



**TRANSPORTATION COMMISSION**  
**Monday, March 5, 2018 6:00 PM**  
**City Commission Room, City Hall, 6 E. 6th Street**

**MEETING AGENDA**

**1. Approve Feb 5, 2017 Regular Meeting 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. Sidewalk Hazard Repair Program**

**Action:** Provide feedback on the proposed Administrative Policy No. 117, Sidewalk Hazard Repair Program

**4. 23<sup>rd</sup> St, Louisiana St to Massachusetts St, Geometric and Waterline Improvements Field Check Plans**

**Action:** Provide feedback on 23<sup>rd</sup> St – Louisiana St to Massachusetts St Field Check Plans.

**5. Louisiana St, 12<sup>th</sup> St to 13<sup>th</sup> St, Plans**

**Action:** Provide feedback on Louisiana St – 12<sup>th</sup> St to 13<sup>th</sup> St Plans.

**6. Tennessee Street at 7<sup>th</sup> St & 8<sup>th</sup> St, Crosswalk Request**

**Action:** Deny request to add a marked crosswalk on Tennessee Street at 7<sup>th</sup> Street.  
Deny request to add a marked crosswalk on Tennessee Street at 8<sup>th</sup> Street.

**7. No Parking Request - Ousdahl Road at 19<sup>th</sup> Terrace**

**Action:** Recommend denying request for no parking on Ousdahl Road at 19<sup>th</sup> Terrace.

**8. Stop Sign Request - 8<sup>th</sup> Street & Delaware Street**

**Action:** Recommend denying request for a stop sign on 8<sup>th</sup> Street at Delaware Street



#### **9. 2018 Traffic Calming Project List**

**Action:** Recommend approval of the 2018 Traffic Calming Project List and the removal of 9<sup>th</sup> St and Rockledge Rd from the traffic calming list.

#### **10. 2018 Transportation Commission Goals and Retreat Summary**

**Action:** Approve the 2018 Transportation Commission Goals and Retreat Summary and the letter from Chair requesting a joint study session with City Commission.

#### **11. East 19<sup>th</sup> Street, Harper to O'Connell, Project Special Meeting**

**Action:** Approve a Transportation Commission special meeting on Monday, March 26<sup>th</sup> at 6:00 pm for East 19<sup>th</sup> St – Harper to O'Connell to review the design scope.

#### **12. Staff Items**

#### **13. Commission Items**

#### **14. Calendar**

Next Study Session – March 21, 3:30 PM

#### **15. Adjournment**

# City of Lawrence

## Transportation Commission

### February 5, 2018 Minutes

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

MEMBERS ABSENT: None

STAFF PRESENT: David Cronin, Public Works Department  
Amanda Sahin, Public Works Department  
Jessica Mortinger, MPO

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

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

[Approve of Dec 4, 2018 Regular Meeting Minutes and December 14, 2018 Study Session Minutes](#)

Moved by Commissioner Hurt, seconded by Commissioner Scharzt, to approve minutes. The motion for Dec 4, 2018 passed 9-0. The motion for Dec 14, 2018 Study Session Minutes passed 8-0. Commissioner Ziegelmeyer abstained since he was not present at the Dec 14, 2018 study session.

#### **ITEM NO. 2:**

[General Public Comment](#)

Public Discussion:

Jeanne Fridell – Woodlawn Elementary Principle – concerns about pedestrian rail crossing at 4<sup>th</sup> St

#### **ITEM NO. 3:**

[Elect Chair and Vice Chair for 2018](#)

Commissioner Evans nominated Commissioner Paden for 2018 Transportation Commission Chair. Commissioner Hurt nominated Commissioner Ziegelmeyer for 2018 Transportation Commission Chair. Commissioner Ziegelmeyer declined the nomination.

The Commission voted 9-0 to elect Commissioner Paden as the 2018 Transportation Commission Chair.

Commissioner Schartz nominated Commissioner Evans for Vice Chair.

The Commission voted 9-0 to elect Commissioner Evans as the 2018 Transportation Commission Vice Chair.

**ITEM NO. 4:**

**[E 9<sup>th</sup> Street, New Hampshire Street to Delaware Street Field Check Plans](#)**

Staff Presentation:

David Cronin and consultants from Bartlett & West presented the Field Check plans for East 9<sup>th</sup> Street, New Hampshire Street to Delaware Street

Several members of the public provided comments.

Moved by Commissioner Hultine, seconded by Commissioner Ziegelmeyer, to recommend acceptance of the Field Check Plans.

The motion carried, 9-0.

**ITEM NO. 5:**

**[Lawrence Loop Alignment Study](#)**

Staff Presentation:

Jessica Mortinger presented the Lawrence Loop Alignment Study. Staff recommends acceptance of the study.

Moved by Commissioner May, seconded by Commissioner Dillon, to recommend acceptance of the Lawrence Loop Alignment Study.

The motion carried, 9-0.

**ITEM NO. 6:**

**[Non-motorized Projects Prioritization Policy](#)**

Staff Presentation:

Amanda Sahin presented the Transportation Commission Non-motorized Projects Prioritization Policy, TC18-001. Staff recommends approval of the policy.



Moved by Commissioner Hurt, second by Commissioner Scharzt, to approve the Transportation Commission Non-motorized Projects Prioritization Policy, TC18-001.

The motion carried, 9-0.

**ITEM NO. 7:**

**[CDBG Application Proposed Project List](#)**

Staff Presentation:

Amanda Sahin presented the proposed project list for the 2018 CDBG Application. Staff recommends approval of the proposed project list.

Moved by Commissioner Ziegelmeyer, seconded by Commissioner Scharzt, to approve the 2018 CDBG Application Proposed Project List with the exception of removing Naismith Drive and adding other gaps along the 19<sup>th</sup> Street corridor in east Lawrence.

The motion carried, 9-0.

**ITEM NO. 8**

**[Funding Split for 2017 and 2018 Bike/Ped Funding](#)**

Staff Presentation:

Amanda Sahin presented the recommended funding split for the 2017 and 2018 Bike/Ped funding. Staff recommends approval of the proposed funding split.

Moved by Commissioner Dillon, seconded by Commissioner May, to recommend approval of proposed 2017 and 2018 Bike/Ped Funding.

The motion carried, 9-0.

**ITEM NO. 9**

**[Staff Items](#)**

Amanda Sahin presented a memo on the Traffic Calming and Signage Moratorium.

Amanda Sahin informed the Commission that the Police Department is currently working with Public Works to deploy the speed-monitoring trailer in areas with speeding complaints.

David Cronin informed the Commission that the City of Lawrence Public Works and Parks & Recreation staff received the 2017 Kansas Ready Mix Concrete Association award for the Baldwin Creek Recreational Trail.

David Cronin provided an update on the signage at 10<sup>th</sup> Street and Indiana Street.

David Cronin provided an update on the cut-through traffic on Haskell Lane at 29<sup>th</sup> Street.

## **ITEM NO. 10**

### **Commission Items**

Complete Streets Subcommittee Minutes December 14, 2018 and January 4, 2018.

Commissioner Bryan mentioned that Kingston Drive Traffic Calming would be on City Commission regular agenda on Feb 6, 2018. The staff recommendation on the item is to deny the request, the Transportation Commission recommended approval of the request at the December 2017 meeting.

## **ITEM NO. 11**

### **Calendar**

Next Study Session is February 28, 2018 at 3:30 p.m. in City Commission Room.

## **ITEM NO. 12**

### **Adjournment**

Moved by Commissioner Ziegelmeyer, seconded by Commissioner Hultine, to adjourn at 8:58 p.m.

The motion carried, 9-0.



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**Department:** City Manager's Office

**Transportation Commission Meeting Date:**  
March 5, 2018

**Staff Contact:** Brandon McGuire

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**Recommendations/Options/Action Requested:**

Provide feedback on the proposed sidewalk maintenance program as set forth in Administrative Policy No. 117, Sidewalk Hazard Repair Program.

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Under existing State law and City Code, responsibilities for maintenance of most sidewalks lies with the abutting property owner. Recognizing that sidewalk maintenance has been deferred by the responsible parties, the City has undertaken extensive review and research related to sidewalk maintenance. Recent efforts include that of the Pedestrian-Bicycle Issues Task Force whose work included, among other tasks, a review of State and City laws concerning sidewalk maintenance responsibilities and related funding issues. Sidewalks around the community are in a state of disrepair. The Task Force found that the City's sidewalk maintenance policy, and administration of that policy, are not producing the desired results. In its review, the Task Force considered the following information based on a 2014 sidewalk maintenance inventory:

- Repair of existing sidewalks and ADA ramps was estimated to cost \$6.6 million and \$3.3 million, respectively.
- The cost to fill existing sidewalk gaps along Safe Routes to Schools and arterial and collector streets by constructing new sidewalks on both sides of the street was approximately \$12.3 million.
- The cost to fill existing sidewalk gaps along residential streets by constructing new sidewalks on both sides of the street would cost approximately \$118.7 million.

**Executive Summary:**

The Task Force recommended establishing "an equitable and practical sidewalk repair program by 2017 that would bring all sidewalks and [accessible] curb ramps up to code by 2030."

In 2016 the City Commission reviewed the Task Force report as well as relevant laws pertaining to public funding options and liability issues. The Commission then directed the City Manager to develop a program to improve the administration of existing City Code provisions pertaining to sidewalk maintenance. Parameters of this program were presented to the Commission on [March 21, 2017](#) in the form of Administrative Policy No. 117, Sidewalk Hazard Repair Program.

The proposed program will enable the City to leverage its purchasing power to secure more competitive contractor quotes for property owners than they would likely be able to obtain on their own. The policy provides for income-based financial assistance for owner-occupied residential properties. It also establishes a cost-sharing option for owner-occupied properties with sidewalks abutting two or more sides of the property. Finally, the program provides for an appropriate process to place the cost of sidewalk repairs on property tax bills, should the Commission choose to assess those costs. State Statute allows for repayment of those costs to occur over a four-year period.

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The Commission deferred action on the program at the March 21, 2017 meeting, pending additional community input. The program will be submitted for reconsideration by the Commission in advance of the 2019 budget development process because it contemplates significant financial assistance for qualifying property owners. The program represents an equitable and practical sidewalk repair program, within the current legal framework and funding constraints, capable of bringing all sidewalks and ADA curb ramps into satisfactory condition by 2030.

