



**TRANSPORTATION COMMISSION**  
**Monday, July 9, 2018 6:00 PM**  
**City Commission Room, City Hall, 6 E. 6th Street**

**MEETING AGENDA**

- 1. Approve March 29, 2018 Special Meeting Minutes, May 7, 2018 Regular Meeting and June 20, 2018 Study Session minutes**

- 2. General Public Comment**

*The public is allowed to speak to any items or issues that are not scheduled on the regular agenda. Each person or organization will be limited to three (3) minutes. As a general practice, the Commission will not discuss/debate these items, nor will the Commission make decisions on items presented at this time. Individuals are asked to come to the microphone, sign in, and state their name and address. Speakers should address all comments to the Commission.*

- 3. Pedestrian Crossing – Monterey Way, 6<sup>th</sup> Street to Bob Billings Parkway**

**Action:** Deny the pedestrian crossing on Monterey Way and refer the location for future consideration once the new Traffic Calming Policy is in place.

- 4. Haskell Ave and 29<sup>th</sup> Street Intersection**

**Action:** Provide recommendation on additional traffic control in the area.

- 5. Staff Items**

- Staff memo about Curb Radii Design

- 6. Commission Items**

- Update from Commissioner Evans on Complete Streets Subcommittee
- Update from Commissioner Hurt on PTAC

- 7. Calendar**

- Next Study Session – July 18, 3:30PM

- 8. Adjournment**

# City of Lawrence Transportation Commission May 7, 2018 Minutes

MEMBERS PRESENT: Charlie Bryan, Steve Evans, Erin Paden, Donna Hultine, Michele Dillon, Kathryn Schartz, Ron May, Mark Hurt

MEMBERS ABSENT: John Ziegelmeyer

STAFF PRESENT: David Cronin, Public Works Department  
Amanda Sahin, Public Works Department

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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 Commissioner Paden at 6:00 p.m. in the City Commission Room, City Hall, 6 E. 6<sup>th</sup> Street.

## **ITEM NO. 1:**

### **Approve April 2, 2018 Regular Meeting Minutes**

Moved by Commissioner Hurt, seconded by Commissioner Dillon, to approve minutes. Motion passed 8-0.

## **ITEM NO. 2:**

### **General Public Comment**

Public Discussion: N/A

## **ITEM NO. 3:**

### **Massachusetts St – 11<sup>th</sup> to 14<sup>th</sup> St Lane Reconfiguration**

Amanda Sahin, Casey Colbern (B&W) and JD Reitingner presented the proposed project details.

Moved by Commissioner Dillon, seconded by Commissioner May, to recommend approval of the reduction of one northbound travel lane and removal of parking on the east side of Massachusetts St from North Park Dr to 14<sup>th</sup> St to accommodate bicycle

lanes and a two way left turn lane at 13<sup>th</sup> St. Motion passed 7-1. Commissioner Hurt voted "no" because of concern for the safety of bicyclist adjacent to the angled parking north of 14<sup>th</sup> St.

**ITEM NO. 4:**

**[Discuss Joint Work Session with City Commission](#)**

Discussed adding a PTAC Update to the monthly agenda

**ITEM NO. 6:**

**[Staff Items](#)**

None

**ITEM NO. 7:**

**[Commission Items](#)**

Commissioner Evans provided an update on the Complete Streets policy development.

**ITEM NO. 8:**

**[Calendar](#)**

Next Study Session – May 16 @ 3:00 pm, Bike Ride  
Discussed remaining 2018 calendar

**ITEM NO. 8:**

**[Adjournment](#)**

Meeting was adjourned at 7:55 pm



# City of Lawrence

## Transportation Commission

### March 29, 2018 Minutes

MEMBERS PRESENT: Charlie Bryan, Steve Evans, John Ziegelmeyer, Erin Paden, Donna Hultine, Michele Dillon, Kathryn Schartz, Ron May

MEMBERS ABSENT: Mark Hurt

STAFF PRESENT: David Cronin, Public Works Department  
Amanda Sahin, Public Works Department  
Jessica Mortinger, MPO  
Jeff Crick, Planning Department  
James King, Fire Department  
Bob Nugent, Transit  
Adam Hefley, Police Department  
Derek Rogers, Parks and Recreation  
Stephen Mason, Parks and Recreation

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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 Commissioner Steve Evans at 6:00 p.m. in the City Commission Room, City Hall, 6 E. 6<sup>th</sup> Street.

#### **ITEM NO. 1:**

#### **East 19<sup>th</sup> St, Harper to O'Connell Project Scope Discussion**

David Cronin, Jeff Crick, Jessica Mortinger, James King, and Bob Nugent presented the staff report.

#### **Public Comment**

Several residents provided comments

#### **Commission Discussion**

Commissioners would like to see a few design options (road widths, bike facilities, etc) before the Field Check Plans. Consider mid-block crossings, traffic calming, etc.

Meeting was adjourned 9:32 p.m.

**Steve Evans Comments**

**East 19th St, Harper to O'Connell**

**Thursday, March 29, 2018 6:00 PM**

1. It seems we focus more on how vehicles reach destinations in Lawrence than bikes and pedestrians.
2. Although I think we are doing a good job of addressing bikes and pedestrians on projects like this, the current proposal focuses on moving cars to Venture Park and costs reflect that.
3. That's my preamble...and having said that I'd offer:
4. The City has made a considerable investment in Venture Park and will need the ability to market businesses moving into the area.
5. It would be difficult to market the west lots near O'Connell without 19<sup>th</sup> Street being opened but it may depend on the types of businesses that may be interested.
6. The current condition of 19<sup>th</sup> east of Harper needs to be improved.
  - a. The 47 ft. wide street seems excessive, more like the business park and less like the mostly residential area from Harper to O'Connell.
  - b. 6.5 ft. bike lanes are fantastic.
  - c. From a sustainability perspective, curb and gutter and storm water infrastructure would not be desirable.
7. The control point/transponder suggestion seems reasonable but not without problems and I would defer to the fire and police making that call. I would also note:
  - a. The Fire Station is much closer to 23<sup>rd</sup> Street than 19<sup>th</sup> so in some cases 23<sup>rd</sup> would be the fastest route to VP.
  - b. I walked the area today with some residents who pointed out there is land directly east of the fire station that lines up with Venture Park Drive; I don't know if this is feasible in terms of land use and ownership.
8. I would not open the connection until VP experiences more build-out and that could be several years, hopefully not.
9. The 3.5 million could be used now for more urgent projects. There are several locations around LHS and Cordley on 19<sup>th</sup> that could be made safer for pedestrians right now.
10. I would market VP with the intent to open the connection if the business use and work-force population merited that happening.
11. I would like to hear more from the School District about this in general.

# Transportation Commission

## March 29, 2018 E. 19th St Meeting

Name	Initials
<b>Members</b>	
Charlie Bryan Law DGCO Health Dept. Representative	CWB
Donna Hultine University of Kansas	dh
Kathryn Schartz Multi-Modal Transportation / Planning Eng Rep	KSS
Mark Hurt PTAC representative	
Michele Dillon Pedestrian Representative	MD
Steve Evans Planning/Engineering Field Representative	SE
Erin Paden Bicyclist Representative	EP
John Ziegelmeyer Local Business Representative	JZ
Ron May USD-497	✓
<b>City Staff</b>	
David Cronin City Engineer	DC
Charles Soules Public Works Director	
Jessica Mortinger Senior Transportation Planner	JM
Amanda Sahin Transportation Engineer	AS
Zach Baker Project Engineer	
<b>Other Staff</b>	
Jeff Crick	
James King	
Bob Nugent	
Derek Rogers	
Stephen Mason	
Adam Heffley	



**Transportation Commission**  
**March 29, 2018 E 19th St Meeting**  
**Public Sign In Sheet**

Name	Contact Info
Kirsten Yunuba Stephens	(ph) 785-764-1857 (e-mail) yunubastephens@yahoo.com
JOHN E. BOWEN	(ph) 785-842-9082 (e-mail) J60WEN@shawtlow.com
GEO L. DUNN	(ph) 842. 1546 (e-mail)
JOE ARNESON	(ph) 1408E1850 R2 (e-mail) 785-331-8831
BRIAN FULLER	(ph) 785-856-1550 (e-mail) brian@fullbrightsign.com
Bonnie Uffman	(ph) 785 760 0057 (e-mail) bonuff@gmail.com
Margaret Coggins	(ph) 785-842-2900 (e-mail) mcoggins@sunflower.com
PAT KUHDE	(ph) 1636 Leonard (e-mail) pkuhde@sunflower.com
RAY BEAUMONT	(ph) 1211 E 19TH (e-mail) roraigb@yahoo.com
Travis Robnett	(ph) 512-775-4040 (e-mail) Travis.Robnett@gmail.com
Bill Meyer	(ph) 1830 Kasper (e-mail)
Dietrich Earnhart	(ph) 1714 Munster (e-mail)
Michael Munster	(ph) 19th St. Corbin (e-mail)
Shawn Ashworth	(ph) (e-mail)



**Transportation Commission  
March 29, 2018 E 19th St Meeting  
Public Sign In Sheet**

Name	Contact Info
John W Olson	(ph) (e-mail) 414853CATS@gmail.com
John & Bev	(ph) 785/942-9082 (e-mail) J60 W. D & UNILLOWENT CO.
Lyn K. McElwain	(ph) 785-550-3599 (e-mail)
Steve Kelly	(ph) 785-218-6961 (e-mail)
Melinda Henderson	(ph) you have it (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
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City of Lawrence  
Transportation Commission Study Session  
June 20, 2018 Minutes

MEMBERS PRESENT: Charlie Bryan, Mark Hurt, Steve Evans, Michele Dillon, John Ziegelmeyer, Donna Hultine, Kathryn Schartz

MEMBERS ABSENT: Erin Paden, Ron May

STAFF PRESENT: David Cronin, Public Works Department  
Zach Baker, Public Works Department  
Amanda Sahin, Public Works Department  
Jon Marburger, Public Works Department  
Ashley Meyers, Transportation Planner  
Jasmin Moore, Sustainability Director

PUBLIC PRESENT: N/A

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**1. How Lawrence Measures Up: STAR Community Rating System, Bicycle Friendly Community and Walk Friendly Community**

Jasmin Moore presented on the STAR system and Ashley Meyers presented on the Bicycle Friendly and Walk Friendly Community ratings

# Measuring Sustainability Progress: STAR Certification

Transportation Commission

June 20, 2018

Jasmin Moore

Sustainability Director

[JaMoore@lawrenceks.org](mailto:JaMoore@lawrenceks.org)



*City of Lawrence*





# SUSTAINABILITY: THE FOUR-WAY TEST

1. How does it impact ENVIRONMENTAL HEALTH?
2. How does it directly impact the WELL-BEING OF PEOPLE?
3. How does it impact relationships, effective government, social justice, and OVERALL LIVABILITY?
4. How does it impact the LOCAL ECONOMY and at what long and short term costs?

