

City of Lawrence

Transportation Commission

Aug 6, 2018 Minutes

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

MEMBERS ABSENT: Mark Hurt

STAFF PRESENT: David Cronin, Public Works Department
Jon Marburger, Public Works Department

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 Evans at 6:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.](#)

ITEM NO. 1:

[Approve July 9, 2019 Transportation Commission Regular Meeting Minutes](#)

Moved by Commissioner Hultine, seconded by Commissioner Scharzt, to approve minutes. Motion passed 6-0. John Ziegelmeyer abstained due to his absence.

ITEM NO. 2:

[General Public Comment](#)

Public Discussion: Ken Easthouse and Sheila Ward

ITEM NO. 3:

[KDOT Transportation Alternatives \(TA\) Grant Project List](#)

Jon Marburger presented potential projects for the 2020 KDOT TA Grant application. Members of the public and Commissioners gave feedback on the projects and rankings.

ITEM NO. 4:

Staff Items

Dave Cronin provided an update on the Traffic Safety Policy and the 2018 Bicycle Boulevard projects

ITEM NO. 5:

Commission Items

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

Commissioner Schartz provided an update on the MPO Bike Plan Update

Commissioner Bryan spoke about public notification.

ITEM NO. 6:

Calendar

Next Study Session – Aug 15 @ 3:30 pm

ITEM NO. 7:

Adjournment

Meeting was adjourned at 7:48 pm

Transportation Commission Meeting August 6, 2018

Name	Initials
Members	
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	
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	RM
City Staff	
David Cronin City Engineer	DC
Jessica Mortinger Senior Transportation Planner	
Ashley Meyer Transportation Planner	
Amanda Sahin Transportation Engineer	
Zach Baker Project Engineer	
Jon Marburger Project Engineer	JPM

**Transportation Commission Meeting
August 6, 2018
Public Sign In Sheet**

Name	Contact Info
Ken Easthouse	(ph) 317-368 (e-mail) easthouse.ken@gmail.com
Shaka Ward	(ph) 317-18 Shaka.Ward@ (e-mail) PepsiCo.com
MATT KIRKLAND	(ph) 0619. 207. 9476 (e-mail)
Jeff Sever	(ph) 785-746-0885 (e-mail)
Kate Dinneen	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
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City of Lawrence

Transportation Commission Study Session

August 15, 2018 Minutes

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

MEMBERS ABSENT: Erin Paden, Ron May, Michele Dillon

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

PUBLIC PRESENT: N/A

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

1. Mixed Traffic Facilities

Dave Cronin presented on mixed traffic facilities from the Small Town and Rural Design Guide.

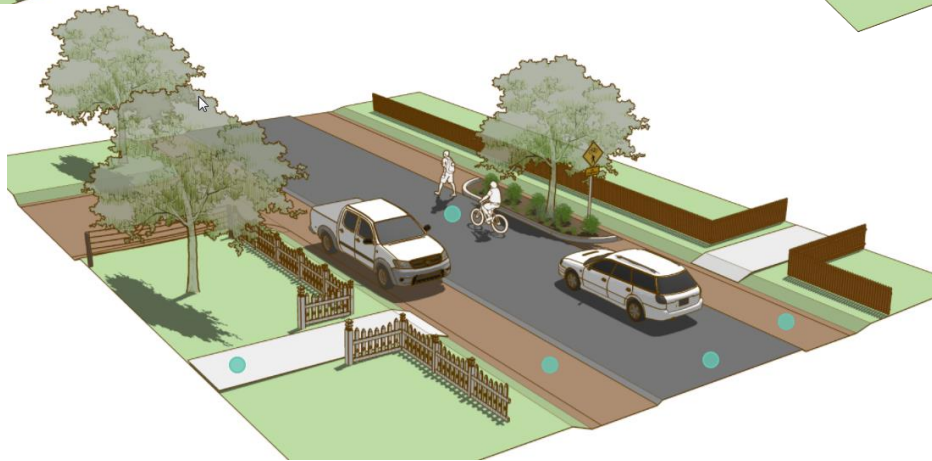
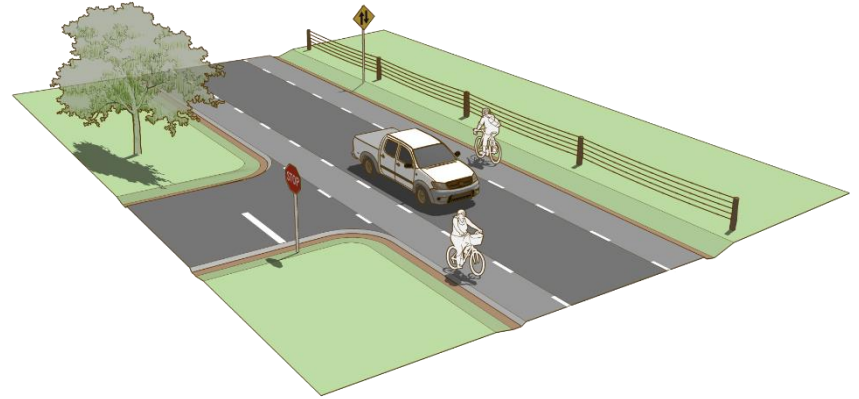
Transportation Commission Study Session