<b>Strategic Plan Critical Success Factor</b>	Effective Governance/Professional Administration Safe, Healthy, and Welcoming Neighborhoods Innovative Infrastructure and Asset Management Sound Fiscal Stewardship
<b>Fiscal Impact (Amount/Source):</b>	Administrative Policy No. 117 is presented for consideration and feedback. If the City Manager is directed to move forward with the program, funding for the financial assistance offered by the program would be proposed in the City Manager's recommended budget.
<b>Attachments:</b>	Sidewalk Hazard Repair Program, Administrative Policy No. 117 Sidewalk Inspection Zones Map

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Administrative Policy  
City of Lawrence, Kansas

<b>SUBJECT</b> Sidewalk Hazard Repair Program		<b>APPLIES TO</b> All City of Lawrence property owners	
<b>EFFECTIVE DATE</b>	<b>REVISED DATE</b> None		<b>NEXT REVIEW DATE</b>
<b>APPROVED BY</b>		<b>TOTAL PAGES</b>	<b>POLICY NUMBER: 117</b>

1.0 **Purpose**

The purpose of this policy is to provide guidance concerning the maintenance, inspection, and repair of sidewalks in the City of Lawrence, Kansas ("City"), in accordance with the Kansas Sidewalks Act of 1941, codified as amended at K.S.A. 12-1801 *et seq.*, and Chapter 16 of the Code of the City of Lawrence, Kansas, 2018 edition, and amendments thereto.

2.0 **Policy**

It shall be the policy of the City to require property owners to maintain sidewalks adjacent to their property and to repair hazardous sidewalks adjacent to their property, in accordance with K.S.A. 12-1801 *et seq.* and Chapter 16 of the City Code.

3.0 **Applicability & Enforcement**

This policy applies to all property owners in the City, including the City.

4.0 **Responsibilities**

It is the responsibility of all property owners in the City to maintain sidewalks adjacent to their property and to repair all hazardous sidewalks adjacent to their property, in accordance with K.S.A. 12-1801 *et seq.*, and Chapter 16 of the City Code.

A. **City's Responsibilities**

1. The City will be responsible for maintaining all sidewalks adjacent to property that it owns and will be responsible for repairing all hazards on sidewalks adjacent to property that it owns.
2. The City will maintain and repair all ADA access ramps at street intersections and designated crosswalks.
3. The City, at its discretion, may repair sidewalks not adjacent to its property if the City determines that the hazard is caused by any city infrastructure, including but not limited to sanitary sewer manholes, water valves, fiber optic handholes, street tree roots, storm sewer inlets, or traffic signal equipment.

4. The City will implement a cost-sharing repair program for residential owner-occupied properties that have sidewalks adjacent to more than one side of the property. In such cases, the City will be responsible for one-half of the repair costs if the sidewalks are adjacent to two sides of the property and two-thirds of the repair costs if the sidewalks are adjacent to three sides of the property.
5. The City will implement a financial assistance program for residential owner-occupied properties that have adjacent sidewalks with hazards, where the owner-occupant meets the annual household income thresholds established by the United States Department of Housing and Urban Development.
6. The City's Public Works Director shall maintain an inventory of all sidewalks and ADA access ramps that are the responsibility of the City to maintain.

**B. Private Property Owners' Responsibilities**

1. Private property owners in the City will be responsible for maintaining sidewalks adjacent to property they own and will be responsible for repairing all hazards on sidewalks adjacent to property they own.

**5.0 Procedure**

**A. Solicitation of Bids**

Annually, the City will prepare a bid package to solicit contractors to perform sidewalk repairs for the City. The City will award the contract for sidewalk repairs to the lowest responsible bidder who submits a responsive bid. The contract, which shall be based on the bid, will establish unit cost-pricing for the sidewalk repair program.

If, for any reason, the annual bid is not awarded, the City may use any other bid and awarded contract for the same type of work, provided unit cost-pricing is established with that bid and the contract allows for other work to be completed using that bid.

**City's Use of the Bid**

The City will use the bid, as quantified in the contract, to make all repairs determined to be its responsibility under this sidewalk repair program.

The City will also use the bid, as quantified in the contract, to make any repairs to sidewalks that are the private property owner's responsibility and that are, for whatever reason, not made by the property owner.

**Private Property Owners' Use of the Bid**

Unit cost-pricing established by the bid, as quantified in the contract, if any, will be made available to any private property owner to repair any sidewalk hazards adjacent to their property, as identified by the City.

If the property owner so chooses, the property owner and the City's contractor may work together, independent of the City, to complete the repair of any sidewalk hazards adjacent to their property.

The agreement for sidewalk repairs between the private property owner and the City's contractor shall be solely between the private property owner and the City's contractor.

It shall be the private property owner's responsibility to ensure that all repairs completed, using the City's contractor, meet City standards.

No sidewalk hazard will be considered repaired until the City inspects and verifies that the sidewalk hazards have been repaired to City standards.

Nothing in this policy shall require the adjacent property owner to use the bid, as quantified by the contract, or the City's contractor to make any repairs to sidewalk hazards as may be required by state law, the City Code, or this policy.

**B. Inspection**

Annually the City will inspect, or cause to be inspected, a portion of the sidewalks located within the City limits.

The inspection will identify all sidewalks and ADA access ramps that fail to meet the minimum standards prescribed in Chapter 16 of the City Code.

1. The City will document all sidewalk hazards applying the following criteria:
  - a. ½" to 1" vertical separation
  - b. 1" to 2" vertical separation
  - c. 2" or greater vertical separation
  - d. Horizontal defect
  - e. Vegetative obstruction
  - f. ADA access ramp defect
2. The City will document whether the sidewalk hazard is caused by any city infrastructure, including but not limited to sanitary sewer manholes, water valves, fiber optic handholes, street tree roots, storm sewer inlets, or traffic signal equipment.
3. The City will mark each sidewalk hazard with paint and will take a photograph of the sidewalk hazard to document its status.
4. The City will estimate the approximate area of the sidewalk hazard to be repaired and will document that estimate.
5. In documenting a sidewalk hazard, the City will also note whether the property has sidewalks adjacent to more than one side of the property.

**C. Property Owner, First Notice**

Once the City inspection discloses a sidewalk hazard, the City will transmit to the property owner written notice of the sidewalk hazard. The written notice will describe the nature of the sidewalk hazard and will give the property owner 60 days from the date of the notice in which to repair the sidewalk hazard.

This written notice will also include the following:

1. Photograph(s) of the sidewalk hazard.
2. Contact information for the City.

3. Information on how to apply for the cost-sharing program or for financial assistance.
4. The name of the contractor hired by the City and contact information for the contractor.
5. Details on how the property owner may be able to use the contractor and the unit cost-pricing established by the contract.
6. A list of all licensed concrete contractors in the City.
7. Information on next steps if the property owner fails to make the necessary repairs within the 60 days.

**D. Property Owner, Second Notice**

If the property owner has not contacted the City and the repairs have not been completed, the City will send, 30 days after the written notice, a second written notice to the property owner

The second written notice will contain the same information as the first written notice, except that it will note that the property owner has 30 days from the date of the second notice to complete the repairs and will state that it is the second and final notice.

**E. Follow-up Inspections**

After issuing a written notice, the City will do the following:

1. The City will perform a follow-up inspection of all sidewalk hazards and will document and record the results.
2. The City will also respond to inquiries as they occur.
3. The City will document completed hazard repairs, which shall include a photograph and the date of the repair inspection.
4. The City will document non-completed hazards repairs, which shall include a photograph and the date of the inspection.

**F. Condemnation**

If, within 30 days after the second notice, the property owner has not repaired the sidewalk hazard, the City will do the following

1. The Governing Body shall, by resolution, condemn the sidewalk in question.
2. The Resolution shall direct the City to make the necessary repairs.
3. After adoption, the resolution shall be published in the City's official newspaper.

**G. City Repairs**

After the Governing Body has adopted a Resolution condemning a sidewalk:

1. The City will contact its contractor to repair, under the terms of the contract, the sidewalk hazard.
2. The contractor shall have 45 days, after it has been contacted by the City, to make the repairs.
3. Repairs completed by the City contractor shall be for complete removal and replacement of the sidewalk hazard area identified.



H. **Assessment of Costs**

After a sidewalk hazard has been repaired by the City:

1. The Governing Body will pass an ordinance assessing the costs of repair to the property adjacent to the sidewalk.
2. The ordinance shall assess to the property owner the costs of each repair, which shall include the costs of repair together with interest, a 10% administrative fee, and any other costs the City may have directly incurred as the result of making the repair.
3. The ordinance shall give the property owner the option either to prepay to the amount of the assessment within 30 days of the publication of the ordinance summary or to pay the amount of the assessment, together with interest thereon at a rate equal to the interest rate on bonds issued by the City to finance the costs of the assessment, in four annual installments.
4. The ordinance shall require the property owner to pay to the City the amount of the assessment within 30 days.
5. After the ordinance is passed, a copy shall be sent to the property owner.
6. After the ordinance is passed, a summary of the ordinance will be published in the City's official newspaper.

I. **Taxation**

If the property owner fails to prepay the assessment within 30 days of the publication of the ordinance summary, the City Clerk shall determine the amount of the assessment, including interest thereon at a rate equal to the interest rate on bonds issued by the City to finance the costs of the assessment, and the City Clerk shall, in accordance with state law, certify the unpaid assessment to Douglas County, Kansas, for collection as tax payable in four annual installments.

6.0 **Documentation**

The City shall maintain, electronically, documentation related to the process set forth in Section 5 until such time as all assessments have been paid in full.

7.0 **Program funding**

The City Manager will recommend with the annual City budget/CIP, appropriate funding for the City's responsibilities under this policy.

The City Manager will recommend with the annual City budget/CIP, appropriate funding for the cost-sharing program and other financial assistance under this policy.

**Cost-sharing Program**

The City may provide cost-sharing grant funding to assist private property owners with sidewalk repairs that meet the following criteria, if funding is available:

1. There is more than one sidewalk adjacent to the property, *i.e.*, there are sidewalks adjacent to more than one side of the property.
2. The property is residential and is owner-occupied.

