



**TRANSPORTATION COMMISSION**  
**Monday, November 6, 2017 6:00 PM**  
**City Commission Room, City Hall, 6 E. 6th Street**

**MEETING AGENDA**

1. Approve of October 2, 2017 meeting minutes
2. **General Public Comment** *(The public is allowed to speak to any items or issues that are not scheduled on the agenda)*
3. **1909 Edgelea Rd (Disabled Parking)**  
  
Staff to present Disabled Parking request again with input from requestor for Transportation Commission to make recommendation.
4. **28<sup>th</sup> & Kensington (Traffic Calming)**  
  
Recommend approval for Traffic Calming on Kensington Road between 27<sup>th</sup> Street and 28<sup>th</sup> Street.  
  
Recommend denial of stop sign installation request in place of existing yield sign on 28<sup>th</sup> Street at Kensington Road.
5. **Crossgate Drive /Alvamar (Traffic Calming)**  
  
Recommend approval of traffic calming on Crossgate Drive as part of Alvamar construction project.
6. **23<sup>rd</sup> Street Center Turn Lane**  
  
Recommend approving project scope for 2018 construction design of a center turn lane on 23<sup>rd</sup> Street between Louisiana Street and Massachusetts Street.
7. **Surrey Drive – 24<sup>th</sup> Terrace to 25<sup>th</sup> Terrace (No Parking)**  
  
Recommend denial for No Parking request on Surrey Drive between 24<sup>th</sup> Terrace and 25<sup>th</sup> Terrace.
8. **Cedarwood Avenue – 25<sup>th</sup> Street to 26<sup>th</sup> Street (Traffic Calming)**  
  
Recommend denial of traffic calming on Cedarwood Avenue from 25<sup>th</sup> to 26<sup>th</sup> Street.
9. **CDBG Sidewalk Gap Application**  
  
Recommend submission of Community Development Block Grant sidewalk gap funding request.



**10. Staff Items**

- Memo from MPO on Bike/Pedestrian Prioritization Updates

**11. Commission Items**

- Transportation Commission Complete Streets Subcommittee Minutes\_Oct 5, 2017

**12. Calendar**

**13. Adjournment**

# City of Lawrence

## Transportation Commission

### October 2, 2017 Minutes

MEMBERS PRESENT: Charlie Bryan, David Hamby, Chris Storm, Mark Hurt, Steve Evans, John Ziegelmeyer, Erin Paden, Ron May, Jeff Severin, Kathryn Schartz

MEMBERS ABSENT: Michele Dillon

STAFF PRESENT: David Cronin , Public Works Department  
Charles Soules, Public Works Department  
Jessica Mortinger, MPO  
Nick Voss, Public Works Department  
Zach Baker, Public Works Department  
Porter Arneill, City Manager's Office  
Robert Nugent, Lawrence Transit

PUBLIC PRESENT: Carol Bowen, Michael Almon, Gary Webber, Chris Tilden, Sarah Hill-Nelson

---

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 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 September 11, 2017 Meeting Minutes](#)

[Moved by Commissioner Storm, second by Commissioner Schartz](#), to approve minutes. The motion carried, 8-0. Commissioner Bryan and Commissioner Zeigelmeyer abstained. Staff to make revision to minutes stating Commissioner Zeigelmeyer was no present at the September 11, 2017 Transportation Commission Meeting.

#### ITEM NO. 2:

[General Public Comment](#)

Public Discussion:

[Carol Bowen](#) – prepared a [PowerPoint presentation](#) on rounded corners at intersections. Ms. Bowen provided pictures of locations around Lawrence that are difficult for pedestrians using sidewalk ramps.

#### ITEM NO. 3:

##### [Sales Tax Election Details](#)

Staff Presentation: Porter Arneill presented details about the current sales tax that will sunset March 31, 2019. He presented about the sales tax renewal proposal, where sales taxes would be effective April 1, 2019 through March 31, 2030. Information was provided for what the sales tax dollars would be used fund. He stated the general election will be held November 7, 2017. Advanced voting begins October 18, 2017. Slides and brochures were provided to show additional information and a website where questions about the sales tax renewal could be received. [salestaxrenewal@lawrenceks.org](mailto:salestaxrenewal@lawrenceks.org)

#### Commission Discussion:

Commissioner Storm pointed out an error in the language on the infrastructure and affordable housing sales tax pamphlets. Porter made note of the error to correct on the city website.

Commissioner Evans expressed his interest in obtaining information on comparing the use of the sales tax proposals to fund things to using property taxes. Porter stated the city can only present this information from a factual standpoint. At this time he didn't believe any work has been put together by the city comparing the two. Perhaps outside groups have done so.

Commissioner Bryan asked if this presentation will be on the city website. Porter answered a pdf version would be on the website. Commissioner Bryan then asked about why we haven't included information about how much of the city's sales tax dollars come from people living outside of Lawrence. Chuck Soules then stated we have to be careful not to advocate in favor or against any initiative. We can only provide information about the renewal questions.