August 15, 2018

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

Transportation Commission Study Session
August 15, 2018
Public Sign In Sheet

Name	Contact Info
<i>Michael Almor</i>	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
	(ph) (e-mail)
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MIXED TRAFFIC FACILITIES



Small Town *and*
Rural Design Guide

Facilities for Walking and Biking

Mixed Traffic Facility Types

Facilities are shared between motorists, bicycles and sometimes pedestrians. Most appropriate on roads with low volume/low speed.

Three types of facilities:

- Yield Roadway
- Bicycle Boulevard
- Advisory Shoulder (variations include Advisory Bike Lanes or Dashed Bike Lanes)

Types of Mixed Traffic Facilities

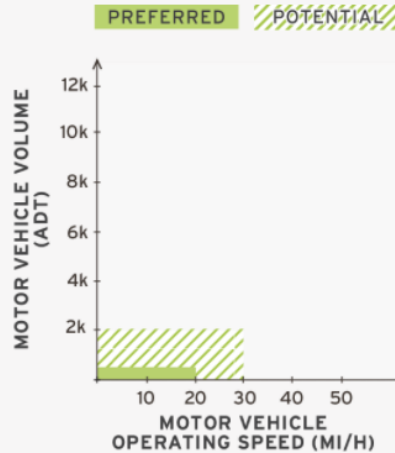
Yield Roadway

- Designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Yield roadways serve bidirectional motor vehicle traffic without lane markings in the roadway travel area.
- Common elements include:
 - Narrow paved two-way travel lane (16'-20')
 - No marked centerline
 - Signage to warn users of pedestrians on roadway or two way traffic
 - No markings on roadway
 - Roadside parking, if desired, constructed out of contrasting material
- Benefits:
 - Narrow road slows speeds
 - Connects local residential roads to destinations on the network
 - Limits impermeable surface and minimizes stormwater runoff

Types of Mixed Traffic Facilities

Yield Roadway

Context



Speed and Volume

Most appropriate on streets with low volumes (+) and low speed.



Network

Local residential roadways. Not for through motor vehicle travel.

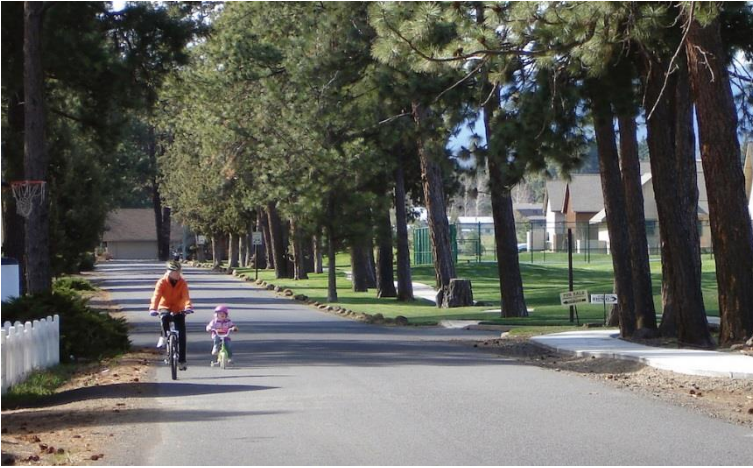


Land Use

Within built up areas, particularly near residential land uses where most traffic is familiar with prevailing road conditions.

