Located at the northern edge of Douglas County, historic Lecompton is home to just over 600 people. With low traffic volumes and intermittent sidewalks, many pedestrians simply walk in the street. Woodson and Elmore streets are home to destinations such as the Lecompton Historical Museum, Aunt Netter’s Café, and Constitution Hall. These two streets boast the largest percentage of sidewalk in town, with large portions of brick sidewalk.

However, some sidewalks throughout town have fallen into disrepair, and large sidewalk gaps remain. In the community of Lecompton, sidewalks on both sides of every street may not necessarily be the goal. Many streets that do not have sidewalk, curb and gutter contribute to the rural atmosphere of the community, and walking in the street may be a reasonably safe way to get around town most of the time. Instead, priorities may need to be focused on a few targeted projects that meet local needs and encourage residents and visitors to walk through the community.
**Existing Pedestrian Infrastructure - Lecompton**

In 2015, MPO staff walked and/or drove all streets within Lecompton to record sidewalk defects and missing sidewalk. Staff inventoried the sidewalks for the following defects:

- Vertical deflections <1”
- Vertical deflections >1”
- Manholes
- Missing sidewalk
- Gaps
- No ADA ramp exists
- ADA ramp compliant
- ADA ramp non-compliant
- Horizontal gaps
- Tree roots
- Cross slope
- Brick resets
- Gaps
- Tree roots
- Cross slope
- Brick resets

A map of this inventory can be found in Figure 5.1, and photo examples of defects can be found in Appendix A.

**Findings**

**Maintenance**

Maintenance includes the repair of existing sidewalk defects as well as replacing missing panels within a continuous sidewalk. The cost to repair existing sidewalk defects throughout Lecompton is estimated at $48,000 based on a planning-level estimate of constructing a 5-foot wide concrete sidewalk at $6 per square foot. Estimates do not include ancillary costs such as tree removal or utility relocation. Also, constructing sidewalk with brick instead of concrete increases cost by 1.5 times.

**Ramps**

The inventory identified 3 ADA compliant ramps, 5 which were not ADA compliant, and 15 locations where no ramp exists. The average cost to construct an ADA compliant ramp is $800. The estimated cost to install or repair ramps on existing sidewalks is $18,400. This estimate does not include ramps to be added to newly constructed sidewalk where no sidewalk currently exists. Further ramp information can be found in Table 5.1.

<table>
<thead>
<tr>
<th>Ramp Type</th>
<th>Count</th>
<th>Cost to Repair/Build</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADA Compliant</td>
<td>3</td>
<td>N/A</td>
</tr>
<tr>
<td>Not ADA Compliant</td>
<td>5</td>
<td>$4,000</td>
</tr>
<tr>
<td>Does not Exist</td>
<td>15</td>
<td>$12,000</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>$16,000</td>
</tr>
</tbody>
</table>

**Missing Sidewalk**

The cost to install sidewalks on every street in Lecompton likely outweigh the benefits to be gained from such action. The streets that experience the highest volume of pedestrian, bike, and motor vehicle traffic are Woodson, Elmore, and Whitfield. The estimated cost for installing missing sidewalk on at least one side of these streets can be found in Table 5.2. These estimates do not include the costs of ramp construction, maintenance to existing sidewalks, or ancillary costs such as tree removal or utility relocation.

**Table 5.2: Lecompton Estimated Sidewalk Cost on Woodson, Elmore, and Whitfield**

<table>
<thead>
<tr>
<th>Linear feet of missing sidewalk</th>
<th>$4,600</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated cost at 5’ sidewalks, $6 per square foot</td>
<td>$138,000</td>
</tr>
</tbody>
</table>
Figure 5.1: Lecompton Sidewalk Defects (2015 Sidewalk Inventory)

Figure 5.2: Lecompton Missing Sidewalk (2015 Sidewalk Inventory)

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Funding for Pedestrian Infrastructure in Lecompton

Sidewalk Maintenance

The City of Lecompton does not currently have a policy in place for sidewalk maintenance. In that case, Kansas State statute would apply which states “the responsibility for sidewalk maintenance falls upon the adjacent property owner.”

Alternative Sidewalk Maintenance Programs

Alternatives to the current policy could be to have the City of Lecompton take over maintenance responsibilities or develop a cost-sharing model where property owners and the City each pay a certain amount to maintain or build sidewalks. To generate revenue for this policy change, the city could increase sales tax or property taxes. Table 5.3 demonstrates how much funding could be generated from different levels of taxes. While the years required to raise $1 million may seem unrealistically high, this does provide context for seeking matching funds using local fundraising tools.

Table 5.3: Lecompton Annual $ Generation by Tax Type

<table>
<thead>
<tr>
<th>Tax Type</th>
<th>Annual $ Generated</th>
<th>Years Required to Generate $1 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 mill property tax</td>
<td>$</td>
<td>3,371</td>
</tr>
<tr>
<td>City sales tax (1%)</td>
<td>$ 88,736</td>
<td>11</td>
</tr>
</tbody>
</table>
New Sidewalk Construction and Other Infrastructure Improvements

In addition to sidewalk maintenance and repair, a quality pedestrian system also relies on new improvements that enhance the pedestrian network. The City of Lecompton has never had a standalone sidewalk or pedestrian infrastructure project. In 2014, repairs were made to an existing brick sidewalk using revenue from the City’s General Fund.

