

19th Street – Harper to O'Connell Project Information

November 9, 2017

Transportation Commission Study Session

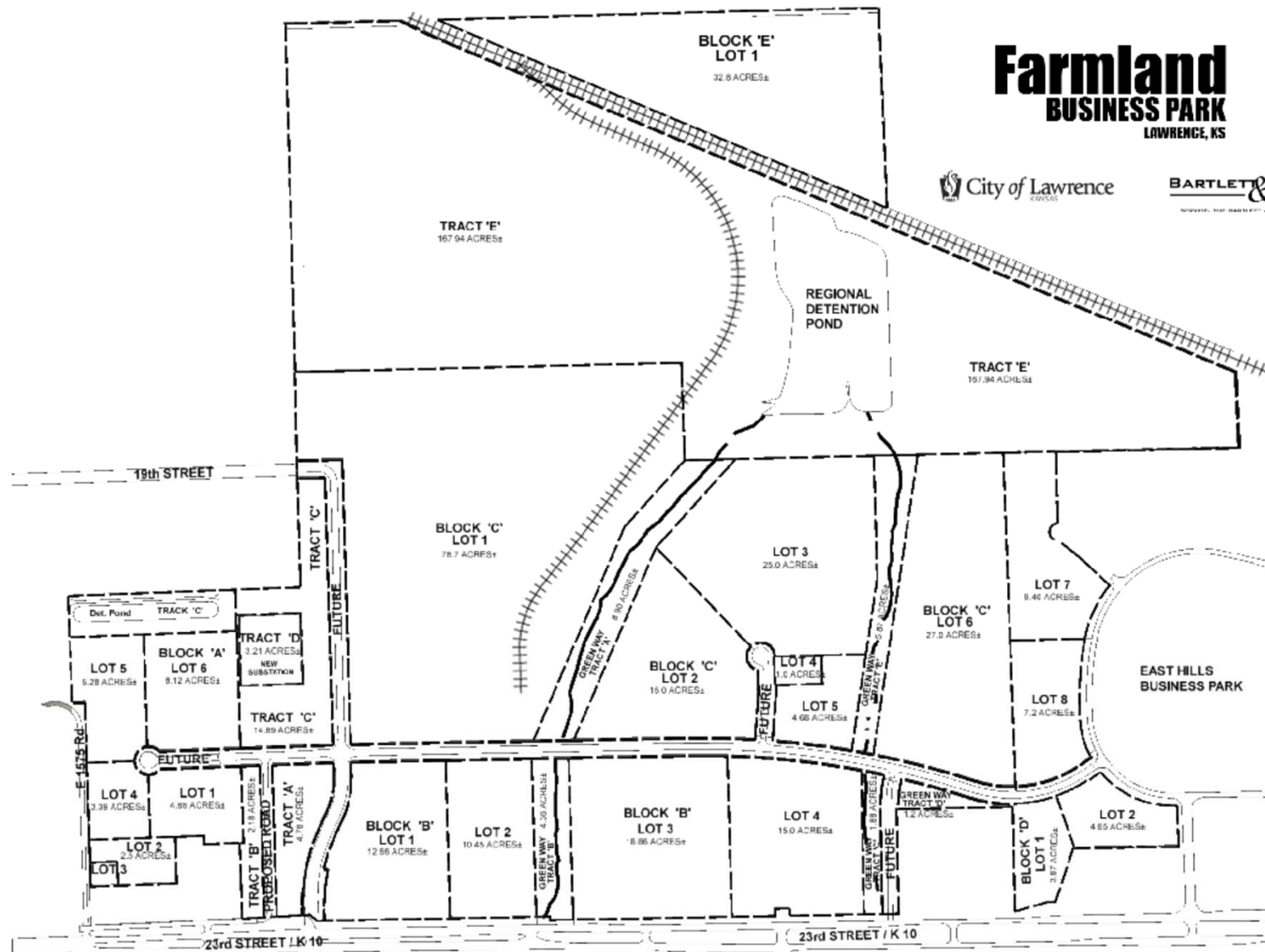
Background

- 19th Street from Iowa to O'Connell is currently designated a minor arterial on the city's Transportation Plan
- 19th Street currently dead-ends at O'Connell
- 19th Street east of Harper was constructed in 1959
 - Not constructed to city street standards
 - Chip and seal road
 - No curb and gutter – open ditch
 - Pavement Condition Index of 24.8
 - 9 waterline breaks since 2011; 4 breaks in 2017
 - Sidewalk on portions of north side; none on south side
 - Designated for future bike lanes on bikeway plan