Property owners that meet those criteria may apply, in writing, to the City for cost-sharing assistance.

Any property owner applying for assistance under the cost-sharing program must execute a waiver, whereby the property owner recognizes that, despite the City's participation in the costs of repair, the property owner retains all responsibility for the maintenance and repair of sidewalks adjacent to the property. Failure to execute the waiver shall result in a denial of the application.

All applications shall receive a notice of approval or denial.

Repairs made utilizing this funding program shall be only for removal and replacement of sidewalk.

Repairs made under this program shall be completed by the City using the City's contractor.

Cost-sharing requests under this program may only be made during the first 60 days, after the property owner has received the original written notice of a sidewalk hazard. Any request for cost-sharing under this program that is received after the original 60-day period shall not be considered and shall be deemed denied.

Approved applicants under the cost-sharing program shall be required to prepay the City their share of the sidewalk repair prior to the City undertaking the repair.

Funding for the cost-sharing program shall be available first to those property owners that have received a sidewalk hazard notice from the City, who meet the cost-sharing program requirements, and on a first-come first-served basis, if funding is available.

Nothing under this cost-sharing program shall cause the required repair notice date for repair to be extended. Repairs to sidewalk hazard shall still be required to be completed within the original 60 days of the first written notice.

After the 60-day sidewalk hazard notice period has passed, this program funding may be available to any other residential owner-occupied property, on a first-come first-served basis while funding is available, provided the property owner has a sidewalk hazard and whose property is not within the geographical area that the City has inspected that year.

### **Financial Assistance Program**

The City may provide financial assistance under this program for qualified applicants that meet the US Department of Housing and Urban Developments (HUD) annual income thresholds, if funding is available.

Anyone wishing to apply for financial assistance under this program must be a residential property owner, occupying the home, and shall meet the criteria and guidelines as defined by HUD.

Any property owner applying for financial assistance must execute a waiver, whereby the property owner recognizes that, despite the City's participation in the costs of repair, the property owner retains all responsibility for the maintenance and repair of sidewalks adjacent to the property. Failure to execute the waiver shall result in a denial of the application.

Funding for this program shall be only available for a property owner that has received a sidewalk hazard notification from the City and is on a first-come first-served basis, if funding is available.

Financial aid funding requests by property owners that have received a sidewalk hazard notice from the City must be made within the first 60 days, after the property owner received the original notice of sidewalk hazard violation.

Any request for financial assistance funding under this program received after the original 60-day notice period for repair shall not be considered and shall be deemed denied.

After the first 60-day sidewalk hazard notice period has passed, this program funding may be available to any other residential owner-occupied property on a first-come first-served basis, while funding is available, provided the property owner has a sidewalk hazard under this program, whose property is not within the geographical area the City has inspected for that year and, who meets the criteria established by HUD.

Property owner shall use the official HUD financial assistance application form and process.

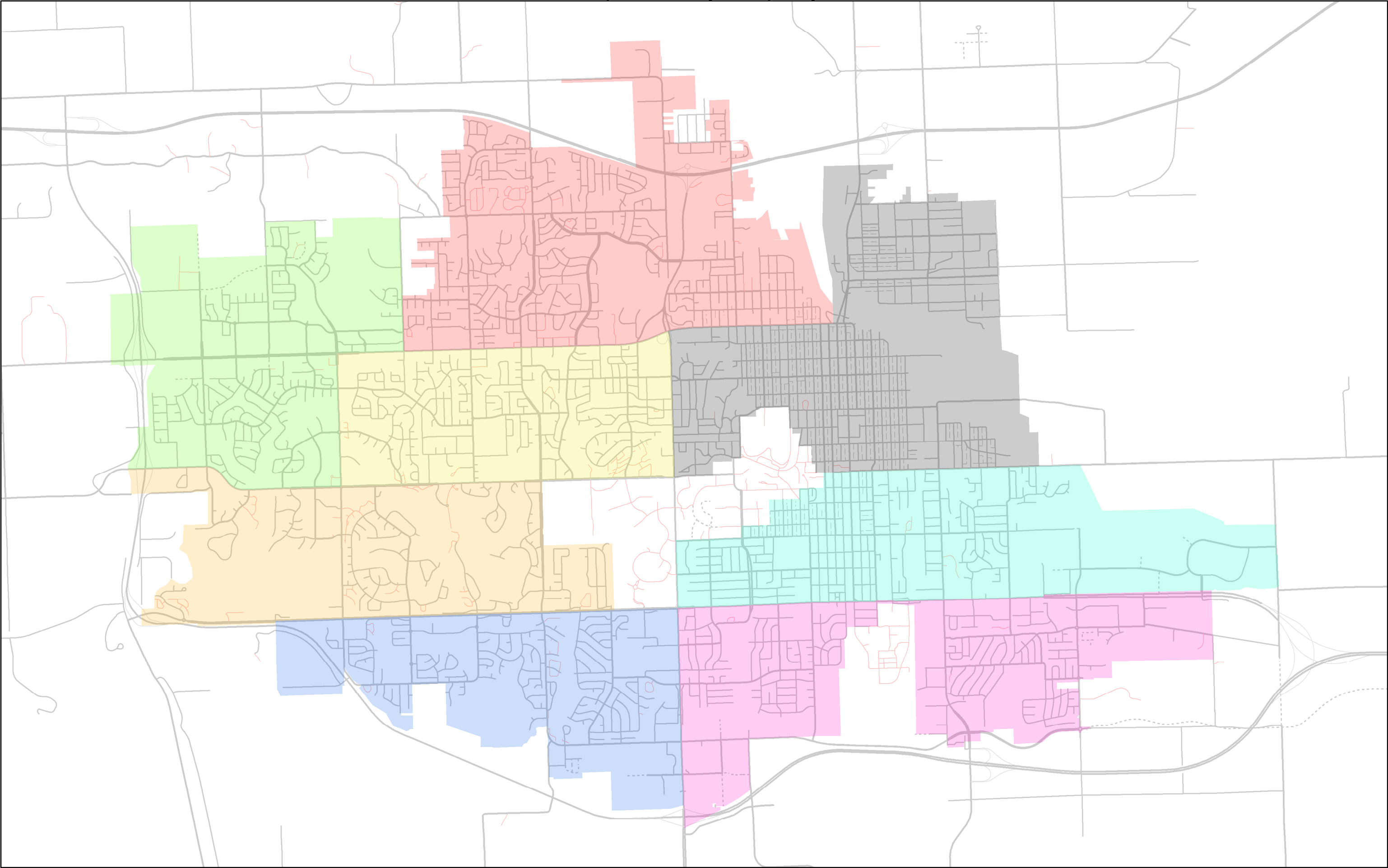
All applications submitted shall be reviewed and a determination by the City shall be made as to approval of financial assistance based on HUD guidelines for annual household income.

All applicants shall receive a notice of approval or denial.

Repairs made utilizing this funding program shall be only for removal and replacement of sidewalk.

Repairs made under this program shall be completed by the City using the City's contractor.

Sidewalk Inspection by Property - Zones



**Agenda Item 4: 23<sup>rd</sup> St, Louisiana St to Massachusetts St, Geometric and Waterline Improvements Field Check Plans**

Memo and Attachments will be added prior to the meeting on March 5, 2018.

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Zach Baker, Project Engineer  
DATE: 28 February 2018  
RE: Agenda Item for Transportation Commission 3/5/2018:  
PW1724/UT1719 Louisiana Street, 12<sup>th</sup> Street to 13<sup>th</sup> Street, Reconstruction  
and Waterline Improvements.

#### **Existing Conditions**

Louisiana Street, 12 <sup>th</sup> Street to 13 <sup>th</sup> Street Information						
Street Classification	Speed Limit	Safe Route to School	Bus / Transit Route	Douglas County Bikeway Plan	Sidewalk along Street	Street Cross Section/Pavement Data
Local	30 mph	NO	YES	YES, Exist. Bike Lane	YES, BOTH SIDES	Asphalt pavement over Brick base. 27 feet back of curb to back of curb. Has curb and gutter for drainage.

#### **Summary**

Louisiana Street between 12<sup>th</sup> Street and 13<sup>th</sup> Street is to be reconstructed in the 2018 CIP. \$450,000 has been budgeted to reconstruct Louisiana Street with concrete pavement. The existing pavement is in very poor condition with several base failures. The existing pavement section consists of an asphalt overlay on top of bricks. Two other construction projects are in close proximity to this Louisiana Street project. Currently a Utilities Department project to replace the Oread Water Tanks located on the west side of Louisiana Street between 12<sup>th</sup> and 13<sup>th</sup> Streets is underway. Improvements associated with the new tank construction includes upgrading storm sewer and water systems on Louisiana Street. KU will also be reconstructing the final section of Jayhawk Boulevard in 2019 and the storm sewer will tie-into Louisiana Street.

Louisiana Street between 12<sup>th</sup> and 13<sup>th</sup> is a one-way street with northbound traffic. There is currently on-street parking on the east side of the roadway, a 13 foot wide thru-lane, and a 5 foot bike lane on the west side of Louisiana Street.

#### **Recommendation**

PW1724/UT1719 Louisiana Street, 12<sup>th</sup> Street to 13<sup>th</sup> Street

The recommended road configuration will include a 6 foot south bound counter flow bike lane with a 2 foot buffer, an 11' northbound traffic lane with sharrow bike markings and maintaining an 8 foot parking lane on the east side of the street.. Construction plans and the proposed pavement marking plan are attached to this report.

Existing sidewalk on both sides of Louisiana Street and driveway entrances will be replaced to accommodate the new street profile. Consideration was given to extend sidewalk on the west side of Louisiana Street the whole length of the block between 12<sup>th</sup> and 13<sup>th</sup> Street. Currently the sidewalk ends 2/3 of the way down the block. Extreme grades on the west side of Louisiana Street near 12<sup>th</sup> Street will make it cost prohibitive to include a sidewalk within the project budget. The estimated cost to complete the sidewalk gap would be \$210,000 to \$360,000 pending additional geotech information for a retaining wall. Staff recommends installing a ramp to cross the street mid-block and not completing the sidewalk gap..