Types of Mixed Traffic Facilities

Yield Roadway



Types of Mixed Traffic Facilities

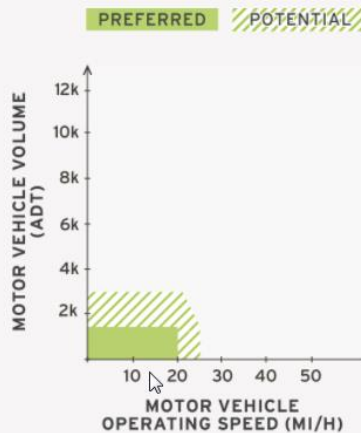
Bike Boulevard

- Low-stress shared roadway bicycle facility, designed to offer priority for bicyclists operating within a roadway shared with motor vehicles.
- Common elements include:
 - Signs and pavement marking
 - Speed management
 - Volume management
 - Crossing treatments
- Benefits:
 - Increases comfort for people bicycling
 - Slows traffic
 - Reduces cut-through traffic
 - Connects local residential roads to commercial corridors
 - Less visually impactful than separated facilities

Types of Mixed Traffic Facilities

Bike Boulevard

Context



Speed and Volume

Appropriate on local streets with low volumes and low speed. Speed and volume management may be necessary to create desired operating conditions.



Network

Local residential roadways. Not for through motor vehicle travel.



Land Use

For use inside of built up areas to connect biking and walking routes in small town street networks.



Types of Mixed Traffic Facilities

Bike Boulevard

➤ Signs and Pavement Marking:

- Pavement markings identify the route as a bicycle boulevard and can guide users through jogs.
- Signage should brand the route and provide wayfinding

➤ Speed Management

- Raised crosswalks, speed humps, center islands, edge islands, chicanes
- Reduction in speed limits , 25 mph max

➤ Volume Management

- Forced turn at intersection, partial closures, diagonal diverters, median diverters

➤ Crossing Treatments:

- Reduce delay at minor street crossings – flip stop signs, traffic circles
- Improve safety at major street crossings – supplemental signs and markings, curb extensions, refuge islands, beacons, bike box

Types of Mixed Traffic Facilities

Bike Boulevard



Types of Mixed Traffic Facilities

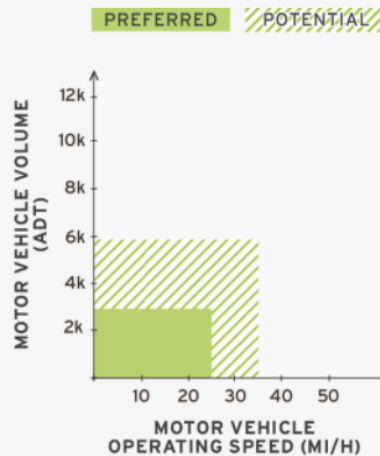
Advisory Shoulder

- New treatment type and requires an approved Request to Experiment by FHWA (called “dashed bicycle lanes”) – 5 existing experiments nationwide
- Create usable shoulders for bicyclists on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement marking and optional pavement color. Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.
- Common elements include:
 - 4’-6’ space on each side for pedestrians/bicycles
 - Two way center travel lane, 13.5’-16’ width recommended (FHWA recommends 16’)
 - Work best on road segments without frequent stop controlled intersections
- Benefits:
 - Increase predictability and clarifies desired lateral position between people bicycling or walking and people driving a narrow roadway
 - Supports the natural environment through reduced paved surfaces
 - Decreases vehicle speeds due to limited space to pass other vehicles

Types of Mixed Traffic Facilities

Advisory Shoulder

Context



Speed and Volume

Most appropriate on streets with low to moderate volumes and moderate speed motor vehicles. (+)



Network

Applies to constrained connections between built up areas. (?)

