed greater than 45 miles per hour on any roadway having dirt, sand or gravel surface, and in no event shall a school bus be driven to and from school, or functions or activities, in excess of 55 miles per hour, notwithstanding any maximum speed limit in excess thereof. The provisions of this subsection relating to school buses shall apply to buses used for the transportation of students enrolled in community colleges or area vocational schools, when such buses are transporting students to or from school, or functions or activities. (K.S.A. 8-1558)
- (c) The maximum speed limits established by or pursuant to this section may be altered as authorized in K.S.A. 8-1559 and 8-1560, and amendments thereto.

Ref.: Power to change speed limits generally and regulate speed in parks and school zones. (K.S.A. Supp. 8-1560, as amended and K.S.A. 8-2002, as amended)

Section 7. That Article 9, Section 51 of said Standard Traffic Ordinance is hereby changed to read as follows:

U Turns; Where Prohibited.

The driver of any vehicle shall not turn such vehicle so as to proceed in the opposite direction upon any street in a business district; nor upon any street where posted signs prohibit such movement; nor upon any other street, unless such movement can be made in safety without interfering with other traffic. (K.S.A. 8-1546).

Ref.: Secs. 48, 50.

Section 8. That Article 13, Section 85 of said Standard Traffic Ordinance is hereby changed to read as follows:

Stopping, Standing or Parking Prohibited in Specified Places.

Except when necessary to avoid conflict with other traffic, or in compliance with law or the directions of a police officer or official traffic control device, no person shall:

- (a) Stop, stand or park vehicle:
 - (1) On the roadway side of any vehicle stopped or

- parked at the edge or curb of a street;
 - (2) On a sidewalk;
 - (3) Within an intersection;
 - (4) On a crosswalk;
 - (5) Between a safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless a different length is indicated by signs or markings;
 - (6) Alongside or opposite any street excavation or obstruction when stopping, standing or parking would obstruct traffic;
 - (7) Upon any bridge or other elevated structure upon a highway or within a highway tunnel;
 - (8) On any railroad tracks;
 - (9) On any controlled-access highway;
 - (10) In the area between roadways of a divided highway, including crossovers;
 - (11) At any place where official signs or yellow painted curb markings prohibit stopping; or,
 - (12) Within three (3) feet of any alley's intersection with a street; the intersection is to include the flared end of the alley.
- (b) Stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers:
- (1) In front of, or on three (3) feet of either side of, an existing public or private driveway entrance. Driveway entrance is to include the flared end or driveway return;
 - (2) Within fifteen (15) feet of a fire hydrant;
 - (3) Within twenty (20) feet of a crosswalk at an intersection;
 - (4) Within thirty (30) feet upon the approach to any flashing signal, stop sign or traffic-control signal located at the side of a roadway;
 - (5) Within twenty (20) feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station with seventy-five (75) feet of said entrance, when properly sign-posted;
 - (6) At any place where official signs or yellow painted curb markings prohibit standing.
- (c) Park a vehicle, whether occupied or not, except temporarily for the purpose of, and while actually engaged in, loading or unloading property or passengers:
- (1) Within fifty (50) feet of the nearest rail of a railroad

- crossing;
- (2) At any place where official signs or yellow painted curb markings prohibit parking.
 - (3) In a front yard, as that term is defined in the Manhattan Zoning Regulations, except in parking spaces in compliance with such Zoning Regulations.
 - (d) No person shall move a vehicle not lawfully under his control into any such prohibited area or away from a curb such a distance as is unlawful.
 - (e) No person shall stand or park a vehicle in areas designated as fire lanes upon public or private property.
- (K.S.A. 8-1571)

Section 9. That Article 14, Section 114.4 of said Standard Traffic Ordinance is hereby changed to read as follows:

Unlawful Operation of a Golf Cart.

- (a) It shall be unlawful for any person to operate a golf cart:
 - (1) On any interstate highway, federal highway, or state highway;
 - (2) On any public highway or street within the corporate limits of the city.

Section 10. That Article 14, Section 114.5 of said Standard Traffic Ordinance is hereby changed to read as follows:

Unlawful Operation of a Work-Site Utility Vehicle.