# SUSTAINABILITY



Environmental  
Health



Society



Local Economy



# SUSTAINABLE COMMUNITY

- A sustainable community is one that is ***economically, environmentally, and socially healthy and resilient.***
- It meets challenges through **integrated solutions** rather than through fragmented approaches that meet one of those goals at the expense of the others.
- And it takes a **long-term perspective** – one that's focused on both the present and future, well beyond the next budget or election cycle.

*-Institute for Sustainable Communities*

# Sustainability in local government: a multi-pronged approach

- **Municipal Leadership**
- **Policy/Programs**
- **Community Engagement**







**Energy efficiency & conservation**

**Alternative fleet fuels**

**Green buildings**

**Economic development**

**Local food systems**

**Transportation**

**Water**

**Waste reduction & recycling**

**Citizen engagement & education**





## GUIDING DOCUMENTS

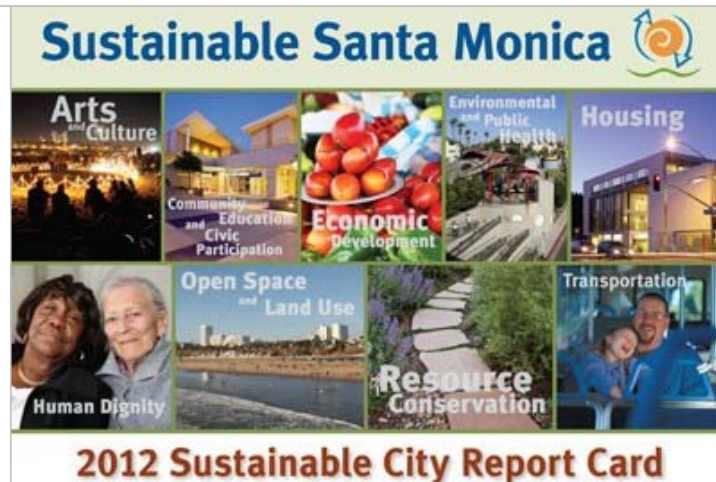
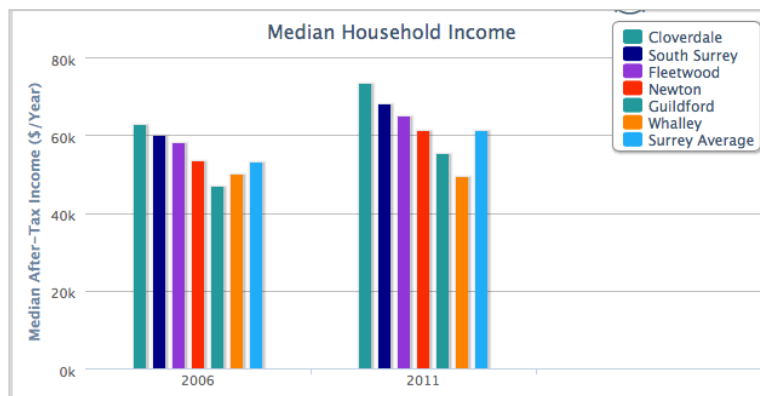
- City of Lawrence: Climate Protection Plan (2009)
- Greenhouse Gas Emissions Inventory (2005, 2012)
- Douglas County: County Sustainability Plan (2011)
- City of Lawrence reports from Peak Oil Task Force, Solid Waste Task Force, Bike/Ped Task Force
- City & County: Horizon 2020: Chapter 16 (2011)
- T2040 Transportation Plan
- Douglas County Food Systems Plan (2017)

## ADVISORY BOARDS

- Sustainability Advisory Board
- Douglas County Food Policy Council



# MEASURING SUSTAINABILITY





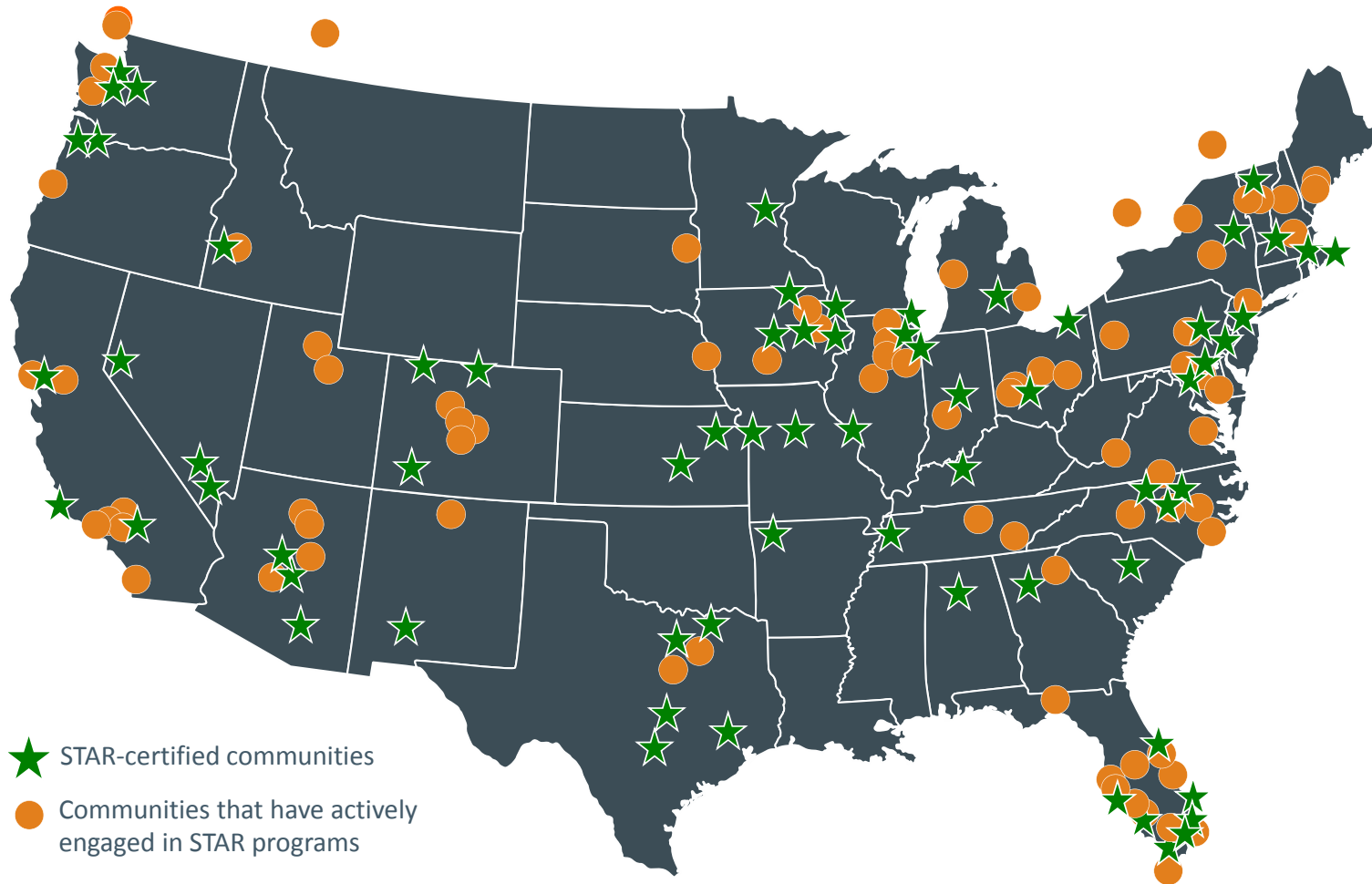


SUSTAINABILITY  
TOOLS FOR  
ASSESSING &  
RATING COMMUNITIES



SET GOALS. MEASURE PROGRESS.  
IMPROVE YOUR COMMUNITY.

**37 STATES + DC | 4 PROVINCES | 170 COMMUNITIES**



# STAR FRAMEWORK OF GOALS & OBJECTIVES

Built Environment	Climate & Energy	Economy & Jobs	Education, Arts, & Community	Equity & Empowerment	Health & Safety	Natural Systems
Ambient Noise & Light	Climate Adaptation	Business Retention & Development	Arts & Culture	Civic Engagement	Active Living	Green Infrastructure
Community Water Systems	Greenhouse Gas Mitigation	Green Market Development	Community Cohesion	Civil & Human Rights	Community Health	Biodiversity & Invasive Species
Compact & Complete Communities	Greening the Energy Supply	Local Economy	Educational Opportunity & Attainment	Environmental Justice	Emergency Management & Response	Natural Resource Protection
Housing Affordability	Energy Efficiency	Quality Jobs & Living Wages	Historic Preservation	Equitable Services & Access	Food Access & Nutrition	Outdoor Air Quality
Infill & Redevelopment	Water Efficiency	Targeted Industry Development	Social & Cultural Diversity	Human Services	Health Systems	Water in the Environment
Public Parkland	Local Government GHG & Resource Footprint	Workforce Readiness	Aging in the Community	Poverty Prevention & Alleviation	Hazard Mitigation	Working Lands
Transportation Choices	Waste Minimization				Safe Communities	

# SUSTAINABILITY SYNERGIES









# LAWRENCE LEADING THE WAY

We received over 95% of available points available in these 10 categories:

- ✓ Greenhouse Gas Mitigation
- ✓ Educational Opportunity & Attainment
- ✓ Emergency Prevention & Response
- ✓ Safe Communities
- ✓ Outdoor Air Quality
- ✓ Resource Efficient Public Infrastructure
- ✓ Public Spaces
- ✓ Business Retention & Development
- ✓ Resource Efficient Buildings
- ✓ Community Water Systems



# AREAS FOR IMPROVEMENT

We received fewer than 10% of available points in these categories:

- ✓ Climate Adaptation
- ✓ Environmental Justice
- ✓ Invasive Species
- ✓ Quality Jobs & Living Wages



# AREAS OF OPPORTUNITY

## **Housing Affordability-Housing and Transportation Costs:**

- Analyze transit access & transportation costs for neighborhoods with housing affordable to low- and moderate-income households
- When new transit or other major infrastructure investments are planned, analyze the impact to housing affordability so that appropriate strategies can be developed to preserve and create long-term affordable housing



## AREAS OF OPPORTUNITY

- Show that the average total driving cost is 15% or less of the regional typical household income
- Offer local government employees incentives to commute by modes other than single-occupancy vehicles
- Implement at least 2 types of focused enforcement programs to ensure pedestrian, bicycle, and motorist safety
- Establish or support a community-wide public bike share program



# AREAS OF OPPORTUNITY

## **Greening the Energy Supply**

- Establish partnerships between fleet managers, alternative fuel suppliers, and consumers to elevate alternative fuel options within the community
- Adopt a renewable energy or alternative fuel targets for locally owned facilities and vehicles
- Create incentive programs to support the development of renewable and alternative fuel infrastructure, such as electrical vehicle charging stations and small scale solar projects



# AREAS OF OPPORTUNITY

## **Civic Engagement**

- Adopt inclusive public engagement guidelines for local government agencies and departments

## **Equitable Access and Proximity**

- Construct new facilities and infrastructure in locations that reduce existing disparities
- Publicize efforts to improve equitable access and proximity to priority foundational community assets and opportunities to contribute to decision-making and planning





# AREAS OF OPPORTUNITY

## **Community Health & Health System**

- Conduct *health impact assessments (HIAs)* on proposed infrastructure investments and development projects to increase positive health outcomes and minimize adverse impacts



# AREAS OF OPPORTUNITY

## **Green Stormwater Infrastructure**

- Upgrade public spaces and public buildings based upon locally-adopted or recognized best practices in green infrastructure. Where possible, create demonstration projects to enhance public support.