Public Discussion: NONE

#### ITEM NO. 4:

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

Staff Presentation: David Hamby with BG Consultants presented details about the Lawrence Loop Alignment project. Provided details from feedback from public meetings and public surveys. He said the study team hosted two open houses for public to provide feedback. A Lawrence Listens survey that was conducted as well. Results from the survey was presented.



#### Commission Discussion:

Commissioner Evans stated he had the most trouble visualizing route F1. David Hamby showed photos of that route and discussed it more in depth.

#### Public Discussion:

[Michael Almon](#) stated he wanted the commission to review all the public comments, but to take into consideration the fact the average citizen doesn't have a good handle on design or cost issues. He presented differences in users comments that he has noticed. He also presented information from a Burroughs Creek Corridor Plan from 2006. His notes from the Burroughs Creek plan and notes from the public comments on the Lawrence Listens survey are [attached](#) to these minutes.

[Sarah Hill-Nelson](#) representing the Bowersock property that is on a proposed route F1 spoke about possible Lawrence Loop alignments near the Bowersock property. She stated that Bowersock would be open to working with entities to build a route adjacent to their property. She wanted to dispel rumors that they would not be willing to work with the city. She proposed a couple options for cost/share opportunities.

[Gary Webber](#) asked how we will get to the next step of picking actual loop routes. Who will be making that decision for final alignments? Jessica Mortinger from the MPO provided an explanation of the process moving forward.

#### Commission Discussion:

Commissioner Paden stated she sees the loop as being more recreationally based, however, with spokes eventually added to the loop it will basically complete the system and could become more transportation based.

Commissioner Severin said with the addition of shared use paths along 6<sup>th</sup> Street, 15<sup>th</sup> Street, and 23<sup>rd</sup> Street there are ways to get across town. So while he agrees with a lot of the comments Mr. Almon made, he thinks building a path outside of the neighborhood wouldn't necessarily eliminate the possibility to build trails through the neighborhood as well.

Commissioner Storm said it is going to be important to get the infrastructure in place to get people from A to B, but this outer loop alignment would essentially make it possible for someone to bike/walk all around town with the least amount of conflicts with traffic safely.

Commissioner Ziegelmeyer said it is hard to make a decision on specific routes at this point without knowing all the factors, such as cost or timeline for building certain structures like an underpass under the KTA as proposed on one of the routes.

Commissioner Bryan asked how we would know if we would ever get funding for an underpass. David Cronin stated first we would have to have a conversation with the

Turnpike Authority as they control that street. At this point we are still in the process of seeing what is feasible, what is desired.

Commissioner Hurt asked if we would try to attain right-of-way now for possible future alignments. David Cronin stated some of these alignments are currently within City right-of-way, for areas that are not we typically don't acquire that until we are near the construction phase for a project. Commissioner Hurt stated he has a concern for picking a route that may contain design restraints that would effectively price you out of the project. He cited the underpass as a potential example. David Cronin stated that once we reach the completion of this study we would be able to give very preliminary ballpark estimates for costs which would help in the decision making.

Commissioner Evans said he thinks the vision the Commissioner Paden and Severin stated is accurate. Eventually this needs to be for all people for all the places. From his own experiences on the current trails he can see where a lot of people would like to be able to travel around the town away from cars and intersections. Getting to the outer trail can be troublesome. So with the eventual vision of this loop with spokes he thinks this will be a great system.

Commissioner Bryan asked if this commission would be helpful by eliminating some of the things from consideration. Jessica Mortinger said that could be helpful but wanted to caution at this early stage we may not want to completely take things off the table until we know more about the options when the study is complete. Commissioner Bryan said he thinks everyone has a concern for if an option like A1, where the majority of the public has said it prefers, is chosen and the underpass element keeps it from being built for years and years would people be more open to choosing a different alignment that could be constructed sooner.

Commissioner Paden stated she feels that if the community's true vision of how this loop should look like is the underpass, then we should go for it.

Commissioner Hamby answered part of what we are wrestling with is, are we okay with choosing something that may take years and years to achieve because it is the actual thing that is desired by the community, compared to building something else quicker that may only be half of what you want.

Commissioner Paden asked if there was any other locations where an underpass could be constructed that was less costly. Commissioner Hamby stated based on their study the proposed location was the most feasible location. He gave some more details about route A1.

Commissioner Evans stated one could still choose an alternate route such as A2.b, and then still pursue the vision with the underpass.

Commissioner Bryan summarized some of the feedback he was hearing from the other commissioners, with the general consensus is that routes A1 and B1 were the preferred routes.

Commissioners moved on to discuss other sections of the proposed loop.

Commissioner Paden asked questions about the D1 route Commissioner Hamby answered provided additional route details. Commissioner Paden said because some of that route already includes some sidewalk currently built, picking a different route would basically give you 2 routes for 1, even though one of them might not be 10 feet wide.