- (a) A work-site utility vehicle may be operated upon the public streets or highways that have a posted speed limit 30 miles per hour and less.
- (b) Notwithstanding subsection (a), it shall be unlawful for any person to operate a work-site utility vehicle:
 - (1) On any interstate highway, federal highway, or state highway;
 - (2) On any public street or highway that has a posted speed limit greater than 30 miles per hour.
- (c) The provisions of subsection (b) shall not prohibit a work-site utility vehicle from crossing a federal or state highway or a street or highway with a posted speed limit in excess of 30 miles per hour.
- (d) No work-site utility vehicle shall be operated on any public highway, street, or road between sunset and sunrise unless equipped with lights as required by law for motorcycles.

Section 11. That said Standard Traffic Ordinance is hereby changed to add the following new section:

Article 14, Section 126.3. Listening or Talking on Wireless Communication Devices While Driving.

- (a) Except as provided in subsection (b), no person shall operate a motor vehicle on a public road or highway while listening or talking on a wireless communication device, unless the wireless communication device is specifically designed and configured to allow hands-free listening and talking, and is used in that manner while driving.
- (b) The provisions of subsection (a) shall not apply to:
 - (1) a law enforcement officer or emergency service personnel acting within the course and scope of the law enforcement officer's or emergency service personnel's employment;
 - (2) a driver in a motor vehicle stopped off the regular traveled portion of the roadway;
 - (3) a driver talking or listening to a law enforcement agency, health care provider, fire department, or other emergency services agency, for emergency purposes;
 - (4) a person who is relaying information between transit or for-hire operator and the operator's dispatcher, in which the device is permanently affixed to the motor vehicle; and,
 - (5) a driver who uses a digital two-way radio device that transmits radio communication transmitted by a station operating on an authorized frequency within the citizen's or family radio service bands in accordance with rules of the Federal Communications Commission; or
 - (6) A driver who uses an amateur radio and who holds a valid amateur radio operator license, or any other similar license related to such use, issued by the Federal Communications Commission.
- (c) For the purposes of subsection (a), "hands-free" use shall mean listening or talking on a wireless communication device that has an internal feature or function, or is equipped with a temporary or permanent attachment or addition, that allows listening or talking without the use of either hand, except to activate or deactivate that function of the wireless communication device.
- (d) There shall be a rebuttable presumption that any person who is driving a motor vehicle and holding a wireless communication device to, or in the immediate proximity of, his or her ear is listening or talking on such device in violation of subsection (a). Immediate proximity shall mean that distance that permits the person to listen or talk on such device, but shall not require physical contact with the person's ear.

Section 12. That said Standard Traffic Ordinance is hereby changed to add the following section:

Article 15, Section 134.1. Application of Sec. 127, Sec. 128, and Sec. 130 to Sec. 133 to Powered Scooters. The provisions of Sections 127, 128, and Sections 130 to 133, inclusive, shall be applicable to powered scooters, and every person operating a powered scooter shall be subject to the provisions thereof.

Section 13. That Article 19, Section 194 of said Standard Traffic Ordinance is hereby changed to read as follows:

Driving While License Canceled, Suspended or Revoked; Penalty.

(a) (1) No person shall drive a motor vehicle on any street or highway at a time when such person's privilege so to do is canceled, suspended or revoked or while such person's privilege to obtain a driver's license is suspended or revoked.

(2) Any person who drives a motor vehicle on any street or highway at a time when such person's privilege so to do is canceled, suspended or revoked or while such person's privilege to obtain a driver's license is suspended or revoked, shall upon a first conviction be punished by imprisonment for not more than six months or fined not to exceed \$1,000 or both such fine and imprisonment. On a second or subsequent conviction of a violation of this section such person shall be punished by imprisonment for not more than one year or fined not to exceed \$2,500, or both such fine and imprisonment.

(3) No person shall be convicted under this section if such person was entitled at the time of arrest under K.S.A. 8-257 and amendments thereto, to the return of such person's driver's license.

(4) Except as otherwise provided by subsection (a)(5) or (b), every person convicted under this section shall be sentenced to at least five days' imprisonment and fined at least \$100 and upon a second conviction shall not be eligible for parole until the completion of five days' imprisonment.