## **Outdoor Air Quality**

- Improve traffic signal timing or upgrade intersections to relieve congestion



# STAR Integration

STAR provides opportunity to support current community planning efforts:

- Comprehensive Plan re-write
- City Commission Strategic Planning & Metrics
- Community Health Plan
- Food System Plan
- T2040 Transportation Plan



FOR MORE INFORMATION:

[www.lawrenceks.org/star](http://www.lawrenceks.org/star)

[www.lawrenceks.org/sustainability](http://www.lawrenceks.org/sustainability)

[www.douglascountyks.org/depts/sustainability](http://www.douglascountyks.org/depts/sustainability)

[www.starcommunities.org](http://www.starcommunities.org)

**Jasmin Moore**

Sustainability Director

[jamoore@lawrenceks.org](mailto:jamoore@lawrenceks.org)



# **Bicycle Friendly Community**

## **What is it?**

**The Bicycle Friendly Community program provides a roadmap to improving conditions for bicycling and guidance to help make your community's vision for a better, bikeable community a reality.**

# What are we?

## Bronze Bicycle Friendly Community since 2004

### Renewed

- 2006
- 2008
- 2012
- 2016



307



78



26



5



2012



# How has the feedback changed?

on residents of pollution and noise, limiting greenhouse gases, and improving the quality of public spaces; **Reduce congestion** by shifting short trips (the majority of trips in cities) out of cars. This will also make cities more accessible for public transport, walking, essential car travel, emergency services, and deliveries; **Save lives** by creating safer conditions for bicyclists and as a direct consequence improve the safety of all other road users. **Research shows** that increasing the number of bicyclists on the street improves bicycle safety; **Increase opportunities** for residents of all ages to participate socially and economically in the community, regardless of income or ability. Greater choice of travel modes also increases independence, especially among **seniors** and **children**; **Boost the economy** by creating a community that is an attractive destination for new residents, tourists and businesses; **Enhance recreational opportunities**, especially for children, and further contribute to the quality of life in the community; **Save city funds** by increasing the efficient use of public space, reducing the need for costly new road infrastructure, preventing crashes, improving the health of the community, and increasing the use of public transport; **Enhance public safety and security** by increasing the number of "eyes on the street" and providing more options for movement in the event of emergencies, natural disasters, and major public events; **Improve the health and well being** of the population by promoting routine physical activity.

The key measures Lawrence should take to improve cycling in the community are:

- Expanding the bicycle and pedestrian manager's time focused on bike projects would help in scaling up your BFC efforts. Current work of the BPAC and TDM staff could be complemented by a staff person devoted to acquiring bike/ ped grants and making the community bicycle-friendly. See this report on the importance of Bicycle & Pedestrian program staff. [http://www.bikeleague.org/resources/reports/pdfs/why\\_bike\\_ped\\_staff\\_april\\_2010.pdf](http://www.bikeleague.org/resources/reports/pdfs/why_bike_ped_staff_april_2010.pdf)
- Continue to expand the bike network and increase network connectivity through the use of bike lanes, bike tracks, shared lane arrows, signed routes and bicycle cut-throughs. Since arterial and collector roads are the backbone of every transportation network, it is essential to increase the number of wide shoulders or **bike lanes** along these roads to allow bicyclists of all skill levels to reach their destinations quickly and safely. On-street improvements coupled with the expansion of the off-street system will continue to increase use and improve safety. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.
- Ensure that bicycle-safety education is a routine part of public education and that schools and the surrounding neighborhoods are particularly safe and convenient for biking. Work with your Bicycle Advisory Committee and local bicycle advocates to develop and implement **Safe Routes to School programs** that emphasizes bicycling for elementary schools, middle schools and high schools. Strongly encourage all schools to participate.



LAWRENCE, KS

TOTAL POPULATION  
91282  
TOTAL AREA (sq. miles)  
34.3

POPULATION DENSITY  
2664.4

# OF LOCAL BICYCLE FRIENDLY BUSINESSES 1

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 0

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Lawrence
High Speed Roads with Bike Facilities	47%	5%
Total Bicycle Network Mileage to Total Road Network Mileage	51%	24%
Bicycle Education in Schools	GOOD	ACCEPTABLE
Share of Transportation Budget Spent on Bicycling	14%	6%
Bike Month and Bike to Work Events	VERY GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle-Friendly Laws & Ordinances	AVERAGE	GOOD
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 89K	1 PER 33 K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	4 /10
<b>EDUCATION</b> <i>Musical awareness and bicycling skills</i>	3 /10
<b>ENCOURAGEMENT</b> <i>Meetsrooming bicycling culture</i>	4 /10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclist's rights</i>	3 /10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	2 /10

## KEY OUTCOMES

	Average Silver	Lawrence
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	2.8%	1.3%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 100 bicycle commuters</i>	498	474
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 100 bicycle commuters</i>	8	0



## KEY STEPS TO SILVER

- » Congratulations on taking the first step to institutionalizing funding for improvements for people who walk and bike by creating a specific budget item for non-motorized improvements!
- » Lawrence has completed a number of projects that will eventually form the "Lawrence Loop," a 22-mile paved off-street path around the city. Continue efforts to complete the Loop and ensure that residents and visitors can safely access the loop and community destinations from the Loop.
- » Develop a design manual that meets current NACTO standards or adopt the NACTO Urban Bikeway Design Guide. This will make it easier for city staff to propose and implement bicycle facility designs that have been shown to improve conditions for people

who bike in other cities throughout the United States. Your application indicated that many traffic calming and bicycling-related designs found in the NACTO guide have not been implemented and implementing a greater variety of treatments may help create context-sensitive improvements for people walking and biking in Lawrence.

- » Increase the amount of staff time spent on improving conditions for people who bike and walk.
- » While the "Lawrence Loop" is a transformative community asset it should not detract from creating a connected network that helps people safely access transit schools

LEARN MORE » [WWW.BIKELEAGUE.ORG/COMMUNITIES](http://WWW.BIKELEAGUE.ORG/COMMUNITIES) SUPPORTED BY **planet bike** AND LEAGUE MEMBERS

2016

# 2016 Feedback

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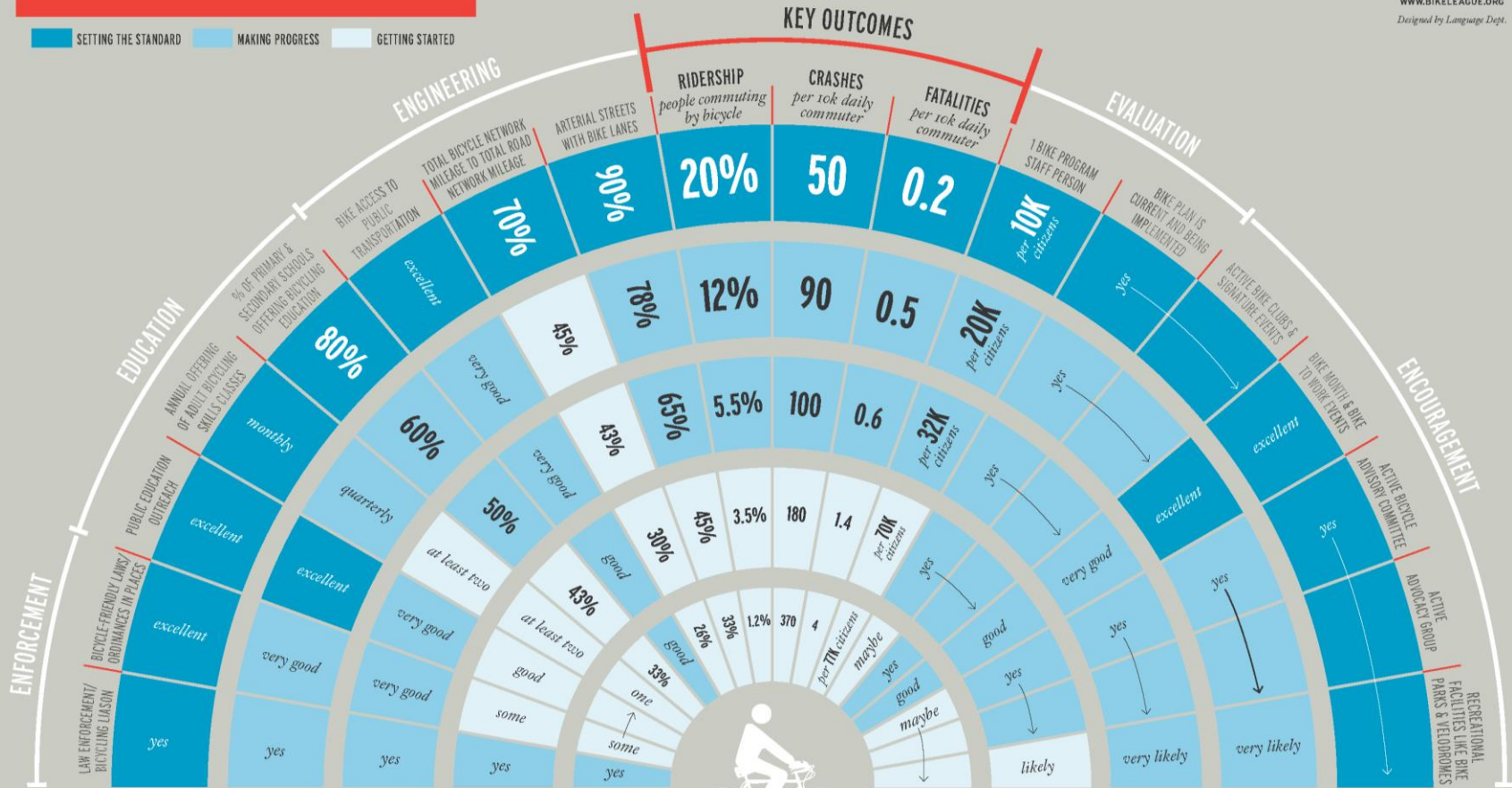
<b>ENGINEERING</b> Bicycle network & connectivity	4/10
<b>EDUCATION</b> Motorist awareness & bicycling skills	3/10
<b>ENCOURAGEMENT</b> Mainstreaming bicycling culture	4/10
<b>ENFORCEMENT</b> Promoting safety & protecting bicyclists' rights	3/10
<b>EVALUATION &amp; PLANNING</b> Setting targets & having a plan	2/10

# 2016 Feedback

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- Continue to **complete** the Lawrence Loop and ensure people can **safely access** the loop and community destinations **from the loop**.
- **Increase staff time** on improving conditions for people who bike and walk.
- Continue to create a **connected network** that helps people **safely access transit and schools**.