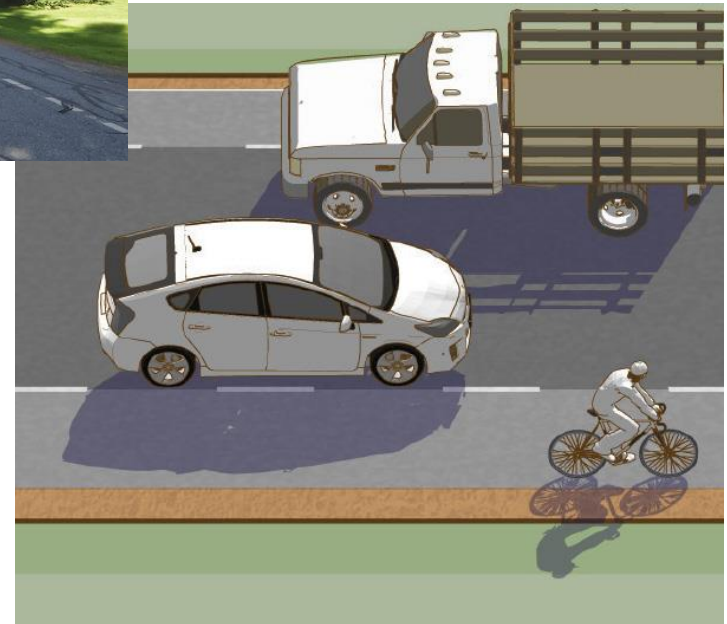


Land Use

For use outside, between, and within built up areas with bicycle and pedestrian demand and limited available paved roadway surfaces.

Types of Mixed Traffic Facilities

Advisory Shoulder



Mixed Traffic Facility Types

References:

- Small Town and Rural Design Guide
<http://ruraldesignguide.com/mixed-traffic>
- NACTO Urban Bikeway Design Guide
<https://nacto.org/publication/urban-bikeway-design-guide/>
- FHWA Bicycle Facilities and the MUTCD – Dashed Bicycle Lanes
https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/mutcd/dashed_bike_lanes.cfm

City of Lawrence

Transportation Commission Study Session

September 19, 2018 Minutes

MEMBERS PRESENT: Erin Paden, Charlie Bryan, Steve Evans, John Ziegelmeyer, Michele Dillon

MEMBERS ABSENT: Donna Hultine, Kathryn Schartz, Ron May, Mark Hurt

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

PUBLIC PRESENT: N/A

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

1. 2018 CIP Update and 2019 CIP Overview

Staff provided an update on the 2018 CIP projects and provided an overview of the 2019 CIP projects that are relevant to Transportation Commission

Transportation Commission Study Session September 18, 2018

Name	Initials
Members	
Charlie Bryan Lawrence DGCO Health Dept. Representative	CWB
Donna Hultine University of Kansas	
Kathryn Schartz Multi-Modal Transportation / Planning Eng Rep	
Mark Hurt PTAC representative	
Michele Dillon Pedestrian Representative	MD
Steve Evans Planning/Engineering Field Representative	SE
Erin Paden Bicyclist Representative	EP
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Amanda Sahin Transportation Engineer	AS
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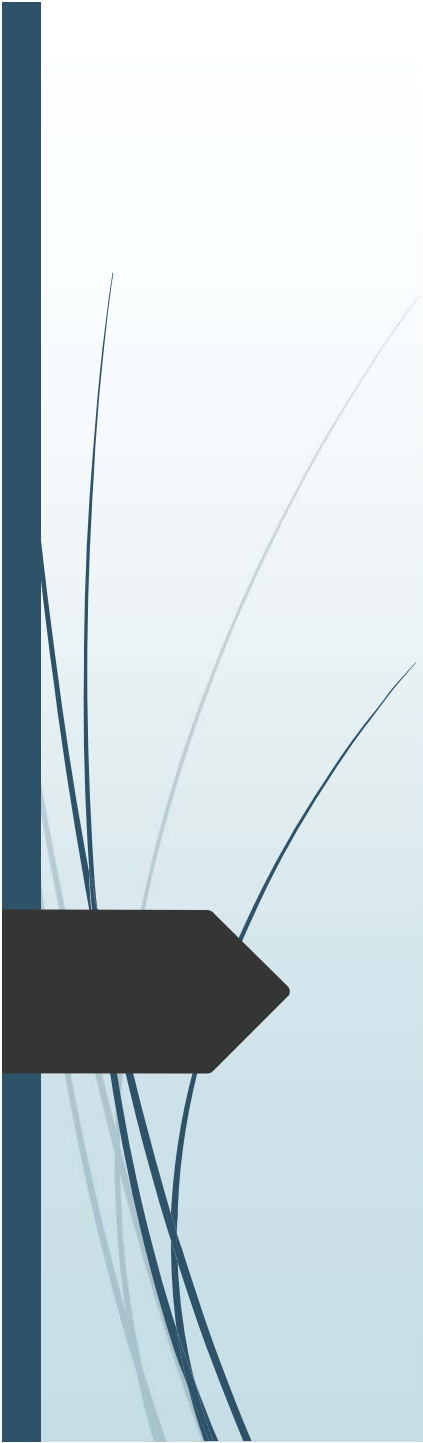
**TRANSPORTATION COMMISSION
STUDY SESSION
Wednesday, September 19, 2018 3:30 PM
City Commission Room, City Hall, 6 E. 6th Street**