**Action**

Provide feedback on the design of Louisiana Street from 12<sup>th</sup> to 13<sup>th</sup> St.

**Attachments:**

Plans

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Zach Baker, Project Engineer  
DATE: 5 March 2018  
RE: Agenda Item for Transportation Commission 3/5/2018:  
Tennessee Street Crosswalk Request\_7<sup>th</sup> & 8<sup>th</sup> Streets

#### **Existing Conditions**

Tennessee Street, 7 <sup>th</sup> Street to 8 <sup>th</sup> Street Information						
Street Classification	Speed Limit	Safe Route to School	Bus / Transit Route	Douglas County Bikeway Plan	Sidewalk along Street	Street Cross Section/Pavement Data
Collector	30 mph	NO	YES	NO	YES, WEST SIDE	Asphalt pavement. 36 feet back of curb to back of curb. Has curb and gutter for drainage.

#### **Details**

Tennessee Street is a one-way southbound traffic collector street. On-street parking is allowed on the west side of Tennessee Street, however, parking is restricted 100 feet from the intersection of 7<sup>th</sup> & Tennessee and 8<sup>th</sup> & Tennessee. Both intersections are 2-way stop controlled intersections with the east/westbound traffic stopping at Tennessee Street. 7<sup>th</sup> Street is listed on the Douglas County Bikeway Plan as an existing bike route. 8<sup>th</sup> Street is not listed on the bikeway plan.

The Manual of Uniform Traffic Control Devices (MUTCD) states:

"Crosswalk lines should not be used indiscriminately. An engineering study should be performed before a marked crosswalk is installed at a location away from a traffic control signal or an approach controlled by a STOP or YIELD sign. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85<sup>th</sup> –percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.

New marked crosswalks alone, without other measures designed to reduce traffic speeds, shorten crossing distances, enhance driver awareness of the crossing, and/or provide active warning of pedestrian presence, should not be installed across uncontrolled roadways where the speed limit exceeds 40 mph and either:



- A. The roadway has four or more lanes of travel without a raised median or pedestrian refuge island and an ADT of 12,000 vehicles per day or greater; or
- B. The roadway has four or more lanes of travel with a raised median or pedestrian refuge island and an ADT of 15,000 vehicles per day or greater."

The MUTCD also states:

"For a major street where the posted or statutory speed limit or the 85<sup>th</sup>-percentile speed exceeds 35 mph, the need for a pedestrian hybrid beacon should be considered if the engineering study finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding total of all pedestrians crossing the major street for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4F-2 for the length of the crosswalk."

Traffic data, pedestrian counts, and Figure 4F-2 from the MUTCD are attached to this memo. The posted speed on Tennessee Street is 30 mph. Traffic data shows the 85<sup>th</sup> percentile speed is 40.33 mph at 7<sup>th</sup> Street and 40.96 mph at 8<sup>th</sup> Street. With 85<sup>th</sup> percentile speeds greater than 40 mph, installing a marked crosswalk alone without a pedestrian hybrid beacon is not recommended. Consideration for adding a bulb-out of the curb line on the NW corner of the intersection of 7<sup>th</sup> & Tennessee would assist with pedestrian crossing at this location as well. The pedestrian counts at the intersection of 7<sup>th</sup> & Tennessee Street do not meet recommended conditions for the installation of a pedestrian hybrid beacon. 34 pedestrians cross Tennessee Street at 7<sup>th</sup> Street during the peak hour against 503 vehicles. The plotted point is not above the recommended threshold line shown in the MUTCD. The pedestrian counts at the intersection of 8<sup>th</sup> & Tennessee Street do not meet conditions for the installation of pedestrian hybrid beacon. 18 pedestrians cross Tennessee Street at 8<sup>th</sup> Street during the peak hour against 601 vehicles. The plotted point is not above the recommended threshold line shown in the MUTCD.

### **Staff Recommendation**

Staff recommends to deny request for a crosswalk at 7<sup>th</sup> & Tennessee Street intersection. Staff recommends to deny request for a crosswalk at 8<sup>th</sup> & Tennessee Street intersection.

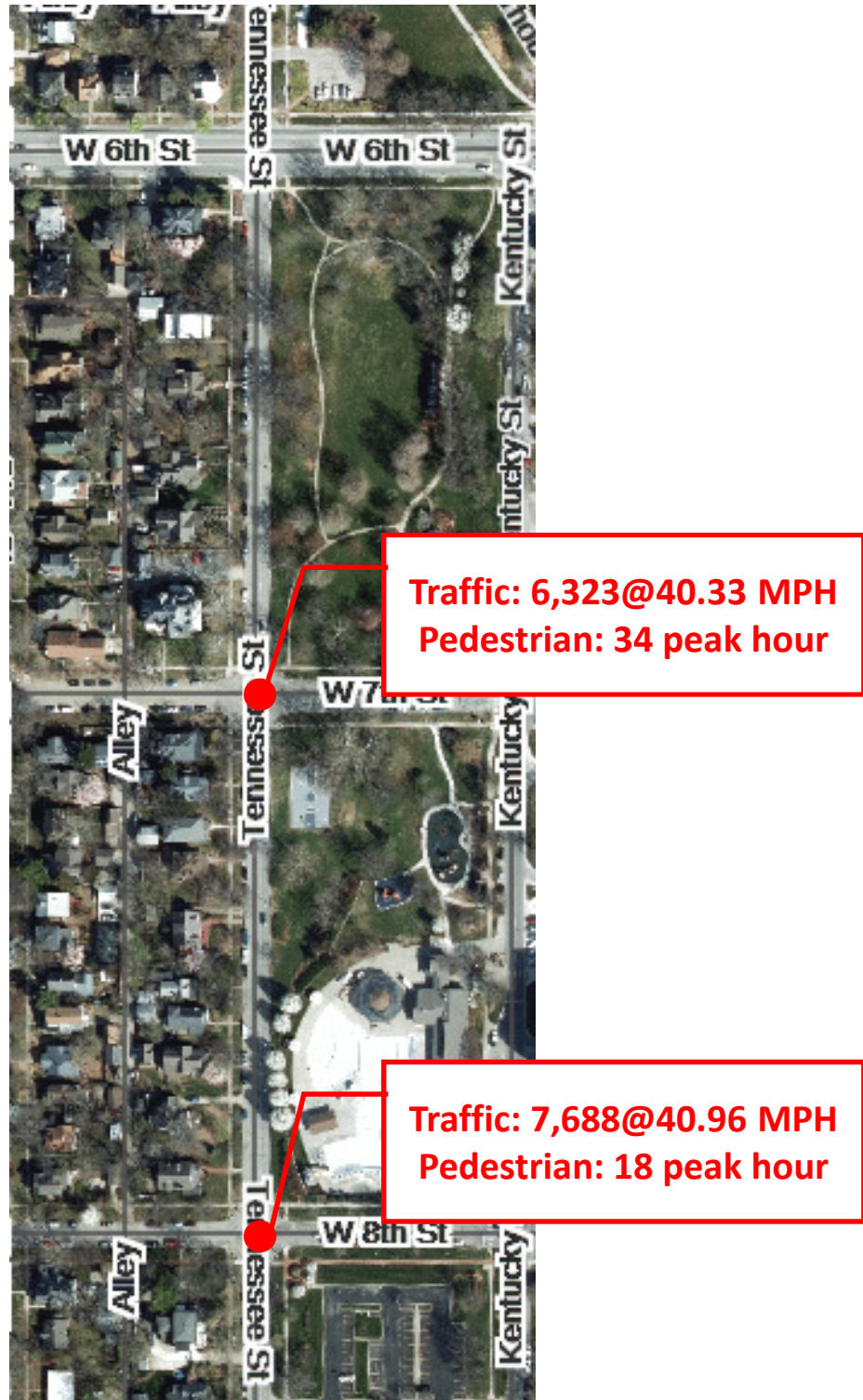
### **Action Request**

Deny request to add a marked crosswalk at 7<sup>th</sup> & Tennessee Street intersection.  
Deny request to add a marked crosswalk at 8<sup>th</sup> & Tennessee Street intersection.

### **Attachments:**

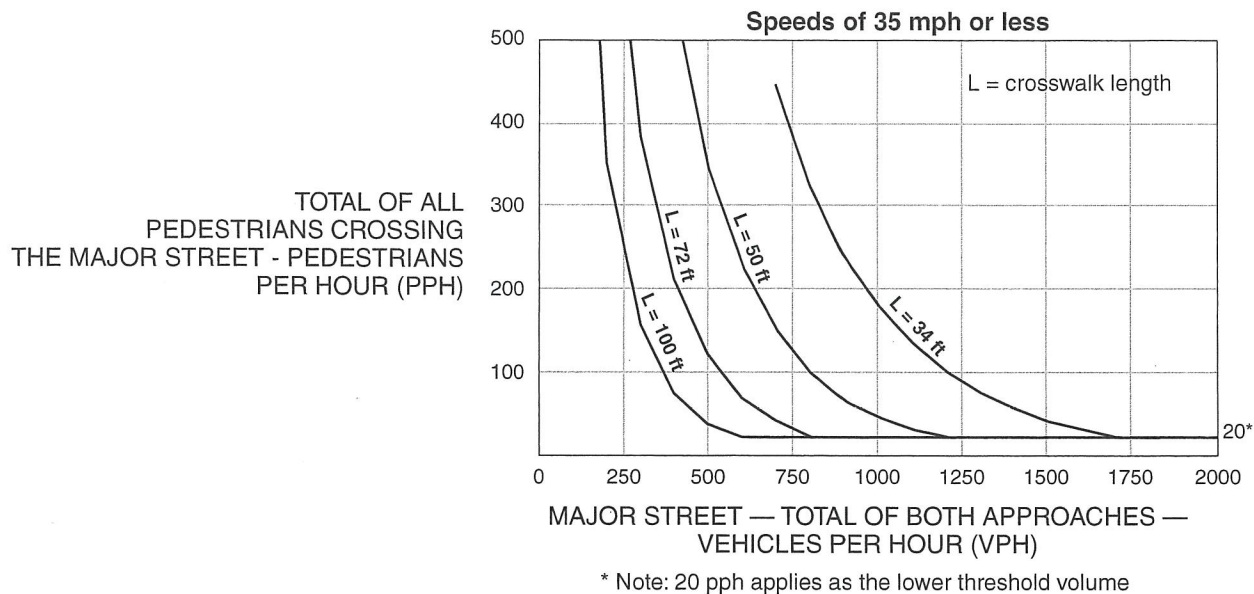
Location Map / Traffic Data / Pedestrian Count Data  
MUTCD Figure 4F-2  
Crosswalk Email Request