# THE BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY



There's no single route to becoming a Bicycle Friendly Community. In fact, the beauty of the BFC program is the recognition that no two communities are the same and each can capitalize on its own unique strengths to make biking better. But, over the past decade, we've pored through nearly 600 applications and identified the key benchmarks that define the BFC award levels. Here's a glimpse at



**Walk Friendly**

## What is it?

Walk Friendly Communities is a national recognition program developed to encourage towns and cities across the U.S. to establish or recommit to a high priority for supporting safer walking environments. The WFC program recognizes communities that are working to improve a wide range of conditions related to walking, including safety, mobility, access, and comfort.



# What are we?

Silver Walk Friendly Community since 2017



33



21



15



2

# **2017 Feedback**

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<b>STATUS OF WALKING</b>	<b>Walk Friendly</b>
<b>PLANNING</b>	<b>Walk Friendly</b>
<b>EDUCATION/ ENCOURAGEMENT</b>	<b>On the Right Track</b>
<b>ENGINEERING</b>	<b>Walk Friendly</b>
<b>ENFORCEMENT</b>	<b>On the Right Track</b>
<b>EVALUATION</b>	<b>Needs Improvement</b>

## **2017 Feedback**

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- **Complete more Road Safety Assessments, Expand to automated counters (Evaluation)**
- **Formalize communication between law enforcement, traffic engineering, and planners (Enforcement)**
- **Consider Right Turn on Red restrictions (Engineering)**
- **Implement pedestrian wayfinding and host an Open Streets event (Education/Encouragement)**
- **Update the ADA Transition Plan (Planning)**

**How do we  
improve?**

**More than bike  
lanes/sidewalks:  
Fostering  
bicycle/walking  
culture**

# Barriers

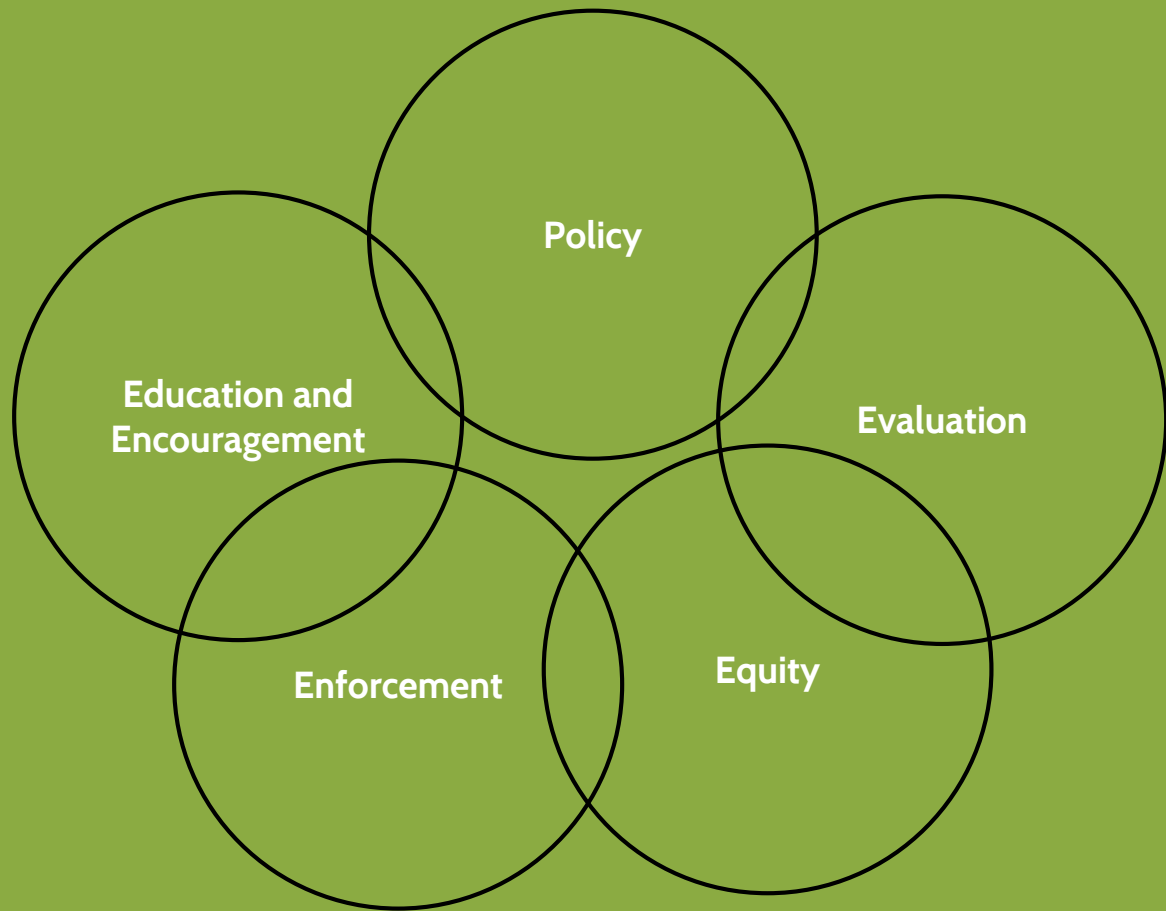
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Route-finding  
Locating Parking  
End of Trip  
Weather





# Addressing barriers



# **Education and Encouragement**

# Education and Encouragement

## National Bike Challenge & Ride with Commissioners

### NATIONAL BIKE CHALLENGE DOUGLAS



2-4m residents category

May 2018

NAME	TRIPS	MILES	TOTAL RIDERS
Kansas	4,435	72,748	255
Utah	4,743	62,988	306
Arkansas	4,594	56,025	276
Iowa	4,244	50,937	278
Connecticut	2,287	46,449	176
New Mexico	1,876	21,810	100
Nevada	1,231	17,447	73
Oklahoma	719	10,939	55
Mississippi	405	9,995	31

Kansas won the 2-4 million resident category!

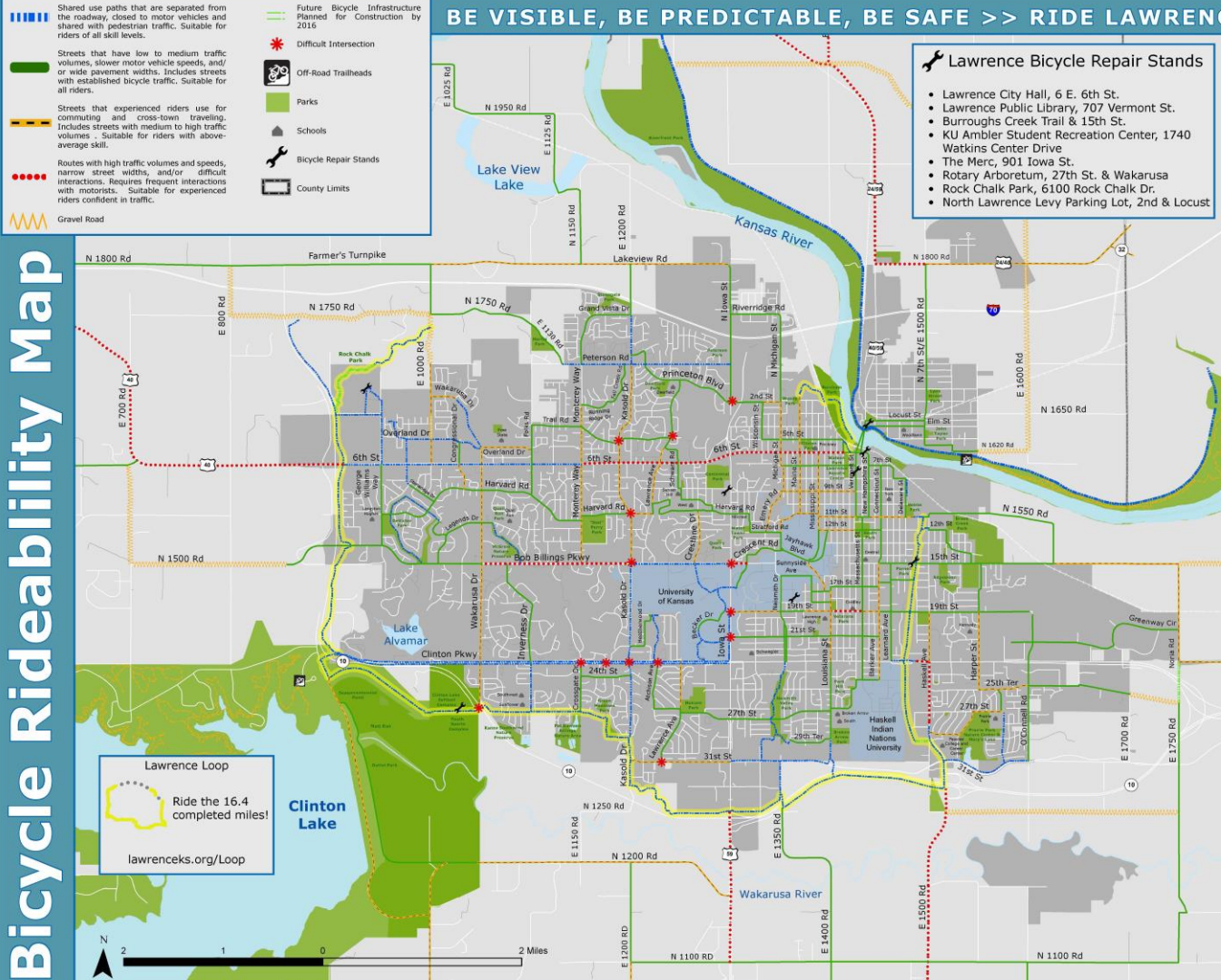


2018 Ride with Commissioners

# Education and Encouragement

## Route-finding guides

### Bicycle Rideability Map



# Education and Encouragement

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# Confident commuter class/ Walking school bus

Take advantage of all the benefits of commuting by bicycle

## CONFIDENT, CAPABLE, COMMUTERS

taught by the League of American Bicyclists

With instruction from LAB certified instructors, the *Confident, Capable, Commuters* course is designed to be beneficial to all levels of riders. It will teach the skills needed to safely use a bike as a form of transportation.

### Cyclists will learn:

- Riding Safely in Traffic
- Basic Bike Maintenance
- Group Riding Skills

### OPEN TO ALL LEVELS AND TYPES OF CYCLISTS

Participants must provide their own bicycle and helmet

### UPCOMING CLASSES:

April 12-16

6-9 p.m. Tuesday | Thursday

9 a.m. - 1 p.m. Saturday

May 17-21

6-9 p.m. Tuesday | Thursday

9 a.m. - 1 p.m. Saturday

Cost is \$20 per class/person  
Pre-Registration is required.