STUDY SESSION AGENDA

Public comment related to work session topics will be allowed at the end of each discussion item. Each person will be limited to three (3) minutes. Individuals are asked to come to the microphone, sign in, and state their name and address.

1. 2018 CIP Update and 2019 CIP Overview

Staff will provide an update on the 2018 CIP projects and provide an overview of the 2019 CIP projects that are relevant to Transportation Commission



2018 CIP Update and 2019 CIP Overview

Transportation Commission Study Session
September 19, 2018



2018 Project Update

- PW18E10CIP 23rd St Center Turn Lane – Mass to Louisiana
- PW18E10 Massachusetts St – 11th to 14th
- CI09 Sidewalk/Bike/Ped Improvement/ADA ramps
- CDBG ADA ramps and Haskell RRFB
- PW17E66CIP E 9th St Improvements
- PW18E7CIP 19th St – Iowa to Naismith



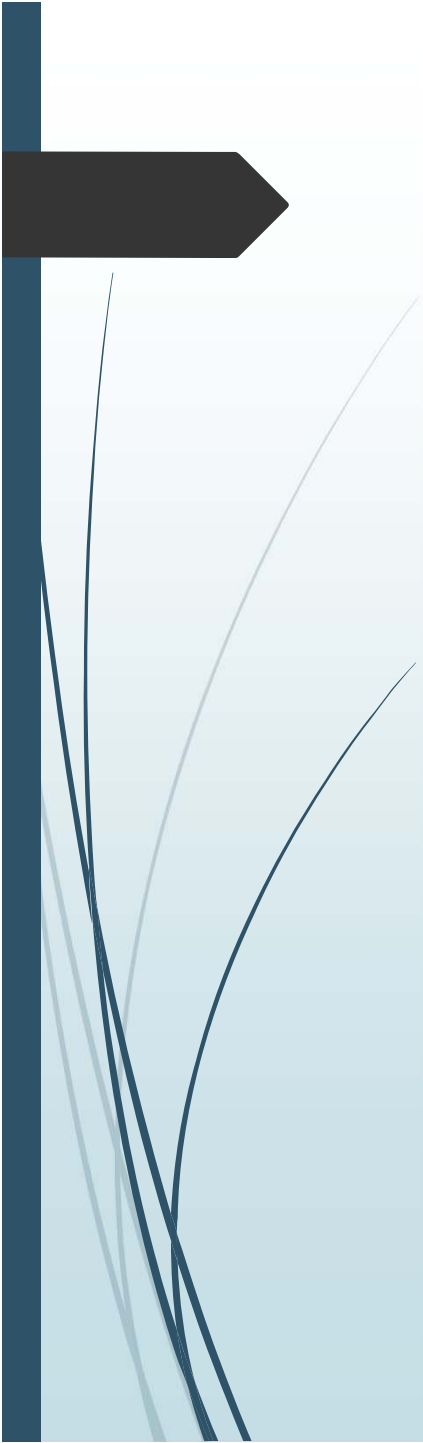
23rd Street Center turn Lane - Massachusetts to Louisiana

- Construction will begin in October 2018.
 - Phase 1 & 2 will be completed this fall to mill and overlay of 23rd Street between just east of Iowa Street to the west approach of Louisiana Street.
 - Phase 3 & 4 will begin in October but has a completion date of in Spring 2019. This work includes the widening of 23rd Street between Louisiana Street and Massachusetts Street as well as the installation of sidewalk on both sides, installation of new waterline from Louisiana Street to Barker Avenue, and the mill and overlay of 23rd Street from Louisiana Street to the Haskell Bridge.