Venture Park

- City acquired Farmland Industries facility (450 acres) in 2010 to develop property as business park for jobs.
- 2012 City developed master plan and held meetings with neighbors and businesses to discuss master plan.
- Dec. 18, 2012 City Commission approved final plat
- 2013-2014 City invested \$7.5M on infrastructure and grading for streets, waterline, sewer, etc.
 - O'Connell from 19th Street to Venture Park Drive was constructed at a cost of \$1.2M
 - In 2014 it was decided to not connect to 19th Street until 2016 when Harper to O'Connell would be reconstructed

Farmland BUSINESS PARK LAWRENCE, KS



Venture Park Traffic Study

- In 2012 a Traffic Impact Study was prepared for the business park
- Assumed a 50% build out scenario and a full build out scenario
- “Industrial Park” Trip Generation estimated 12,945 daily trips at full build out.
- Study included existing and proposed intersections
 - 19th & Harper, 23rd & O’Connell, K-10 & East Hills
- Trip Distribution assumed 30% of traffic would use 19th Street; 70% would use 23rd Street.
- Peak hour trips on 19th Street – AM 410 trips; PM 377 trips
- 24 hour trip count – 3884 vpd (30% of full build out)

Traffic Study Recommendations

- 19th & Harper – Operate LOS A at 50% and LOS B at 100%
 - No geometric improvements necessary at full build-out (All-way stop)
- 23rd & Harper – LOS C at 50% and 100%
 - No improvements required
- 23rd & O'Connell – Traffic Signal warrants were recommended and a signal was installed
 - The single eastbound left turn lane was constructed to the length needed for the 50% build out.

19th Street Planning and CIP

- 2014 City began planning to reconstruct 19th Street – Harper to O'Connell
 - 2015 Design and 2016 Construction
- Project has been delayed and currently included in 2019 CIP
- Current Estimated Cost is \$3.65M
- Street improvements would be constructed using the Complete Streets Policy
- There are no plans for additional projects on 19th Street to increase capacity.

19th Street with T2040 Update

- The city's Transportation Plan is currently being revised by MPO
- Travel Demand Model included a scenario with and without 19th Street connection
 - Prelim. Data shows no change in volume west of Maple Lane
 - Increase of 1000 ADT from Maple Lane to Harper
- Staff is recommending re-classifying 19th Street from Haskell to O'Connell from a Minor Arterial to Collector. (O'Connell Rd. is a collector)
 - Minor Arterials – roads having a primary mobility function that are designed to connect to and supplement the principal arterials while providing connections between neighborhoods and connections to some major activity centers. These roads may place more emphasis on land access than principal arterials. They may serve smaller cities and population centers not served by principal arterials.
 - Major Collectors – roads that have a relative balance between mobility and property access functions, bring traffic to higher class roads, connect to smaller activity centers, and serve important travel corridors in the region which are not served by higher class roads.
- Open House meetings Nov. 13th to Nov. 21st.
 - <https://assets.lawrenceks.org/assets/mpo/T2040/T2040OpenHouseFlyer2.pdf>
- Online survey Nov. 13th to Nov. 27th

Historical Traffic Counts – Pre/Post South Lawrence Trafficway

- KDOT takes city wide traffic counts in Lawrence every 3 year and also conducted before/after traffic counts of SLT to determine impact on K-10 and city streets.
- Traffic Volumes on 23rd Street have decreased 15%-30%
- Traffic Volumes on 19th Street have decreased approx. 5% west of Naismith to over 20% east of Haskell
- No change in North/South Traffic on Naismith or Mass St. at 21st St.; 4% increase on Haskell at 23rd St.

Project Benefits

- Reconstruct street to city standards
 - New pavement, storm sewer, sidewalks, bike lanes, waterline
- Safe/efficient access to Venture Park business park
- Connectivity of bike lanes
- Opportunity for bus service on route that is not being served. Future bus route to Venture Park and East Hills businesses.
- Increase response times for emergency service
- Connectivity of neighborhoods from 19th Street to south of 23rd Street, including Community Shelter
- Increase Ease of East/West Travel in Lawrence (#1 Transportation issue from last citizen survey)

Next Steps

- Receive recommendation from Transportation Commission in early 2018 on design scope.
- Receive direction from City Commission to proceed with design plans.
- Bring back design plans to Transportation Commission and receive public feedback.
- Finalize design plans end of 2018.
- Utility Relocation/ Acquisition if needed winter/spring 2018.
- Construction 2019