City of Lawrence  
PARKS AND RECREATION

#### For More Information:

Stephen Mason, Recreation Programmer  
smason@lawrenceks.org | (785) 832-7950  
East Lawrence Recreation Center

- Help students overcome barriers
- Feel more confident



Graphic by Sullivan School District



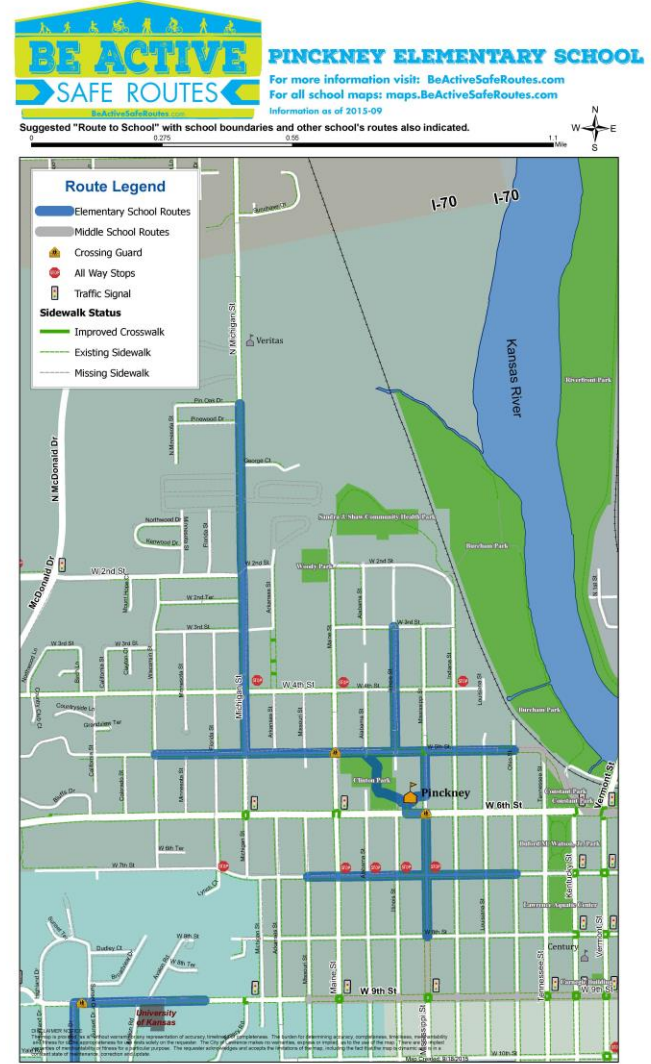
# Education and Encouragement

## Safe Routes to School



Photo by Richard Gwin

**BIKE TO  
SCHOOL DAY**  
**WEDNESDAY, MAY 4**





# Education and Encouragement

## Open Streets events





**Equity**

# Equity

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## Lawrence Unchained Bicycle Coop



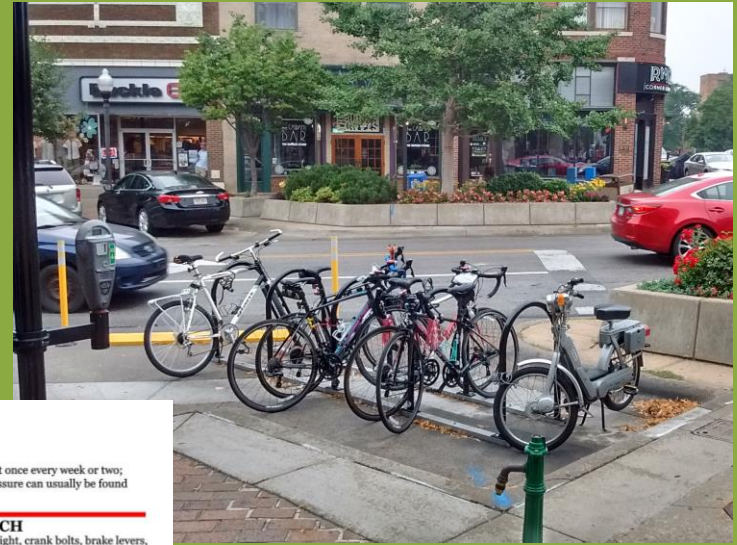



**Policy**




# Policy

## End of trip facilities



  
City of Lawrence



Repair stand makes it easier for you to work on your bike.  
Air pump allows you to inflate your tires.  
Provided tools allow you to do basic maintenance.

**AIR PUMP**  
Inflate tires at least once every week or two; recommended pressure can usually be found on tire's sidewall.

**ALLEN WRENCH**  
Adjust seatpost height, crank bolts, brake levers, shifters, derailleurs, brake cables, shift cables, brake calipers, derailleur pulleys, saddles, stems, and handlebars.

**TIRE LEVERS**  
For removing a tight tire off the wheel slip this tool under the tire bead and lever back against the wheel.

**PHILLIPS/FLAT-HEAD**  
Install accessories, like lights, reflectors and bells and adjust components, like derailleurs and brakes.

**WRENCHES**  
Tighten bolt-on wheels secured with 15 mm nuts and pedals attached with 15 mm flats.  
Tighten fixing bolts for shift and brake cables, brakecalipers, and front derailleurs.

**TORX WRENCH**  
Tighten bolts that secure disc-brake rotors to wheel hubs.



# Policy

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## Design Standards & Requirements





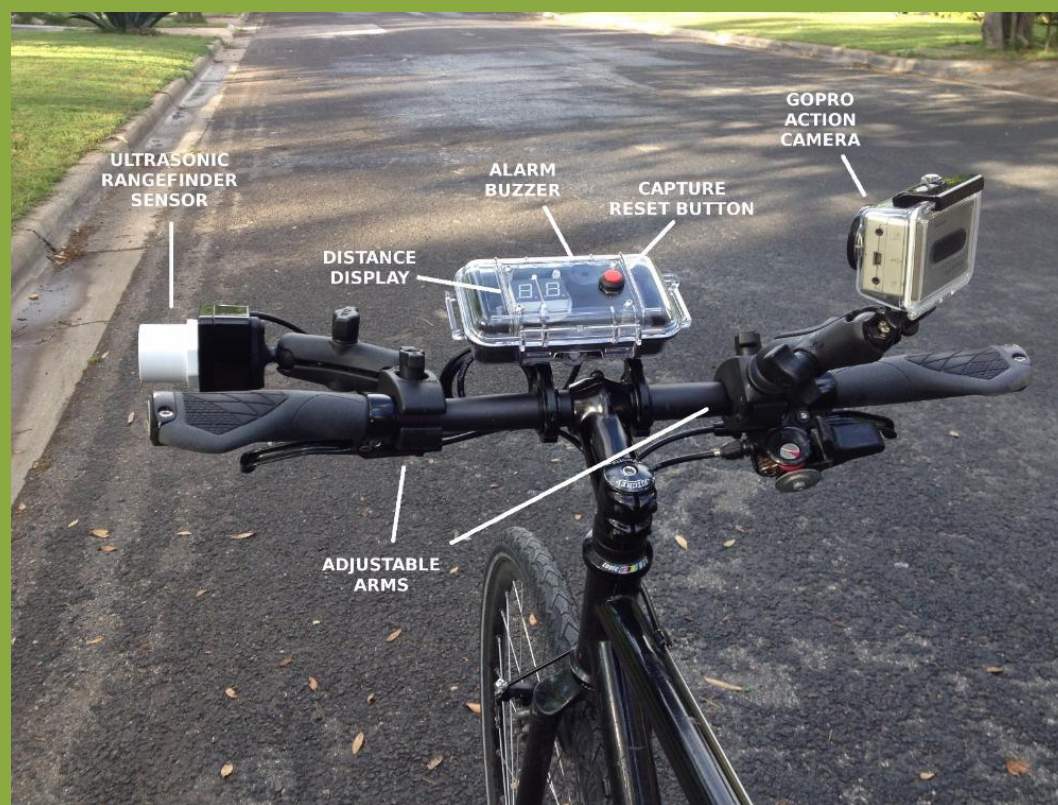
**Enforcement**



# Enforcement

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## 3-foot passing





**Evaluation**

# Evaluation

## Bicycle and pedestrian counts/survey



LAWRENCE - DOUGLAS COUNTY

# MPO

METROPOLITAN PLANNING ORGANIZATION



## Volunteer for the Annual Bicycle & Pedestrian Count



### Help us count during the following times:

Wednesday, September 6th: 10am-12pm, 5-7pm

Thursday, September 7th: 10am-12pm, 5-7pm

Saturday, September 9th: 12pm-2pm

### Rain Dates:

Wednesday, September 13th: 10am-12pm, 5-7pm

Saturday, September 16th: 12pm-2pm

Data collected on bicycling and walking will assist with estimating usage and demand for bicycle and pedestrian facilities. The counts also track the region's use of non-motorized transportation, strengthen grant applications to leverage additional federal funding for bicycle and pedestrian projects, and help determine the location of future investments.

\* A short 4 minute online training video is required.

Questions? 785-832-3165 [mpo@lawrenceks.org](mailto:mpo@lawrenceks.org)

## Sign Up! [www.lawrenceks.org/mpo/volunteer](http://www.lawrenceks.org/mpo/volunteer)

**CASE  
STUDY:  
Before/After**

---

**City of  
Lawrence &  
KU  
12th Street  
Lighted  
Pathway**





**CASE  
STUDY:  
Before/After**

---

**City of  
Lawrence &  
KU  
12th Street  
Lighted  
Pathway**

5 times  
more  
Trips

\*\*Between 9-11pm



Development of  
bicycle/walking  
culture is not  
dependent on  
only  
roadway  
improvements



# Questions?

**Jessica Mortinger**

[jmortinger@lawrenceks.org](mailto:jmortinger@lawrenceks.org)

**Ashley Myers**

[amyers@lawrenceks.org](mailto:amyers@lawrenceks.org)

# Bike Plan Survey

[www.lawrenceks.org/mpo/tellus](http://www.lawrenceks.org/mpo/tellus)



# Transportation Commission Study Session

## June 20, 2018

Name	Initials
<b>Members</b>	
Charlie Bryan Lawrence DGCO Health Dept. Representative	CWB
Donna Hultine University of Kansas	dh
Kathryn Schartz Multi-Modal Transportation / Planning Eng Rep	KSS
Mark Hurt PTAC representative	MA
Michele Dillon Pedestrian Representative	MD
Steve Evans Planning/Engineering Field Representative	SE
Erin Paden Bicyclist Representative	
John Ziegelmeyer Local Business Representative	JZ
Ron May USD-497	
<b>City Staff</b>	
David Cronin City Engineer	DC
Jessica Mortinger Senior Transportation Planner	
Ashley Meyer Transportation Planner	AM
Amanda Sahin Transportation Engineer	AS
Zach Baker Project Engineer	ZB
Jon Marburger Project Engineer	JPM

# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Amanda Sahin, Transportation Engineer  
DATE: July 2, 2018  
RE: Pedestrian Crossing – Monterey Way, 6<sup>th</sup> Street to Bob Billings Parkway

#### **Background**

In November 2017, the Transportation Commission was presented a traffic calming request for Monterey Way from 6<sup>th</sup> Street to Bob Billings Parkway. Staff recommended approval of the request since it met the traffic calming policy. Several nearby residents did not support speed humps therefore the request was denied. Transportation Commission asked staff to look at a potential pedestrian crossing to the park in lieu of speed humps.

Monterey Way, 6 <sup>th</sup> Street to Bob Billings Parkway						
Street Classification	Posted Speed Limit	Safe Route to School	Bus / Transit Route	Part of Douglas County Bikeway Plan	Sidewalk along Street	Street Cross Section/Pavement Data
Collector	35 mph	No	No	Yes	Both Sides	Curb and Gutter, 31-foot width, residential area

Traffic counts and 85<sup>th</sup> percentile speed were obtained for Monterey Way in this region during October of 2017. The average 85<sup>th</sup> percentile speed of traffic on Monterey Way was 44 mph and the 24-hour two-way traffic averaged 7,404 vehicles.