# Tennessee Vehicle and Pedestrian Traffic Counts/Speed Data

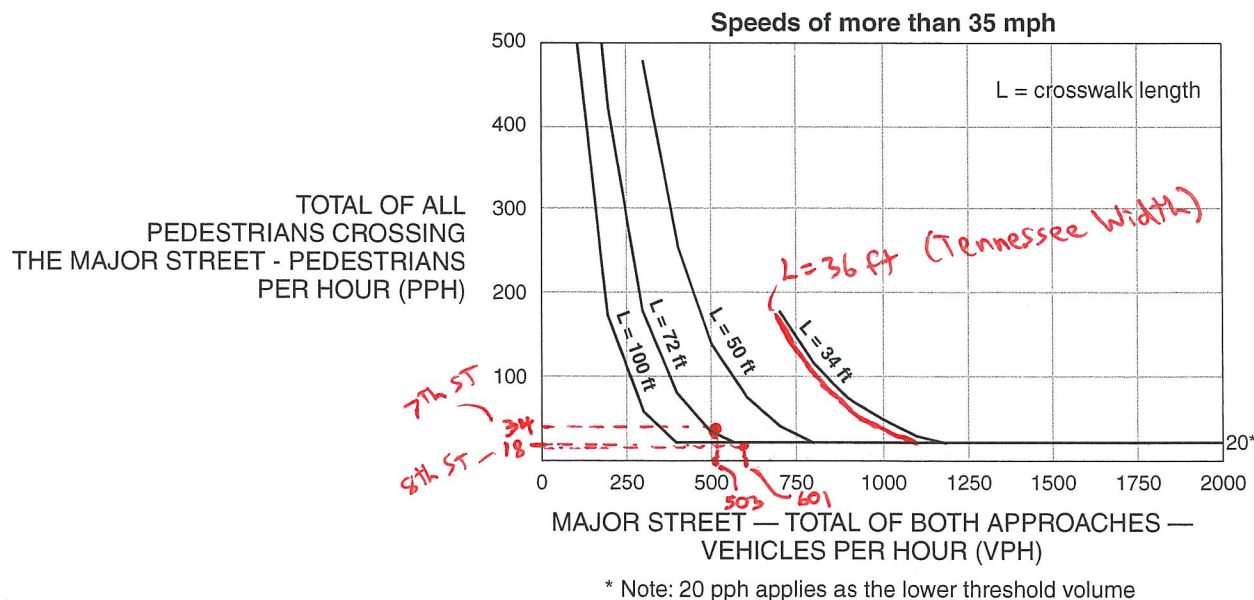


Taken: 0700 11/1/17 to 0700 11/2/17

**Figure 4F-1. Guidelines for the Installation of Pedestrian Hybrid Beacons on Low-Speed Roadways**



**Figure 4F-2. Guidelines for the Installation of Pedestrian Hybrid Beacons on High-Speed Roadways**



7TH ST Peak Hour Vehicle Volume = 503  
 8TH ST Peak Hour Vehicle Volume = 601

## Zachary Baker

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**From:** David Cronin  
**Sent:** Monday, October 16, 2017 11:26 AM  
**To:** Amanda Sahin  
**Subject:** FW: Pedestrian Crossings on Tennessee St. at 7th and 8th Streets

This request is for the TC future items folder.

**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:** Kathryn Tuttle [mailto:[knemethtuttle@gmail.com](mailto:knemethtuttle@gmail.com)]  
**Sent:** Monday, October 16, 2017 11:10 AM  
**To:** David Cronin <[dcronin@lawrenceks.org](mailto:dcronin@lawrenceks.org)>  
**Subject:** Pedestrian Crossings on Tennessee St. at 7th and 8th Streets

I am President of the Old West Lawrence Association, and have been in communication with City Engineer David Cronin about our concerns about pedestrian safety on Tennessee Street at 7th and 8th street crossings. He referred me to you.

I, and many of my neighbors, walk across Tennessee at these intersections on a daily basis and it always feels like we are taking our lives in our hands. Just last week, two neighbors were grazed by a car. I almost always RUN across the street due to concerns about speeding cars and inattentive driving. Motorists do NOT heed the signs at 7th St. that tells them to yield to pedestrians went turning south from 7th St. onto Tennessee. The pedestrian traffic is particularly heavy in summer with the swimming pool, and frankly I am surprised we haven't had more accidents. I assume you have some studies on accidents on this part of Tennessee and it would be helpful to have that information. Also, I have heard from parents who have students walking to Central Middle School or St. John's School, and they are very concerned about their students' safety. At a time we are trying to encourage Safe Routes to School, these intersections should be considered.

I have solicited opinions from neighbors who are in strong support of these actions, and I have dozens of signatures from them. Most believe a signed and marked pedestrian crossing on the north side of 7th & Tenn. would be most useful, but many think a crossing at both 7th and 8th is needed.

Please tell me about what needs to happen for the next steps on this. Can I meet with someone in the City to discuss this further? Thank you for your assistance.

Kathy Nemeth Tuttle  
President, Old West Lawrence Association  
[knemethtuttle@gmail.com](mailto:knemethtuttle@gmail.com)

# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Amanda Sahin, Transportation Engineer  
DATE: Feb 13, 2017  
RE: Agenda Item for Transportation Commission 3/5/2018:  
No Parking Request – Ousdahl Road at 19<sup>th</sup> Terrace

#### **Background**

In November 2017, staff received a request to restrict parking on Ousdahl Road near the intersection of 19<sup>th</sup> Terrace. The Schwegler Neighborhood Association was the requestor and cited site visibility and accident history as reasons for the request. A previous request to eliminate parking on the east side of Ousdahl Road between 19<sup>th</sup> Street and 20<sup>th</sup> Street was heard by the Traffic Safety Commission in May 2016 and was denied, minutes are included in the attachments.

#### **Details**

Ousdahl Road						
Street Classification	Posted Speed Limit	Safe Route to School	Bus / Transit Route	Douglas County Bikeway Plan Route	Sidewalk along Street	Street Cross Section/Pavement Data
Collector	30 mph	Yes	No	Yes	Yes, West Side	Curb and Gutter, 27 foot width, residential area

- Parking is already restricted on the west side of the street from 19<sup>th</sup> Street to 20<sup>th</sup> Street. Parking on the east side of the street is allowed.
- Crash history shows two accidents near the intersection in the past two years. The police reports did not attribute either crash to the parking on the street or inadequate site distance.

Staff does not recommend restricting parking on the east side of Ousdahl Road near 19<sup>th</sup> Terrace. Eliminating parking in this location will displace the vehicles to another nearby street.

#### **Action Request**

Staff recommends denying the request to restrict parking on Ousdahl Road at 19<sup>th</sup> Terrace.

#### **Attachments:**

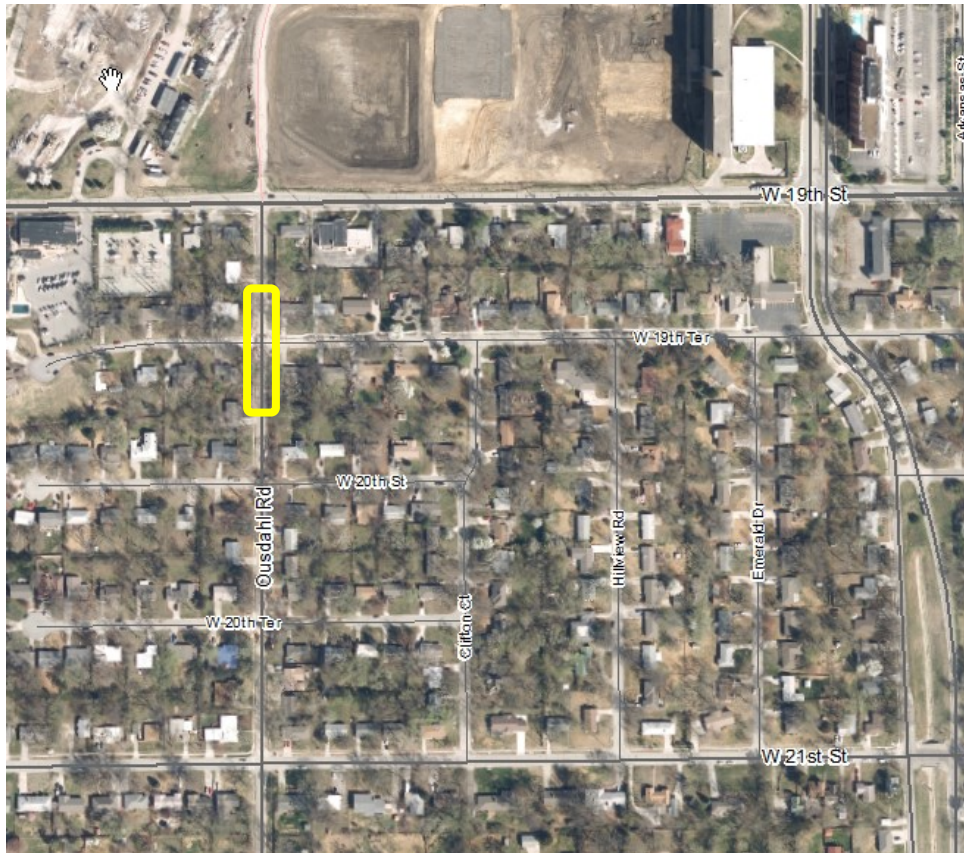
No Parking Request – Ousdahl Road at 19<sup>th</sup> Terrace

Location map and pictures  
Request Email  
May 2016 Traffic Safety Commission Minutes

No Parking Request – Ousdahl Road at 19<sup>th</sup> Terrace



## LOCATION



Facing west on 19<sup>th</sup> Terrace looking south

No Parking Request – Ousdahl Road at 19<sup>th</sup> Terrace





Facing west on 19<sup>th</sup> Terrace looking north



Facing east on 19<sup>th</sup> Terrace looking south

No Parking Request – Ousdahl Road at 19<sup>th</sup> Terrace





No Parking Request – Ousdahl Road at 19<sup>th</sup> Terrace

## Amanda Sahin

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**From:** Travis Robinett <travis.robinett@gmail.com>  
**Sent:** Thursday, November 30, 2017 8:42 AM  
**To:** Amanda Sahin  
**Subject:** 19th Terrace and Ousdahl intersection accidents

Hello Amanda,

My name is Travis Robinett, I am the chair of the Schwegler Neighborhood Association's Board of directors.