Massachusetts Street Lane Realignment – 11th to 14th

- Project was bid in Aug 2018 but came in over budget.
- Mill and overlay was completed Aug 31, 2018 under the Pavement Maintenance contract. The contractor also installed the center lane markings.
- Project plans were updated and are out to bid. Bids will be opened on Sep 18, 2018.
- Project award scheduled for the Oct 2, 2018 City Commission meeting.
- Once a Notice to Proceed is issued the contractor has 20 working days to complete the project.



Sidewalk/Bike/Ped Improvements and CDBG Projects

Sidewalks and ADA Ramps

- CFS Engineers is currently working on plans for the projects.
- CDBG ramps and RRFB at 16th and Haskell will be bid as one project and the City funded ramps and sidewalks will be bid as one project.
- Project will be bid this winter and should be complete by spring or early summer.

Bicycle Boulevards

- Staff has selected a consultant and is working with them on a scope and fee. Targeting contract approval from City Commission on Oct 16, 2018.
- Will work with consultant on schedule for the project to target public meeting dates and a date to bring the conceptual design to Transportation Commission.



E. 9th Street Improvements

- New Hampshire to Pennsylvania (& Sidewalk to Delaware)
- Pavers, Inc. (Salina, KS) Low Bid: \$2,079,114.30
- Currently Closed from Connecticut to New Hampshire
- Work Began July 2018; Substantial Completion this winter. Bricks being salvaged and stored at 18th & Wakarusa



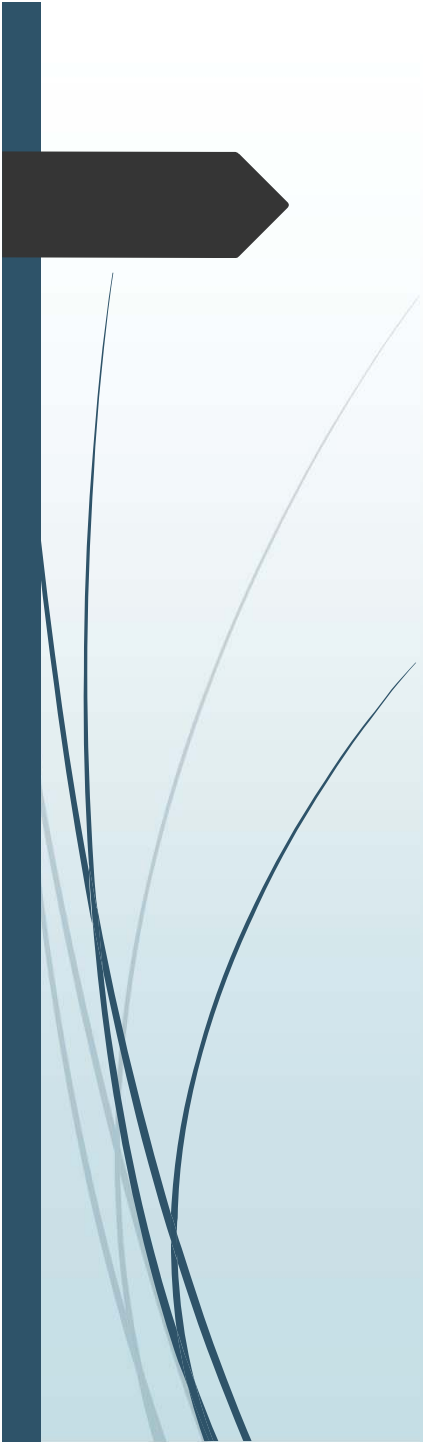
19th Street – Iowa to Naismith & Bike/ped tunnels

- Project Letting is in October
- Construction will begin in early 2019 with roadway impacts beginning Spring Break
- Phase 1 – Reconstruct 19th from Iowa to Ousdahl and install east half of Iowa tunnel.
- Phase 2 – Reconstruct 19th Street from Ousdahl to Naismith and complete west half of Iowa tunnel.