#### **Update**

Staff conducted pedestrian crossing counts from Thursday 5/31/2018 through Saturday 6/2/18. Any pedestrian who crossed Monterey Way between Harvard and Bob Billings Parkway was counted, those who crossed at the intersections of Harvard or Bob Billings were not counted. The pedestrian crossing counts are summarized below:

Day	Hours	Total Crossings	Peak Hour	Crossings in Peak Hour
Thursday, 5/31/18	9 am- 8 pm	24	7pm-8pm	9
Friday, 6/1/18	9am-8pm	8	4pm-	3

			5pm	
Saturday, 6/2/18	8am-8pm	15	4pm-5pm	5

As noted above the highest peak hour for crossings was on Thursday evening between 7:00 pm and 8:00 pm, which does not correspond with the peak hour for vehicles. The maximum crossings observed in one day was 24 pedestrians.

A study performed for FHWA in 2002 titled ["Safety Effects of Marked vs Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines"](#) includes a table (attached) titled "Recommendations for installing marked crosswalks and other needed pedestrian improvements at uncontrolled locations." The table shows that this location (two-lane road with a 35 mph speed limit) is a candidate for a marked crosswalk if a minimum of 20 pedestrian crossings occur in the peak hour, this volume is not met. The same table shows that for the same roadway with a speed limit over 40 mph (85<sup>th</sup> percentile speed is 44 mph) that a marked crosswalk would possibly increase the pedestrian crash risk if crosswalks are added without other pedestrian facility enhancements. The results of the study also showed that on a two-lane road there was no significant differences in pedestrian crashes for marked vs unmarked crosswalk sites.

Given the speed of traffic, staff recommends against a marked crosswalk in the absence of other improvements. This location does not meet warrants for a Pedestrian Hybrid Beacon. A Rectangular Rapid Flashing Beacon would potentially be useful for pedestrians crossing the street, however, it would likely have minimal effect on speeds since vehicles would only have to stop when it is activated. With the low number of pedestrian crossings it would not be activated enough to impact overall speeds. The original request and subsequent emails from the requester shows that the main concern is the speed of vehicles. Staff maintains that the best solution for this location is traffic calming measures that will impact speeds over the entire mile long stretch of road, one pedestrian crossing would not achieve this. Staff recommends that this request be denied and that this location be reevaluated for traffic calming when the new policy is in place.

#### **Action Request**

Deny the pedestrian crossing on Monterey Way and refer the location for future consideration once the new Traffic Calming Policy is in place.

#### **Attachments:**

- Table 1 from "Safety Effects of Marked vs Unmarked Crosswalks at Uncontrolled Locations: Executive Summary and Recommended Guidelines"
- Request email and subsequent emails from requestor

**Table 1. Recommendations for installing marked crosswalks and other needed pedestrian improvements at uncontrolled locations.\***

Roadway Type (Number of Travel Lanes and Median Type)	Vehicle ADT ≤ 9,000			Vehicle ADT > 9000 to 12,000			Vehicle ADT < 12,000 - 15,000			Vehicle ADT > 15,000		
	Speed Limit**											
	≤ 30 mph	35 mph	40 mph	≤ 30 mph	35 mph	40 mph	≤ 30 mph	35 mph	40 mph	≤ 30 mph	35 mph	40 mph
2-Lanes	C	C	P	C	C	P	C	C	N	C	P	N
3-Lanes	C	C	P	C	P	P	P	P	N	P	N	N
Multi-Lane (4 or More Lanes) With Raised Median†	C	C	P	C	P	N	P	P	N	N	N	N
Multi-Lane (4 or More Lanes) Without Raised Median	C	P	N	P	P	N	N	N	N	N	N	N

\* These guidelines include intersection and midblock locations with no traffic signals or stop sign on the approach to the crossing. They do not apply to school crossings. A two-way center turn lane is not considered a median. Crosswalks should not be installed at locations which could present an increased safety risk to pedestrians, such as where there is poor sight distance, complex or confusing designs, substantial volumes of heavy trucks, or other dangers, without first providing adequate design features and/or traffic control devices. Adding crosswalks alone will **not** make crossings safer, nor necessarily result in more vehicles stopping for pedestrians. Whether marked crosswalks are installed, it is important to consider other pedestrian facility enhancements, as needed, to improve the safety of the crossing (e.g., raised median, traffic signal, roadway narrowing, enhanced overhead lighting, traffic calming measures, curb extensions). **These are general recommendations; good engineering judgment should be used in individual cases for deciding where to install crosswalks.**

\*\* Where speed limit exceeds 40 mph, marked crosswalks alone should not be used at unsignalized locations.

**C = Candidate sites for marked crosswalks.** Marked crosswalks must be installed carefully and selectively. Before installing new marked crosswalks, an engineering study is needed to show whether the location is suitable for a marked crosswalk. For an engineering study, a site review may be sufficient at some locations, while a more in-depth study of pedestrian volumes, vehicle speeds, sight distance, vehicle mix, etc. may be needed at other sites. It is recommended that a minimum of 20 pedestrian crossings per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk alone.

**P = Possible increase in pedestrian crash risk may occur if crosswalks are added without other pedestrian facility enhancements.** These locations should be closely monitored and enhanced with other pedestrian crossing improvements, if necessary, before adding a marked crosswalk.

**N = Marked crosswalks alone are not recommended, since pedestrian crash risk may be increased with marked crosswalks. Consider using other treatments, such as traffic signals with pedestrian signals to improve crossing safety for pedestrians.**

† The raised median or crossing island must be at least 4 ft wide and 6 ft long to adequately serve as a refuge area for pedestrians in accordance with MUTCD and AASHTO guidelines.

## Amanda Sahin

---

**From:** Haufler, Christopher H. <vulgare@ku.edu>  
**Sent:** Saturday, October 21, 2017 2:51 PM  
**To:** Amanda Sahin  
**Cc:** David Cronin; Lisa Larsen; Matthew Herbert; Stuart Boley; Mike Amyx; Leslie Soden  
**Subject:** Re: Taming the Monterey Way racetrack

Ms. Sahin,

Many thanks for your kind response to my inquiry about speeding traffic on Monterey Way between 6th and 15th Streets. At a recent neighborhood meeting, we discussed the situation and based on the Traffic Calming Policy that you referenced, we may meet the expectations included there. It would indeed be interesting to know what percentage of the traffic is exceeding the speed limit and how many vehicles are using Monterey Way for their travel, especially during high commuter traffic times.

As you know, there is already one traffic circle along that stretch of Monterey Way, but it is our observation that many drivers use it as an opportunity to test the cornering ability of their vehicles, and to determine how fast they can accelerate after the roundabout to regain their excessive speed. Harvard Road is often identified as a good example of a street where “traffic calming” has been deployed effectively. As we walk along that road, it is disturbing to see how many drivers prioritize speed over their car’s suspension and still rocket down that road as well.

Others have pointed out to us that simply enforcing the speed limit is apparently not a workable solution, and those at our recent neighborhood meeting wondered what ever happened to speed traps. Have we really given up on the option of enforcing the stated speed, and decided that humps and traffic circles are the best solution?

My neighbors and I look forward to learning what you discover, and we will be glad to work with you to discover the best solution to what has become a true problem on our street.

Thanks again for looking into this situation and helping us improve our neighborhood.  
—Chris Haufler

On Oct 20, 2017, at 2:36 PM, Amanda Sahin <[asahin@lawrenceks.org](mailto:asahin@lawrenceks.org)> wrote:

Mr. Haufler,

Based on your concern for speeds I would recommend staff do a study to determine if this section of Monterey Way meets the city's Traffic Calming Policy [https://assets.lawrenceks.org/assets/public-works/traffic/traffic\\_calming\\_policy.pdf](https://assets.lawrenceks.org/assets/public-works/traffic/traffic_calming_policy.pdf). Staff will review and suggest recommendations to the Transportation Commission and we will notify you when placed on a future agenda. Let me know of any additional concerns.

Thank you,  
**Amanda Sahin, P.E., Transportation Engineer**  
Public Works Department - City of Lawrence, KS  
PO Box 708, Lawrence, KS 66044  
office: (785) 832-3034

---

**From:** David Cronin  
**Sent:** Tuesday, October 17, 2017 6:24 PM  
**To:** Charles Soules <[csoules@lawrenceks.org](mailto:csoules@lawrenceks.org)>  
**Cc:** Amanda Sahin <[asahin@lawrenceks.org](mailto:asahin@lawrenceks.org)>  
**Subject:** Re: Taming the Monterey Way racetrack

Sent from my iPhone

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

On Oct 17, 2017, at 6:04 PM, Charles Soules <[csoules@lawrenceks.org](mailto:csoules@lawrenceks.org)> wrote:

---

**From:** Tom Markus  
**Sent:** Sunday, October 1, 2017 10:15 PM  
**To:** Brandon McGuire <[bmcguire@lawrenceks.org](mailto:bmcguire@lawrenceks.org)>; Charles Soules <[csoules@lawrenceks.org](mailto:csoules@lawrenceks.org)>  
**Cc:** City Commissioners Email <[commissioners@lawrenceks.org](mailto:commissioners@lawrenceks.org)>; Anthony Brixius <[brixius@lkpd.org](mailto:brixius@lkpd.org)>  
**Subject:** Fwd: Taming the Monterey Way racetrack

Please review and take appropriate action.

Sent from my iPhone

Begin forwarded message:

**From:** Lisa Larsen <[llarsen@lawrenceks.org](mailto:llarsen@lawrenceks.org)>  
**Date:** October 1, 2017 at 4:56:55 PM CDT  
**To:** Tom Markus <[tmarkus@lawrenceks.org](mailto:tmarkus@lawrenceks.org)>  
**Subject:** Fwd: Taming the Monterey Way racetrack

Please look into this. Thanks Lisa

Sent from my iPhone

Begin forwarded message:

**From:** "Haufler, Christopher H."  
<[vulgare@ku.edu](mailto:vulgare@ku.edu)>  
**Date:** October 1, 2017 at 2:16:38 PM CDT  
**To:** "<[cityhall@lawrenceks.org](mailto:cityhall@lawrenceks.org)>",  
<[cityhall@lawrenceks.org](mailto:cityhall@lawrenceks.org)>,"  
<[llarsen@lawrenceks.org](mailto:llarsen@lawrenceks.org)>,"  
<[llarsen@lawrenceks.org](mailto:llarsen@lawrenceks.org)>,"  
<[sboley@lawrenceks.org](mailto:sboley@lawrenceks.org)>"

<[sboley@lawrenceks.org](mailto:sboley@lawrenceks.org)>,  
"mamyx@lawrenceks.org"  
<[mamyx@lawrenceks.org](mailto:mamyx@lawrenceks.org)>,  
"matthewjherbert@gmail.com"  
<[matthewjherbert@gmail.com](mailto:matthewjherbert@gmail.com)>,  
"lsoden@lawrenceks.org"  
<[lsoden@lawrenceks.org](mailto:lsoden@lawrenceks.org)>

**Subject: Taming the Monterey Way racetrack**

Greetings Commissioners:

I have been a Lawrence resident since 1979 when I was hired by the University of Kansas as an assistant professor. I currently serve as the chair of one of the two biology departments at KU. Since coming to Lawrence, I have had many opportunities to extoll the virtues of our wonderful city, and have had few reasons to be concerned about the quality of life in Lawrence.