I'm writing to you because our neighborhood has seen an uptick of accidents at 19th Terr and Ousdahl. I spoke to Jessica Mortinger last night at the Transit Study meeting, and she recommended contacting you to get the issue solved ASAP.

The issue is that when pulling out onto Ousdahl from 19th Terrace, it's very difficult to see around the parked cars on Ousdahl to the south, as the parking zone comes too close to the intersection.

Here is a picture of an accident on 10/15.



Here is another of one from 11/17.

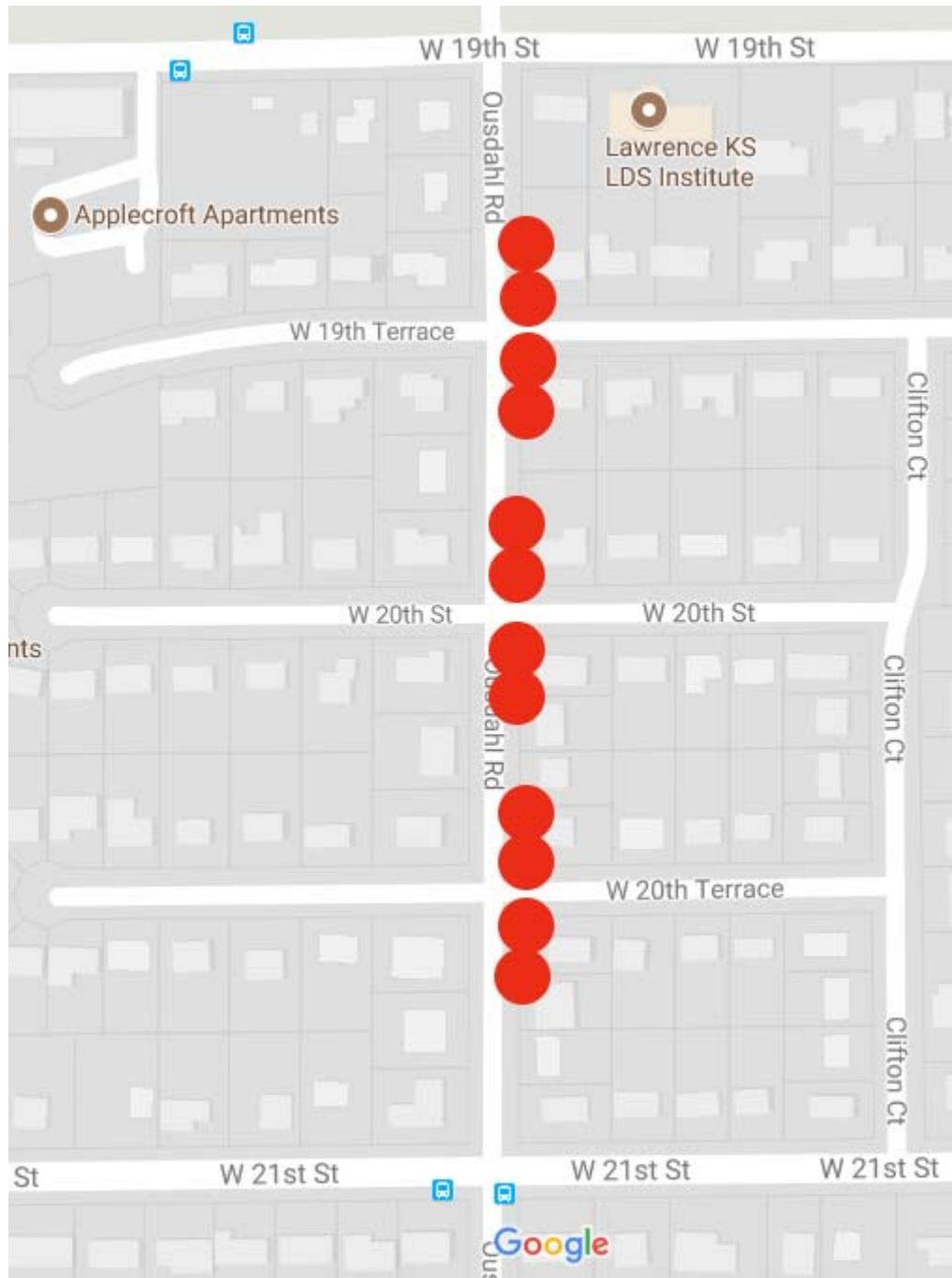




We are hoping the city can quickly remedy this issue by pushing the no parking zone further away from the intersection to increase visibility. At our last quarterly meeting of the neighborhood association, we voted to request this action for 19th Terrace, 20th street, and 20th Terrace.

Heavy parking in the area is an issue not only because of KU students, but because of construction workers at the central district parking in our neighborhood, so vision is blocked all during the day, increasing the risk for accidents.

I made this map as an example of what we'd like to see. The red dots are not to scale, of course, and we would like staff to study the site and make a decision of distance based on best practices.



I know these issues usually come through to transportation commission. I plan to show up Monday to make public comment. But it seems like it could be a simple fix if the city can just come by and move the no parking signs back.

Please let me know, I know a lot of my neighbors are anxious to get this issue solved. Feel free to call me if you need to.

Have a great day!

Travis Robinett  
SNA Board of Directors Chairperson  
Travis.Robinett@gmail.com  
(512) 775-4040

Sent from my iPhone

Commission Discussion:

Commissioner Storm asked who requested the recount; Woosley advised that some of the residents requested it; in addition, it was requested that a cut-through study be conducted.

Commissioner Koprince asked how long the neighborhood would have to wait to submit another request, if this request is denied; Woosley advised that the city policy states they would have to wait one (1) year.

**MOTION BY COMMISSIONER ZIEGELMEYER, SECOND BY COMMISSIONER CRAWFORD, TO RECOMMEND DENYING THE REQUEST FOR TRAFFIC CALMING IN THE 2300 BLOCK OF VERMONT STREET; THE MOTION CARRIED, 8-0.**

ITEM NO. 3:

Consider request for TRAFFIC CALMING on Edgehill Road near Louisiana Street.

This Item was deferred indefinitely.

ITEM NO. 4:

Consider request to establish NO PARKING along the east side of Ousdahl Road between 19<sup>th</sup> Street & 20<sup>th</sup> Street..

Woosley reviewed the information provided in the staff report.

Public Comments:

None.

Commission Discussion:

Commissioner Jones: I'm not sure why traffic would be a problem there.

Commissioner Storm: I think that the concern is that Ousdahl will be a main entrance to KU.

Commissioner Koprince: I don't see how this solves the problem that is being raised.

Commissioner Devlin: If you have No Parking on both sides, you're asking for speeding.

Commissioner Storm: I don't know what the point is in restricting parking on Ousdahl.

Commissioner Jones: If we take parking out of there, where is it going to go?

Commissioner Harrod: I would be inclined to deny this until someone came forward and articulated a problem.

**MOTION BY COMMISSIONER HARROD, SECOND BY COMMISSIONER KOPRINCE, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH NO PARKING ALONG THE EAST SIDE OF OUSDAHL ROAD BETWEEN 19<sup>TH</sup> STREET & 20<sup>TH</sup> STREET; THE MOTION CARRIED, 8-0.**

**ITEM NO. 5:**

Consider request to establish a MULTI-WAY STOP at the intersection of 19<sup>th</sup> Terrace & Ousdahl Road.

Woosley reviewed the information provided in the staff report and noted the receipt of email correspondence.

Public Comments:

None.

**MOTION BY COMMISSIONER HARROD, SECOND BY COMMISSIONER ZIEGELMEYER, TO RECOMMEND DENYING THE REQUEST TO ESTABLISH A MULTI-WAY STOP AT THE INTERSECTION OF 19<sup>TH</sup> TERRACE & OUSDAHL ROAD; THE MOTION CARRIED, 8-0.**

**ITEM NO. 6:**

Consider request for TRAFFIC CALMING on Arkansas Street between 8<sup>th</sup> Street & 9<sup>th</sup> Street.

Woosley reviewed the information provided in the staff report and noted receipt of three (3) emails in support of the request.

Public Comments:

None.

## David Woosley

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**From:** Kevin Kelly [<mailto:kukhawk@msn.com>]

**Sent:** Thursday, March 03, 2016 10:31 AM

**To:**

**Subject:** Re: Central District

I am wanting to look into the possibility of making Ousdahl No Parking from 19th St to 20th St. I would like to apply to put a stop sign at 19th Terrace and Ousdahl. I would like to start the process to have speed bumps and a lowered speed limit on 19th Terr between Ousdahl and Naismith.

I still have concern with the new project and parking. It doesn't matter how many pay to park spots KU puts at the new area or spots for new KU residents there will still be students that decide our hood is free and close enough to walk to KU classes or park for the bus stop. Our hood will be the new expanded free parking lot. How about new free parking spots to be added along 19th St while we are doing that project? The existing churches on 19th between Ousdahl and Naismith could use more parking. The churches already use 19th Terr. for parking.

Kevin



# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Amanda Sahin, Transportation Engineer  
DATE: Feb 22, 2018  
RE: Agenda Item for Transportation Commission 3/5/2018: Stop Sign on 8<sup>th</sup> Street at Delaware Street

#### **Background**

In December 2017, staff received a request to install stop signs on 8<sup>th</sup> Street at Delaware Street. There is currently a stop sign with a "cross traffic does not stop" sign on Delaware Street. The "cross traffic does not stop" sign was added in November 2017 at the request of employees at the City wastewater treatment plant.

#### **Details**

Staff collected traffic data, reviewed crash history and visited the site take pictures.