Competing priorities for limited funds restrict Lecompton’s ability to improve the sidewalk network through standalone pedestrian infrastructure projects. The Infrastructure Implementation Scenarios located at the end of this chapter offer a few potential pedestrian projects that would create targeted enhancements in the community.
Recommendations

Primary Focus Areas Addressed: Health

Lecompton is home to a cozy downtown and historic landmarks such as Constitution Hall and the Lecompton Museum, all wonderful places to visit on foot. Teachers can encourage students to walk to school, and encouragement on a broader scale could empower pedestrians of all ages. The City, in coordination with the school district, could participate in National Walk to School Day, a global event that involves communities from over 40 countries walking and biking to school on the same day. City-provided maps of walking routes may be an option for Lecompton to consider.

Primary Focus Areas Addressed: All

The Pedestrian Progress Toolbox on pages 14-19 contains site design guidelines, engineering standards, and policies that can lead to a safe and comfortable pedestrian environment. Lecompton could benefit from adopting guidelines to ensure the pedestrian network is built thoughtfully. Early adoption of standards and policies on setbacks, block length, and sidewalk maintenance are a few ways Lecompton can help to prevent the need to retrofit street and sidewalk connections at a later date, and often a higher cost. Many other standard and policy ideas can be found in the toolbox on pages 14-19.
Primary Focus Areas Addressed: Connectivity

This route would connect pedestrians to three of Lecompton’s top landmarks: The Lecompton Museum, Constitution Hall, and Downtown. Constructing and maintaining this path would create an opportunity for residents and visitors to enjoy Lecompton on foot. The estimated cost to install sidewalk on at least one side of the Historic Loop is $16,680. This estimate assumes 5 foot width and $6 per square foot. It does not include any right-of-way purchase that would be needed for a midblock connection between Halderman and Elmore streets nor does it include site-specific costs such as tree removal, utility relocation, etc.
Figure 5.4: Lecompton Historic Loop

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Regional Pedestrian Plan

Infrastructure

Target Resources to the Grand Loop (1.6 miles)

Recommendations

Primary Focus Areas Addressed: Health, Connectivity, Safety

Through community discussion at Aunt Netter’s and an online survey in May 2016, citizens of Lecompton identified a few key locations as priorities. A popular route for pedestrians is a 1.6-mile loop bounded by Woodson to the North, 7th Street to the South, Whitfield to the West, and Eisenhower Drive to the East. The Grand Loop would prioritize sidewalks on at least one side of all streets on this route. In addition, a short connection from Eisenhower Dr. to the end of Boone Street would increase safety for walkers by steering them away from the busy highway to a low-traffic city street. The existing 275-foot gap is highlighted in Figure 5.5.

Another identified concern is the 7th Street hill leading from Eisenhower Drive toward the elementary school. School children and other pedestrians often walk in the street along this stretch while drivers climb the hill toward the elementary school. Sunlight coming over this hill can obscure the vision of drivers, making it difficult to see pedestrians along this stretch of road at certain times of day. A sidewalk on this part of the Grand Loop would greatly increase safety for both pedestrians and drivers.

The estimated cost to install sidewalk on at least one side of the Grand Loop is $142,080 assuming 5 foot width and $6 per square foot. This estimate does not include a possible right-of-way purchase for the gap at the southern end of Boone Street. It may not be necessary to include sidewalk on all segments of this route, however, as traffic volumes are low. Other traffic calming treatments may prove sufficient for pedestrian safety in certain areas. The City could consider phasing the installation of segments of the Grand Loop over a number of years to seek STBGP set-aside funding from KDOT.
Figure 5.5: Lecompton Grand Loop

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Recommendations

Primary Focus Areas Addressed: Safety, Connectivity

The neighborhood on the West side of Whitfield St. is home to children who attend Lecompton Elementary. To improve safety crossing Whitfield St, the City could consider an in-street crossing sign (Image 5.1), a crossing flag system as used in Evanston, IL (Image 5.2), or crossing signs with flashing lights to alert motorists.
Conclusion

The recommendations in this document aim to focus investment in pedestrian infrastructure so that the network is less fragmented. These recommendations are not mutually exclusive and can be implemented incrementally as funding becomes available. City officials should consider using tools found in the Pedestrian Progress Toolbox section on pages 14—19 to achieve one or more of these recommendations.

This Pedestrian Plan is an important document because it enables city staff to make consistent decisions to improve the pedestrian environment. It sets the stage for policy discussion regarding sidewalk requirements, helps protect streets with developed pedestrian infrastructure, and prioritizes streets with underdeveloped pedestrian infrastructure for upgrades. This Plan will be incorporated into the regional long-range transportation plan, T2040, during the update in 2017.

While funding is limited, yearly improvements help improve the system by bringing existing facilities into compliance with current standards, and providing programming, education, and policy changes that can lead to more people choosing to walk. The ultimate goal is to have a complete citywide system of quality pedestrian infrastructure paired with policies and programs that encourage more people to walk. Measured progress towards this will continue to support overall walkability and economic development opportunities throughout Lecompton.