I reside at 3801 Park Place, a short cul-de-sac along Monterey Way where I built a home in 1993. My wife and I have two dogs that we walk twice daily along the streets in our neighborhood. We greatly appreciate and enjoy our excellent neighbors and the comfortable environs.

With the expansion of the city to the west, Monterey Way has seen more and more traffic, and unfortunately that traffic does not respect our neighborhood. **Monterey Way has become a racetrack for inconsiderate travelers**, the majority of whom regularly exceed the speed limit of 35 MPH. Further, 35 MPH is faster than it should be for a two-lane road lined with houses, and a busy city park (Dad Perry Park) that hosts young children playing soccer and families having picnics.

**Something is out of whack here:** Each day as we walk our dogs along Monterey way, I observe most drivers traveling at speeds well in excess of the already too high 35 MPH, and I have personally witnessed individuals passing each other at speeds that must reach ~60 MPH.

**Can you please help to alleviate this very dangerous situation by reducing the Monterey Way speed limit to 30 MPH, and then enforcing the speed of cars on the road?**

My neighbors and I are in agreement that Monterey Way has become a dangerous road for us, our children, and our fellow Lawrence citizens.

We seek your help in returning our environment to its former status as a wonderful place to call home.

Thank you for considering this request.

—Chris Haufler  
3801 Park Place  
Lawrence



## Amanda Sahin

---

**From:** Haufler, Christopher H. <vulgare@ku.edu>  
**Sent:** Sunday, January 07, 2018 5:47 PM  
**To:** Amanda Sahin  
**Subject:** Re: Monterey Way improvement

Amanda,

Thank you very much for the detailed discussion of what is obviously a complicated situation. I guess I was thinking more about the stop signs being helpful for the pedestrian crossing, but I also hoped it would put a pause in the speeders racing along that stretch of Monterey Way. I also appreciate that remedies that are costly are less likely to be funded quickly, thus the suggestion for a pedestrian crossing and a couple of stop signs.

We have all been cheering over the installation of the illuminated speed measuring sign. As we were walking our dogs, we paused to see what kinds of reactions there were to it. Nearly universally, cars approaching the sign from the south (who can see it clearly) slow down in response. Many come over the rise well in excess of the posted speed, and by the time they reach the sign, they are at or below the posted speed.

On the other hand, we noticed that the sign also measures speeds of cars coming from the north, who cannot see the sign. Almost universally, they are above the speed limit, and they stay there as they race towards the stop light at Bob Billings Parkway. Fascinating to see human reactions in action.

We do hope that sign will stay in place for a while, especially as traffic will pick up because the new semester is beginning next week.

Thanks again for your thoughtful responses. It is good to know that you and others are taking this situation seriously and helping us to find ways of improving a difficult problem.

Best wishes for the New Year,  
—Chris

> On Dec 11, 2017, at 9:12 AM, Amanda Sahin <asahin@lawrenceks.org> wrote:

>

> Mr. Haufler,

>

> Thank you for your interest in this. As you know from the video we are going to be looking at going back to the Commission with a recommendation for some type of pedestrian and bicycle facilities. I am not sure that stop signs will be part of that recommended course of action. There are certain warrants in the MUTCD (Manual on Uniform Traffic Control Devices) for installing stop signs and I am fairly certain that none of the side streets in this area have the volume to justify stopping traffic on Monterey. Stop signs are not considered a traffic calming measure and are not installed to slow traffic. There are actually many studies that you can find that show that unnecessary stop signs have very little if any impact on overall speeds. Drivers tend to accelerate faster out of the stop in order to make up time lost. We are going to consider all measures but we need to collect more traffic data and study the pedestrian crossings in the area before we come up with a recommendation. I also want you to be aware that if we go forward to the Transportation Commission with a recommendation and they approve it then it is pending availability of funding. We get a certain amount of funds each year for bike facilities, pedestrian facilities and traffic calming. We have a project list for each of these areas and so this project would be added to that list and scored according to the criteria. I just wanted you to know that it may not happen immediately.

>

> Thank you,

> Amanda Sahin, P.E., Transportation Engineer Public Works Department -

> City of Lawrence, KS PO Box 708, Lawrence, KS 66044

> office: (785) 832-3034

>

> -----Original Message-----

> From: Haufler, Christopher H. [mailto:vulgare@ku.edu]

> Sent: Sunday, December 10, 2017 8:40 PM

> To: Amanda Sahin <asahin@lawrenceks.org>

> Subject: Monterey Way improvement

>

> Amanda,

> I'm sorry that my schedule did not permit me to attend the meeting held on 4 December. I have watched the video of the meeting and appreciated the recommendation that traffic calming be seriously considered for this section of Monterey Way (between 6th Street and Bob Billings Parkway). As the traffic study demonstrated, there is a high volume of traffic traveling at speeds in significant excess of the 35 MPH limit. Given the concentration of single family dwellings, a city park, a group home, and pedestrians, especially south of the Harvard Road traffic circle, it appears that something should be done to calm the current traffic.

>

> I have attached a PDF document to this message that provides a simple solution to this particularly threatened region of Monterey Way. By installing two stop signs and a cross walk, this residential street can be made considerably safer and user friendly. Would you please share this proposal with the traffic commissioners? This inexpensive "fix" would improve Monterey Way and would not add unfortunate and expensive traffic calming devices.

>

> If the commissioners have any questions or concerns about this proposal, please let me know. My neighbors and I consider this to be a good compromise given the concerns expressed by others and the expense of other possible solutions.

>

> Thank you for your consideration.

> —Chris Haufler

> 3801 Park Place

> Lawrence

>

## Amanda Sahin

---

**From:** Haufler, Christopher H. <vulgare@ku.edu>  
**Sent:** Wednesday, April 18, 2018 5:52 PM  
**To:** Amanda Sahin  
**Subject:** Re: Concern for Monterey Way pedestrians

Amanda,

Thanks for your continued involvement in this evolving situation. One additional observation that you might consider. I'm not sure whether the pedestrian survey will include the park usage issue or not, but one of my neighbors pointed out that each afternoon a fun group of young children and their parents have been using our end of the park for soccer instruction. The problem is that they have set up the nets so that one errant kick will propel the soccer ball directly on to Monterey Way. I enjoy seeing the children exercising, learning, and appreciating the outdoors, but I do worry about their safety given the speed of traffic and distracted drivers that I observe on Monterey Way. I hope that it will be possible to include a review of the park usage along with the pedestrian survey.

Thanks again for all your information and assistance.

—Chris

> On Apr 17, 2018, at 8:51 AM, Amanda Sahin <asahin@lawrenceks.org> wrote:

>

> Mr Haufler

>

> Sorry that I am just responding, I was out of the office last week. A crosswalk of any type would require the Transportation Commission to approve the request but we need the pedestrian counts before we can take it to them. Generally the yielding compliance at crosswalks is poor but it is greatly increased with pedestrian hybrid beacons or rectangular rapid flashing beacons. It is not recommended to do a marked crosswalk without some type of beacon on a road with speeds higher than 40 so we will be looking at the beacon options.

>

> Thank you

> Amanda Sahin, P.E., Transportation Engineer Public Works Department -

> City of Lawrence, KS PO Box 708, Lawrence, KS 66044

> office: (785) 832-3034

>

>

> -----Original Message-----

> From: Haufler, Christopher H. [mailto:vulgare@ku.edu]

> Sent: Friday, April 06, 2018 11:18 AM

> To: Amanda Sahin <asahin@lawrenceks.org>

> Subject: Re: Concern for Monterey Way pedestrians

>

> Amanda,

> Many thanks for this followup and information. I am hopeful that we can find ways of making Monterey Way safer for the people who live on or near this road. It will be interesting to see how you accomplish a study of pedestrians. I hope also you will be able to consider those who use Dad Perry Park.

>

> I must admit to being surprised to learn that some drivers actually ignore stop signs, making them MORE dangerous for pedestrians. What about crosswalks with warning lights or similar options?

>

> Thank you again for keeping me informed and involved. I look forward to hearing what you learn through your investigations, and what recommendations are obtained.

> —Chris

>

>> On Apr 6, 2018, at 9:19 AM, Amanda Sahin <asahin@lawrenceks.org> wrote:

>>

>> Mr Haufler

>>

>> As you know traffic calming was denied by the Transportation Commission. They asked us to look at some type of pedestrian crossing instead. In order to make a recommendation on a crossing type we need pedestrian counts at this location. We have been waiting for the weather to warm up and the park use to increase before doing those counts, we should be able to get out to do them soon. Once we have done that we will take a recommendation back to Transportation Commission. This would then be scored based on our established policy and would compete for funds with other pedestrian projects.

>>

>> Stop signs are not appropriate for speed control. This has been  
>> shown through many engineering studies. There is a reference to this  
>> on our website at [https://lawrenceks.org/public\\_works/te\\_trafcalm/](https://lawrenceks.org/public_works/te_trafcalm/)

>>

>> Thank you

>> Amanda Sahin, P.E., Transportation Engineer Public Works Department -

>> City of Lawrence, KS PO Box 708, Lawrence, KS 66044

>> office: (785) 832-3034

>>

>> -----Original Message-----

>> From: Haufler, Christopher H. [mailto:vulgare@ku.edu]

>> Sent: Sunday, March 25, 2018 11:35 AM

>> To: Amanda Sahin <asahin@lawrenceks.org>

>> Cc: Matthew Herbert <matthewjherbert@gmail.com>; Lisa Larsen

>> <llarsen@lawrenceks.org>

>> Subject: Concern for Monterey Way pedestrians

>>

>> To My Lawrence City Decision Makers,

>> In recent times, at the Tiffany Drive/13th Street intersection I have watched in horror as a Porsche passed a Subaru (traveling at the posted speed limit), in disgust as numerous drivers stared at their smart phones instead of the road ahead, in amazement as a woman walking three dogs and pushing a baby carriage tried to cross Monterey Way (she waited a long time for the traffic to allow her entourage make the traverse safely!), and in trepidation as the spring activity of young children playing soccer in Dad Perry Park each afternoon increased. This is a tragedy waiting to happen.

>>

>> In December, I submitted what seemed like a very cost effective and potentially successful intervention (see attachment) that would certainly calm traffic and make this problematic intersection safer for pedestrians and the young people who frequent Dad Perry Park. I and my neighbors are even willing to cover part of the cost of two stop signs and some road striping to create an expectation for traffic to pause, and for pedestrians to be able to safely cross the Monterey Way racetrack.

>>

>> The traffic study that was done has demonstrated conclusively that the speeding Monterey Way travelers have little regard for the pedestrians they pass and children who play nearby. I respectfully request that this recommendation be taken seriously and considered carefully. If it fails, little investment has been made. If it succeeds, our streets will be made safer for Lawrence citizens.