- The traffic data shows that most of the traffic that enters the intersection either turns left on 8<sup>th</sup> Street from Delaware Street or turns south on Delaware Street from 8<sup>th</sup> Street. These two movements are not conflicting.
- Crash history was reviewed and shows one crash in the last two years. It was a single motorcycle crash that was attributed to speed.
- Adding stop signs on 8<sup>th</sup> is not feasible due to the proximity to the railroad tracks to the east.
- Removing the angled parking is not recommended due to the redevelopment of the area and the parking demand. The angled parking was used to achieve the required parking spaces for the 8<sup>th</sup> and Penn mixed use district.

#### **Action Request**

Staff recommends denying the request to install stop signs on 8<sup>th</sup> Street at Delaware.

#### **Attachments:**

Photos  
Traffic Data  
Request Email

Aerial photo



Stop Signs – 8<sup>th</sup> Street at Delaware Street

On Delaware Street looking west



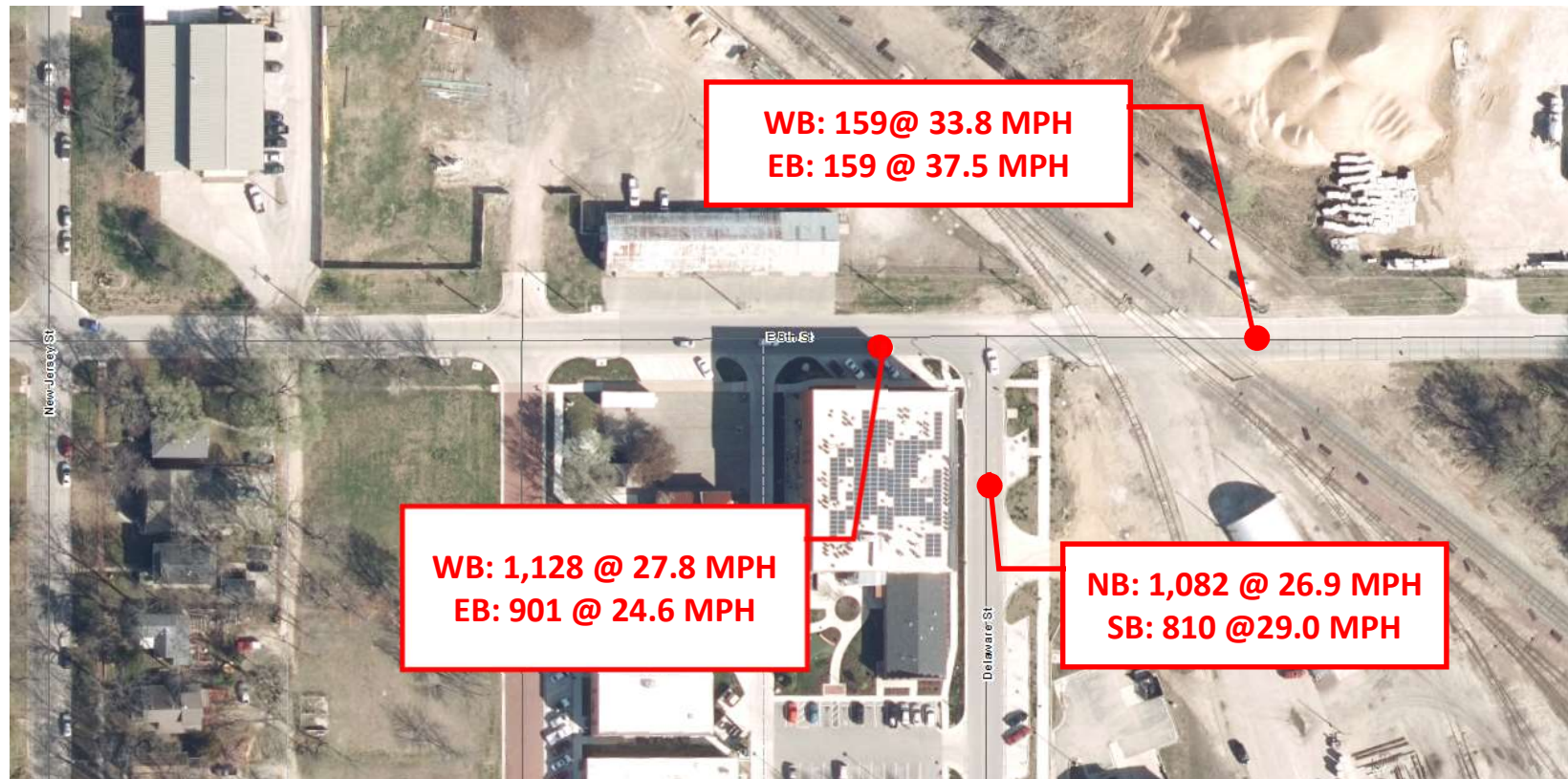
On 8<sup>th</sup> Street looking east



Stop Signs – 8<sup>th</sup> Street at Delaware Street



## 8<sup>th</sup> Street & Delaware Street Traffic Counts/Speed Data



Taken: 1:00 pm 12/12/17 to 1:00 pm 12/13/17

## Amanda Sahin

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**From:** Brandon McGuire  
**Sent:** Friday, December 08, 2017 12:11 PM  
**To:** Charles Soules; David Cronin; Dave Wagner; Amanda Sahin  
**Cc:** Tom Markus  
**Subject:** Re: Intersection of 8th & Delaware

Chuck - please have your Engineering staff prepare a response. I think it's worth looking at the intersection. A lot of city employees and vehicles drove through it many times each day.

Brandon McGuire  
Assistant to the City Manager  
City of Lawrence, KS

Sent from my iPhone

On Dec 8, 2017, at 12:06 PM, Leslie Soden <[lsoden@lawrenceks.org](mailto:lsoden@lawrenceks.org)> wrote:

Thank you for the email Dan. I lived in the Poehler building for two years so I know exactly what you're talking about. I have copied staff for response on how we can make this intersection safer.

Mayor Leslie Soden  
913-890-3647

On Dec 8, 2017, at 11:40 AM, Dan Alexander <[dalexander@nekls.org](mailto:dalexander@nekls.org)> wrote:

Leslie,

I have been thinking about an intersection nearly 5 days a week for over the last year. I was reminded to speak up today when I realized how close, once again, I had come to being in a bad accident this morning.

Because of the large vehicles almost always parked in front of the Poehler Lofts building on 8th, it is very difficult to see if traffic is coming East on 8th Street when you are turning left from Delaware.

The vehicles that head East past Delaware on 8th are usually large and moving quickly, which seems like a recipe for bad collisions. It seems that this intersection should be looked at, perhaps adding a full stop before heading East past Delaware would be helpful, another option is to eliminate a few parking spaces on 8th near the corner of Delaware so there is a line of site.

I know that this route gets plenty of traffic and as more people are coming to the Arts District there is only more risk of danger. Personally, I really need to start taking New Jersey North across 8th to save me and my vehicle from danger on my morning commute.

I would be happy to illustrate my perspective further or if necessary make a public plea to the city to take a look at this traffic situation.

Thanks for reading,

Dan

--

Dan Alexander  
Northeast Kansas Library System,  
Director of Technology Support Services  
[dalexander@nekls.org](mailto:dalexander@nekls.org)  
[785-838-4090](tel:785-838-4090)  
[nekls.org](http://nekls.org)  
4317 West 6th Street  
Lawrence, KS 66049

# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Amanda Sahin, Transportation Engineer  
DATE: Feb 23, 2018  
RE: Agenda Item for Transportation Commission 3/5/2018: 2018 Traffic Calming Project List

#### **Background**

The 2018 CIP has a line item for Traffic Calming in the amount of \$200,000. Staff has used the current ranked traffic calming list to recommend projects for construction using this budget item. There are also two projects that have not been able to achieve the 70% resident approval as required by the policy and therefore are recommended for removal.

#### **Details**

Staff recommends that the following projects be included in the 2018 Traffic Calming project list:

Street	From	To	Est. Cost	Device	Status
Missouri St	8th St	9th St	\$9,000	1 speed hump	Neighborhood has approved (73%)
Arkansas St	8th St	9th St	\$9,000	1 speed hump	Neighborhood has approved (71%)
13th St	Massachusetts St	Haskell Ave	\$100,000	combination of speed humps and islands or channelizing devices	City would facilitate public input through future Transportation Commission meeting
Lincoln St	3rd St	7th St	\$36,000	4 speed humps	Neighborhood has approved (76%)
W 24th St	Crossgate Dr	Kasold Dr	\$45,000	5 speed humps	Neighborhood in process of getting votes

All of the above projects will utilize speed humps except for 13<sup>th</sup> St. Staff recommends converting 13<sup>th</sup> Street into a bicycle boulevard from Massachusetts St to Haskell Ave. The design may utilize speed humps and channelizing devices or islands as well as pavement marking and signage to identify it as a bicycle boulevard. Traffic calming on 13<sup>th</sup> Street from Connecticut St to Haskell Ave was added to the traffic calming list in 2006 but has yet to be completed. With the upcoming project that will add bike lanes to



Massachusetts Street from 11<sup>th</sup> to 14<sup>th</sup> this an opportunity address the speeding concerns and improve the bike network at the same time.

As part of the process for selecting the 2018 Traffic Calming Project recommendations staff pursued two other projects but they were not able to achieve the required 70% approval from residents. In accordance with the policy, staff recommends removal of the following projects from the traffic calming list.

Street	From	To	Est. Cost	Device
9th Street	Lawrence Ave	Schwarz Rd	\$27,000	3 speed humps
Rockledge Rd	6th St	9th St	\$18,000	2 speed cushions

The City solicited neighborhood votes for the 9<sup>th</sup> Street, Lawrence Ave to Crestline Dr traffic calming project. This project was added to the traffic calming list in 2008 and the original requestor has moved away from the area since then. Therefore, in November 2017 the City sent out ballots to 27 residents within 300' of the proposed devices. The ballots were resent to residents who had not responded by January 2018. In total 16 residents responded and 12 of those voted for traffic calming, which is only 44% of total residences. It is important to note that since this project was added to the traffic calming list a marked crosswalk and pedestrian island has been added near Schwarz Rd.