2019 CIP Projects

- CI09 Sidewalk/Bike/Ped Improvements/ADA Ramps
- CDBG funded projects
- PW18E2CIP Kasold – Clinton Parkway to 22nd St
- PW19E2CIP 6th and Tennessee Right Turn Lane
- PW17E3CIP E. 19th St – Harper to O'Connell
- PW17E10 Queens Road – 6th St to City Limits
- PR2121 CIP Lawrence Loop – Downtown Section



Sidewalk/Bike/Ped Improvements and CDBG Projects

Sidewalk/Bike/Ped Improvements

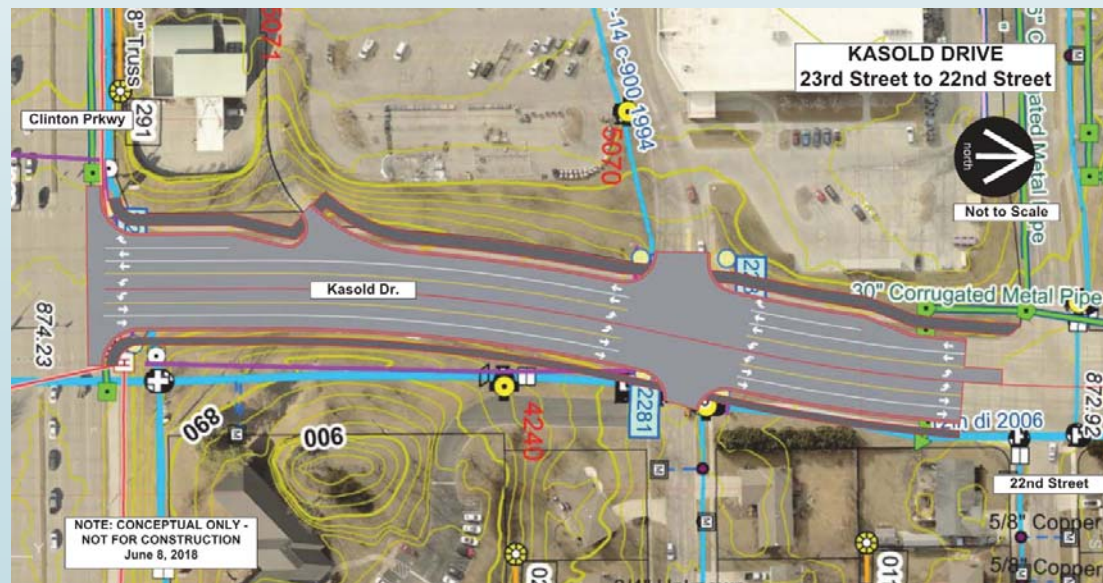
- Plan on discussing the next years projects in November with the Transportation Commission
- If we are awarded a TA grant the design funds and potentially the matching funds will have to come out of the 2019 local funds

CDBG

- \$303,035 of money for pedestrian projects
- A draft list of locations was approved by Transportation Commission in April
- A final recommendation on locations will be presented to Transportation Commission in November

Kasold- Clinton Parkway to 22nd

- \$1M in 2019 CIP
- Conceptual Plan
 - Shared-use path on the west side
 - Dual Turn Lanes at Clinton
 - Large "Cut" needed on east side to accommodate sidewalk improvements





6th and Tennessee Right Turn Lane

- Add Right Turn Lane on EB 6th Street
- Add “bulb-out” to reduce pedestrian crossing distance on S. Leg of Tennessee
- Address Drainage Issues on S. Leg of Ohio
- Coordination w/ Historic Resources District
- Field Check Late Sept./Early Oct.
- Letting July 2019; Construction Late Summer/Fall 2019
- 80% Match from KDOT up to \$250,000
- \$250,000 included in 2019 CIP for City Funds



Queens Road – 6th to Eisenhower Drive

- Pending the approval of the benefit district construction would begin in 2019.
- One lane NB; one lane SB; center turn lane/median
- Roundabout at Overland Drive
- Bike lanes and shared-use path
- Traffic Signal at 6th & Queens Road



E. 19th Street – Harper to O'Connell

- \$3.625M in 2019/2021 CIP
- Design will review multiple cross sections with varying bike/ped accommodations
- Possible roundabout at Harper
- Waterline reconstruction in 2019; street reconstruction in 2021



Lawrence Loop – Downtown Sections

- 2019 CIP includes \$100,000 for study/design of preferred alignment of Downtown segment of Lawrence Loop