>>

>> Thank you for your kind consideration.

## Amanda Sahin

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**From:** Haufler, Christopher H. <vulgare@ku.edu>  
**Sent:** Tuesday, July 03, 2018 11:53 AM  
**To:** Amanda Sahin  
**Cc:** Bob Bechtel; Joleen Bechtel; Sandy Malik; Sandy Malik  
**Subject:** Re: Monterey Way (again!)  
**Attachments:** Proposal-Pedestrian safety.pdf; ATT00001.htm

Amanda,

MANY thanks for kindly letting me know!

Unfortunately, my wife and I are out of town at present, but I have shared your message with others who may be able to attend.

I know you have told me that stop signs are ineffective in calming speeds, but I have been informed that the fact that Monterey Way has ZERO stop signs or traffic lights makes it MUCH more appealing as a conduit between 6th Street and Bob Billings Parkway than either Kasold or Wakarusa. Thus, adding some kind of enforcement would make the street less appealing. THAT would reduce the volume of traffic, which would improve the situation. I will (once again) attach the plan that was provided earlier for a crosswalk and traffic sign.

Thanks again,

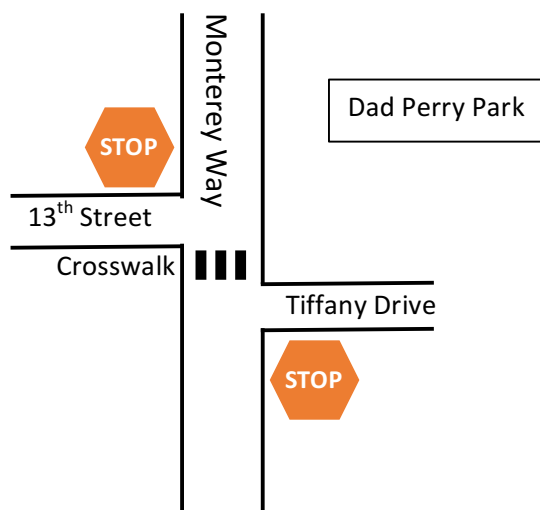
—Chris

**Given the traffic study that demonstrated a high volume of traffic travelling well above the posted speed between 6<sup>th</sup> Street and Bob Billings Parkway, there is a need to enhance pedestrian safety on Monterey Way, especially between the Harvard Road roundabout and Bob Billings Parkway.**

**Rationale:** This portion of Monterey Way contains (1) a high concentration of single family home driveways (eight), (2) a group home for individuals with developmental disabilities, (3) a day-care, (4) a school bus stop, and (5) a city park used for children's recreation.

**Recommendation:** Install a stop sign and pedestrian crosswalk at 13<sup>th</sup> Street and Tiffany Drive (see diagram below). This cost-effective change will accomplish the following goals:

1. It will provide pedestrians with a safe crossing point (there are already curb cut-outs at this point along Monterey Way)
2. It will prevent traffic from building up speed along this critical stretch of Monterey Way
3. It is a low-cost solution (two stop signs and some road striping)
4. No speed humps or traffic circles are required



# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Amanda Sahin, City Engineer  
DATE: July 2, 2018  
RE: Haskell Avenue and 29<sup>th</sup> Street Intersection

#### **Background**

Staff has been asked to review the warrants for a signal at the intersection of 29<sup>th</sup> St and Haskell Ave. Lawrence College and Career Center staff as well as a parent of a student who was recently involved in a crash at the intersection have both expressed concern. Staff collected traffic data at the intersection in January 2018.

A rezoning request has been submitted for a large portion of this area. This rezoning and redevelopment may incorporate a realignment of Haskell Lane and other improvements in the area.

The cut-through traffic that is traveling through this intersection to/from Haskell Lane was discussed at the [February 5<sup>th</sup> Transportation Commission meeting](#).

#### **Intersection Analysis**

The traffic counts obtained were used to evaluate the intersection against the eight-hour vehicular volume warrants included in the MUTCD (Manual on Uniform Traffic Control Devices). The intersection does not meet the standard requirements, however, if the 85<sup>th</sup> percentile speeds exceeds 40 mph then lower thresholds can be used. The 85<sup>th</sup> percentile speed of the through traffic on Haskell Ave is approximately 45 mph. With the lower thresholds the warrants for a signal are met but only due to the cut-through traffic on Haskell Lane that travels through the intersection. The traffic volumes from the east leg of 29<sup>th</sup> St do not meet any thresholds for a signal.

For a posted speed limit of 35 mph the AASHTO design site distance is 335 ft for right turns and 412' ft for left turns. Staff conducted field measurements and determined the site distance to the south is 350' and to the north is 600'.

Staff reviewed crash data of the intersection and there have been 2 crashes since the current alignment was constructed over two years ago.

#### **Recommendations**

Staff recommends the placement of a W2-1 Intersection Warning Sign in advance of the intersection for both north and southbound traffic. Staff also recommends a temporary

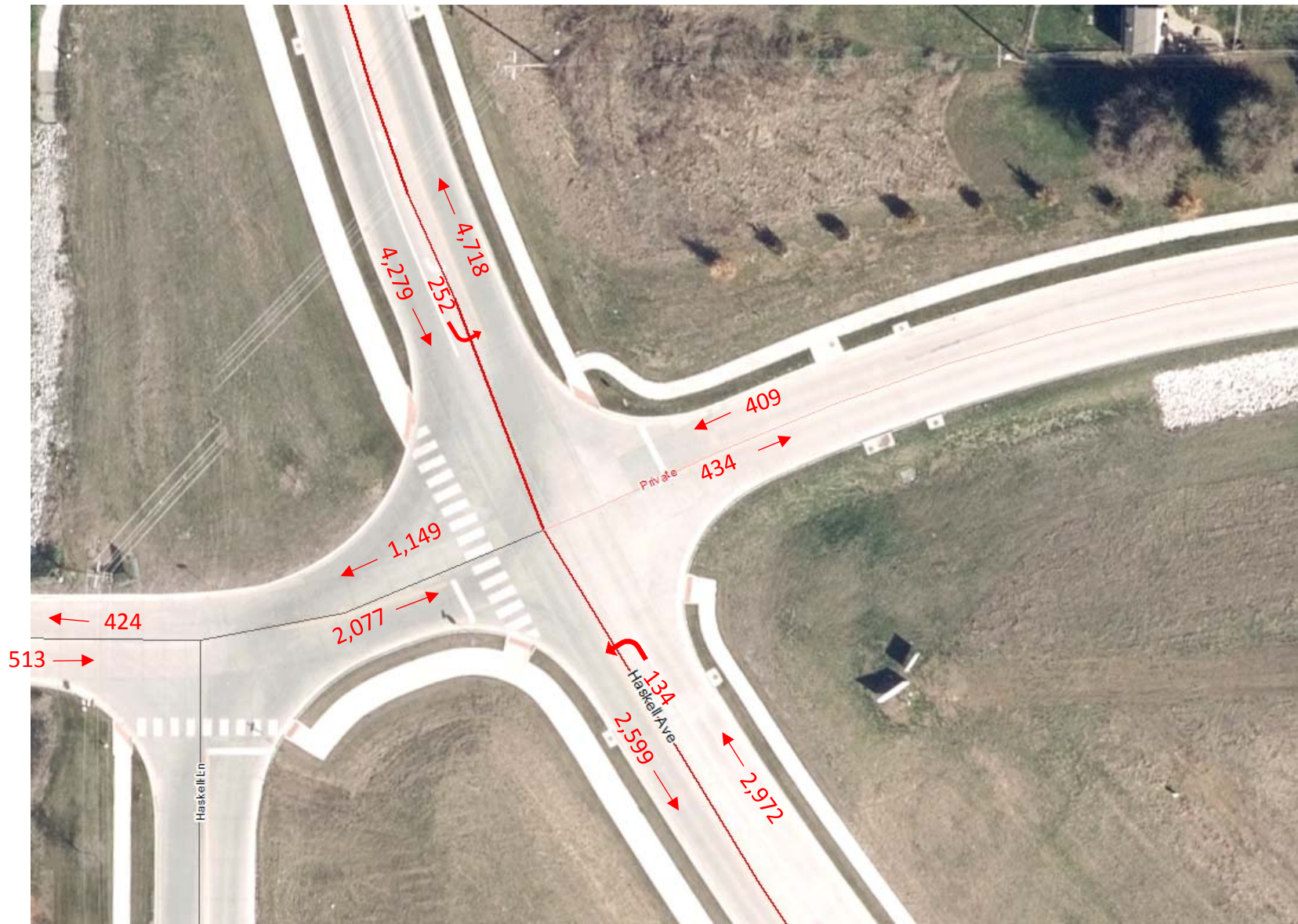


diverter to limit cut-through traffic on Haskell Lane until the redevelopment of the area takes place.

**Attachments**

January 2018 Traffic Counts

## 29<sup>th</sup> and Haskell Traffic Counts



Taken: 1500 1/31/18 to 1500 2/1/18

# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Dave Cronin, City Engineer  
DATE: June 18, 2018  
RE: Curb Radii Design

Staff received a request to provide information on curb radii design guidelines in the city. Design of radii is context sensitive and there is no "one size fits all" approach. Considerations include:

- Street classification (arterial, collector, residential)
- Design Vehicle (automobile, transit bus, emergency vehicle, freight, etc.)
- Street/Lane Widths (bike lanes, on-street parking, bulb-outs, etc.)
- Other considerations (right-of-way, sight distance, location of stop bar, existing signal poles/cabinets, other infrastructure, drainage, grades)

Designers use these considerations to determine the best fit approach for intersection design. "Pros and Cons" of appropriate design include:

- Pros: Limiting curb radii to smallest needed based on design vehicle can reduce turning speeds and reduce pedestrian crossing distances. "Curb radius should be designed to accommodate the largest vehicle type that will frequently turn the corner (sometimes referred to as the design vehicle)."<sup>1</sup>
- Cons: Designing curb radii that doesn't accommodate design vehicles can reduce safety of pedestrians. "Where frequent turning of large vehicles takes place, avoid inadequate curb-return radii as they could potentially cause large vehicles to regularly travel across the curb and into the pedestrian waiting area of the streetside."<sup>2</sup> Maintenance concerns should be considered as well. "A curb that protrudes into the turning radius of the design vehicle could cause vehicles to drive over and damage the curb..."<sup>3</sup>. Bus routes can also be limited to the streets and intersections that provide adequate turning radii.

Design should also review other elements to enhance the pedestrian environment including:

- Curb extensions/bulb-outs
- Signing/Pavement Marking
- Refuge islands
- Raised crosswalks
- Roundabouts
- Traffic Circles

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<sup>1</sup> Institute of Transportation Engineers, Congress for the New Urbanism. 2010. *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. Washington DC: ITE. Page 185

<sup>2</sup> Institute of Transportation Engineers, Congress for the New Urbanism. 2010. *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. Washington DC: ITE. Page 187

<sup>3</sup> AASHTO. 2004. *Guide for the Planning, Design, and Operation of Pedestrian Facilities*. Page 73