Rockledge Road was added to the traffic calming list in October of 2017. The original requestor solicited votes from the residents within the designated area. A total of 25 ballots were sent out/delivered and 13 were returned which included 8 votes for traffic calming (32%).

#### **Action Request**

Recommend approval of the 2018 Traffic Calming Project List and the removal of 9<sup>th</sup> Street and Rockledge Road from the traffic calming list.

#### **Attachments:**

Traffic Calming Project Ranking

# City of Lawrence Traffic Calming Project Ranking

RANKING	LOCATION	LIMITS	TC /TSC APPROVAL	CC APPROVAL	SPEED			VOLUME			CRASHES				SIDEWALKS		SCHOOL CROSSINGS		PEDESTRIAN GENERATORS		TOTAL POINTS
					Speed Limit	Speed Measured	Pts	Street Desig.	Volume Measured	Pts	Property Damage	Injury	Fatal	Pts	0-none 1-1 side 2 - 2 side	Pts	# of unprotected	Pts	# of generators	Pts	
1	Missouri Street	8th St to 9th St	7-Mar-16	24-May-16	20	35.3	77	L	570	6	0	0	0	0	2	0	0	0	0	0	82
2	Arkansas Street	8th St to 9th St	2-May-16	19-Jul-16	20	32.9	65	L	395	4	1	0	0	1	2	0	0	0	0	0	70
3	9th Street	Lawrence to Crestline	6-Oct-08	18-Nov-08	30	37.6	38	C	7130	24	2	0	0	2	2	0	0	0	1	5	69
4	13th Street	Connecticut to Haskell	6-Feb-06	7-Mar-06	30	38.2	41	L	2065	21	6	0	0	6	2	0	0	0	0	0	68
5	Lincoln St	3rd St to 7th St	1-Aug-17	7-Aug-17	25	34	45	L	356	4	0	0	0	0	1	5	0	0	1	5	59
6	Rockledge Rd	6th St to 9th St	11-Sep-17	3-Oct-17	30	38.05	40	C	2401	8	0	0	0	0	1	5	0	0	1	5	58
7	24th Street	Kasold to Crossgate	1-Aug-16	1-Nov-16	30	35.2	26	L	1700	17	5	0	0	5	0	10	0	0	0	0	58
8	Kanza Drive	Harvard to Wagstaff	7-Mar-16	24-May-16	30	39.7	49	L	350	4	0	0	0	0	1	5	0	0	0	0	57
9	Forrest Avenue	Barker to Learnard	7-Aug-17	5-Sep-17	20	28	40	L	171	2	0	0	0	0	0	10	0	0	1	5	57
10	Learnard Ave	15th St to 19th St	3-Jul-17	15-Aug-17	30	36.5	33	L	716	7	5	0	0	5	0	10	0	0	0	0	55
11	Harvard	W of Wakarusa	8-Nov-04	15-Feb-05	30	37.3	37	C	1856	6	6	2	0	10	2	0	0	0	0	0	53
12	Atchison Ave	Clinton Pkwy to 26th St	4-May-15	23-Jun-15	30	37.4	37	L	232	2	2	0	0	2	1	5	0	0	0	0	46
13	Crossgate Drive	Clinton Pkwy to Alvarmar	6-Nov-17	6-Sep-11	30	36.1	31	L	855	9	1	0	0	1	1	5	0	0	0	0	45
14	27th Terrace	Louisiana to Missouri	7-May-07	22-May-07	30	34.9	25	L	838	8	0	1	0	2	1	5	0	0	1	5	45
15	Learnard Avenue	19th St to 23rd St	7-Oct-13	19-Nov-13	30	35.25	26	L	700	7	1	0	0	1	0	10	0	0	0	0	44
16	Kensington Road	27th St to 28th St	6-Nov-17	21-Nov-17	30	36	30	C	1790	6	1	1	0	3	2	0	0	0	1	5	44
17	25th Terrace	Kensington to Surrey Dr	2-Aug-10	17-Aug-10	30	34.4	22	L	1369	14	2	0	0	2	1	5	0	0	0	0	43
18	Lyon Street	7th St to 9th St	3-Nov-14	13-Jan-15	30	35	25	C	497	2	1	0	0	1	0	10	0	0	1	5	43
19	Crestline Drive	Peterson to Princeton	7-Mar-16	24-May-16	30	36.8	34	L	290	3	0	0	0	0	1	5	0	0	0	0	42
20	3rd Street	Lyon St to North St	7-Nov-16	17-Jan-17	30	34.4	22	L	500	5	1	1	0	3	0	10	0	0	0	0	40
21	Lake Pointe Drive	Candy Ln to Clinton Pkwy	4-Aug-14	2-Dec-14	30	36	30	L	735	7	1	0	0	1	2	0	0	0	0	0	38
22	New Hampshire Street	19th St to 23rd St	4-May-09	7-Jul-09	30	35.7	29	L	357	4	2	0	0	2	2	0	0	0	0	0	34
23	Bobwhite Drive	Bob Billings to George Williams	7-Feb-05	8-Mar-05	30	35.1	26	C	1000	3	0	0	0	0	1	5	0	0	0	0	34
24	Lawrence Avenue	27th St to 31st St	4-Nov-13	3-Dec-13	30	31.8	9	C	1850	6	3	0	0	3	2	0	0	0	0	0	18

SPEED: 5 points will be assigned for each mile per hour that the 85th percentile speed exceeds the lawful speed limit  
VOLUME: 1 point will be assigned for every 100 vehicles per day on local streets; 1 point will be assigned for every 300 vehicles per day on collector streets  
CRASHES: 1 point will be assigned for each reported property damage crash along the project corridor during the previous 3 years; 2 points for injury; 5 points for fatal  
SIDEWALKS: 5 point will be assigned for there is not a continuous sidewalk along both sides of the project corridor; 10 points if not on either side  
SCHOOLS: 10 points will be assigned for each unprotected official school crosswalk that crosses the project corridor  
PEDESTRIAN GENERATORS: 5 points will be assigned for each pedestrian generator such as a park, school or recreation center adjacent to the project corridor



## **Draft letter requesting a joint meeting with City Commissioners**

City Commissioners  
City of Lawrence, KS  
6 E 6<sup>th</sup> street  
Lawrence, KS 66044

Dear Commissioners Ananda, Boley, Herbert, Larsen, and Soden,

At our January 26, 2017 Transportation Commission retreat, the Lawrence Transportation Commissioners discussed the possibility of meeting with the City Commissioners for a study session. The City of Lawrence, Transportation Commission would like to request a joint study session with the Lawrence City Commission to review expectations and goals of the Transportation Commission and transportation system. This would include discussion of the upcoming traffic calming policy update, complete streets/multimodal issues and opportunities, the Non-motorized prioritization policy, and sidewalk policy and funding. Please see the attached Transportation Commission Goals for 2018. This would be an excellent opportunity for the Transportation Commissioners to get to know the City Commissioners in a public meeting session and explore our city's evolving transportation issues and opportunities.

We look forward to this opportunity.

Sincerely,

Erin Paden  
Chair, Transportation Commission  
[earthpaden@hotmail.com](mailto:earthpaden@hotmail.com)

## 2018 Transportation Commission Goals and Retreat Summary

### Transportation Commission Goals for 2018:

1. Recommend a new Traffic Calming policy to the City Commission. This effort will be staff driven with input from the Transportation Commission. The new policy should consider using enforcement and education in addition to engineering solutions.
2. Recommend a new Complete Streets Policy to City Commission. This will be sub-committee driven with input from staff and the Transportation Commission. The policy should address implementation.
3. Develop a 5-year spending plan for the Sidewalk/Bike/Ped Improvements/ADA Ramp line item in the CIP. Staff will complete high level estimates of projects and put together a recommended list. The Transportation Commission will have input on the selection of projects. The spending plan will be developed using the Non-motorized Project Prioritization Policy for ranking and selecting the projects.

### Other items that Transportation Commission is interested in:

1. More awareness of the planned CIP projects and input when key decisions are made. Accomplish this by dedicating a study session annually to reviewing the CIP projects in the coming year that effect the transportation system and determining the level of involvement from the Transportation Commission for each one.
2. Involvement/consultation on large scale transit concerns. Accomplish this by asking PTAC to hold a joint study session with the Transportation Commission to discuss issues.
3. Involvement/consultation on Downtown Master Plan. Accomplish this by asking the Planning Department to participate in a study session with the Transportation Commission to discuss parking and multi-modal transportation and how it should be addressed in the new master plan.
4. Enable Transportation Commission to focus more energy and attention on larger scale decisions and policies. To accomplish this the staff will make more decisions administratively, in compliance with existing policy and standard engineering practices (no parking requests, signage, crosswalks, etc). The manner in which these items are communicated to the Transportation Commission will be determined at a later date. Currently the City Code requires most of these items to be implemented by ordinance, so they have to go through Transportation Commission for review. The ordinance requirement is not standard operating practice in other cities in Kansas and adds several steps of administrative process and cost to handling routine requests. Staff will pursue the potential for altering these requirements with City Commission. In the meantime, staff will consolidate these types of requests into one item on the agenda whenever possible.

### Meeting protocols and expectations:

1. Written correspondence received from the public on agenda items will be posted to the website if received by noon on Friday prior to the meeting. All correspondence received after this time will be distributed at the meeting on Monday evening.
2. Time limits for public comment will be instituted. The time limit will be consistent with the Planning Commission, which have recently shifted to 3 minutes for individuals and organizations. The Chair will enforce these limits and orderly progression of the meeting.

# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Dave Cronin, City Engineer  
DATE: February 27, 2018  
RE: East 19<sup>th</sup> Street project – Harper to O'Connell

#### **Details**

The E. 19<sup>th</sup> Street project was discussed at the November 2017 Transportation Commission Study Session and staff needs to present a design scope for consideration. Construction of the project is included in the 2019 CIP. Due to the full agendas the Transportation Commission will have for the March and April meetings, staff is recommending holding a special meeting to discuss the project.

#### **Action Request**

Approve a Transportation Commission special meeting on Monday, March 26<sup>th</sup> at 6:00 p.m. for E. 19<sup>th</sup> Street – Harper to O'Connell to review the design scope.