(5) Except as otherwise provided by subsection (b), if a person:

(A) is convicted of a violation of this section, committed while the person's privilege to drive or privilege to obtain a driver's license was suspended or revoked for a violation of K.S.A. 8-2,144 or K.S.A. 8-1567, and amendments thereto, or any ordinance of any city or resolution of any county or a law of another state, which ordinance, resolution or law prohibits the acts prohibited by K.S.A. 8-2,144 or K.S.A. 8-1567; and,

(B) is or has been also convicted of a violation of K.S.A. 8-2,144 or K.S.A. 8-1567, and amendments thereto, or any ordinance of any city or resolution of any county or law of another state, which ordinance or resolution or law prohibits the acts prohibited by those statutes, committed while the person's privilege to drive or privilege to obtain a driver's license was so suspended or revoked, the person shall not be eligible for suspension of sentence, probation

or parole until the person has served at least 90 days' imprisonment, and any fine imposed on such a person shall be in addition to such a term of imprisonment.

(b) A person on a third or subsequent conviction of this section shall be sentenced to not less than 90 days imprisonment and fined not less than \$1,500 if such person's privilege to drive a motor vehicle is canceled, suspended or revoked because such person:

- (1) Refused to submit and complete any test of blood, breath, or urine requested by law enforcement excluding the preliminary screening test as set forth in K.S.A. 8-1012, and amendments thereto;
- (2) Was convicted of violating the provisions of K.S.A. 40-3104, and amendments thereto, relating to motor vehicle liability insurance coverage;
- (3) Was convicted of vehicular homicide, K.S.A. 21-3405 or K.S.A. 21-5406, and amendments thereto, involuntary manslaughter while driving under the influence of alcohol or drugs, K.S.A. 21-3442 or K.S.A. 21-5405(a)(3), and amendments thereto, or any other murder or manslaughter crime resulting from the operation of a motor vehicle; or,
- (4) Was convicted of being a habitual violator, K.S.A. 8-287, as amended.

(c) The person convicted shall not be eligible for release on probation, suspension or reduction of sentence or parole until the person has served at least 90 days' imprisonment. The 90 days' imprisonment mandated by this subsection may be served in a work release program only after such person has served 48 consecutive hours' imprisonment, provided such work release program requires such person to return to confinement at the end of each day in the work release program. The court may place the person convicted under a house arrest program or any municipal ordinance to serve the remainder of the minimum sentence only after such person has served 48 consecutive hours' imprisonment.

(d) For the purposes of determining whether a conviction is a first, second, third or subsequent conviction in sentencing under this section, **conviction** includes a conviction of a violation of any ordinance of any city or resolution of any county or a law of any state which is in substantial conformity with this section. (K.S.A. Supp. 8-262)

Section 14. That Article 4, Section 20 of said Standard Traffic Ordinance is hereby declared to be and is omitted and deleted.

Section 15. Ordinance Nos. 6853 and 6903 and all other ordinances in conflict herewith are hereby repealed.

Section 16. This ordinance shall take effect and be in force from and after its publication in the official city newspaper.

PASSED AND ADOPTED THIS 18TH DAY OF OCTOBER, 2011, BY THE GOVERNING BODY OF THE CITY OF MANHATTAN, KANSAS.

JAMES E. SHEROW, Mayor

GARY S. FEES, MMC, City Clerk



**JULY 19, 2017
NOON – 1:00PM
BICYCLE FRIENDLY
DRIVER COURSE**

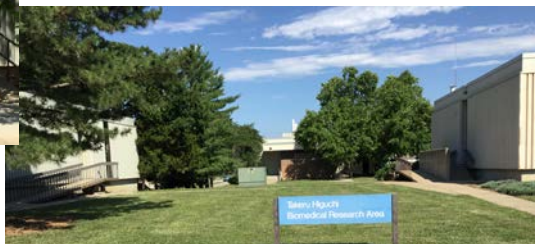
**Please make plans to attend this debut session.
Class presented at Smissman Laboratories
located on KU West Campus
HBC seminar room 152**

2099 Constant Ave
Lawrence KS 66047

The Bicycle Friendly Driver program is a 1 hour interactive class, aimed at educating all drivers on the best and safest ways to share the road with people on bicycles. Developed by FC Bikes in collaboration with Bike Fort Collins. This presentation is during the lunch hour, please feel free to bring your lunch.



Right inside this building,
room is on the right.



**Common crashes
and how to avoid
them**
—

**What's legal and
what's not legal,
for both motorists
and bicyclists**
—

**Why bicyclists
“take the lane” and
what motorists
should do in
response**
—

**Why sharing the
road is the safest
alternative for
both motorists and
bicyclists.**
—



Questions?

Kirsten Yunuba Stephens

785-764-1857

Bikefriendlylawrence@gmail.com