Commissioner Evans stated he did not like route F2 as it crosses 6<sup>th</sup> Street at Massachusetts Street.

Commissioner Storm stated he felt routes D1, E1, and F1 opens up a path for more riders with different skill levels because there is less conflicts with traffic.

Commissioner Schartz stated she thinks routes E1 and F1 get the loop completed the most efficiently. However she has noticed other locations on the current loop system where new development has made connections to the outer trail. She thinks we will need to look existing neighborhoods like Burroughs Creek to make sure we have connections to the outer trail as well. In summary she feels she is more for completing the outer loop first and then making these smaller connections to it.

Commissioner Severin reiterated he thinks routes D1, E1, F1 paths seem to be best of both worlds because you provide the completed loop, but that we need to make sure we create the connections back into the street network.

Commissioner Evans stated he knows a lot of people who ride across the bridge to north Lawrence to ride on the levee trail. He had concerns for which route to best link to there. Commissioner Hamby shared additional details about the routes that would connect to that area.

Commissioner Paden and Bryan had questions about routes E2, E2a, and E1. Commissioner Hamby provided additional details.

Commissioner Bryan liked the idea of picking a route that goes to the front of the depot.

Commissioner Storm thinks a lot of these routes hinges on what the railroad will say about routes being constructed in railroad right-of-way.

Commissioner Paden pointed out the railroad may have issues with route E1 for fear people may try to cross the tracks anywhere between crossings that we may provide. Commissioner Hamby stated the railroad would probably require a barrier between the trail and the tracks. This would actually be safer than the existing conditions the face now as pedestrians already walk along those tracks.

#### ITEM NO. 5:

[Transportation Alternatives projects](#)

Staff Presentation:

David Cronin advised the board that both TA applications that were presented at the June mid-month study session were awarded from KDOT. One application was for a Safe Routes to School grant and the other application was for the construction of a tunnel under Iowa Street at 19<sup>th</sup> Street. The SRTS project grant awarded consists of \$400,000 of federal funds with a local match of \$100,000. The 19<sup>th</sup> Street tunnel project grant awarded is \$1.6 million dollar federal funds with a local match of \$400,000. The city will be in discussions with the University of Kansas about sharing some of the local match for the tunnel project as a tunnel there would be mutually beneficial to KU and the city.

#### Commission Discussion:

Commissioner Schartz asked if there will be bike lanes or a shared use path along the 19<sup>th</sup> Street TA project. David Cronin answered there will be a shared use path on the north side of 19<sup>th</sup> Street and there will be bike lanes on 19<sup>th</sup> Street regardless of whether a tunnel is constructed or not.

#### Public Discussion:

[Gary Webber](#) stated he is glad we received funding for SRTS. He thinks that grant is very beneficial. He stated he has a problem with the 19<sup>th</sup> Street underpass project. He described how he feels KU benefits the most from the tunnel and thinks they should pay for the lion's share of the local match.

[Micheal Almon](#) stated he thinks the local match should be made by KU as well. He stated citizens would have some benefit but primarily this underpass would serve KU so they should provide the matching funds. The bike-ped community has limited funds they have fought for and would hate to see those monies exhausted on a project mostly benefiting KU. He recommends the commission approve the grant only if KU pays the local match.

[Carol Bowen](#) stated she does not approve of the use of the bike-ped money to be used for the tunnel project. They fought hard for those monies to be used on existing infrastructure needs.

#### Commission Discussion:

Commissioner Paden stated she thought the tunnel project is exactly what we needed. She lives in the neighborhood to the west of Iowa street, and she has heard from many neighbors who would favor an underpass crossing Iowa. She would prefer it be located at 21<sup>st</sup> Street, but she understands that as a stand-alone project would be very costly.

Commissioner Jeff Severin stated he thinks this does benefit KU and is part of the KU Central District master plan. He said there were opportunities for people to attend open houses discussing the plan, realizing the KU plan doesn't have to follow the public review process the city has to follow. He does think it provides a great benefit to the Lawrence public as well providing a safe crossing connecting west and east Lawrence.

Commissioner Bryan asked to see the KU Campus Master Campus Plan. He stated in the Ped-Bike Issues Task Force report there are 2 vision maps. One map is the bikeway vision map. Staff showed a map of the bikeway vision routes. The Campus Path and Jayhawk Trail would be connected with the underpass.

Jessica Mortinger stated the Countywide Bikeway Plan also shows the Jayhawk Trail as part of its proposed bike route plan.

Commissioner Bryan stated he understands there is a sticker shock to this project, but to implement this now would reduce costs compared to a stand-alone project.

Commissioner Hamby stated considering this is a \$2 million dollar project that would be built for the city leveraging \$400,000, this is about as good as you could ask for from grant funding.

Commissioner Storm stated KU does have skin in the game, so they could participate in part of the local match.

Commissioner Bryan asked if the City could ask KU to participate in the funding. David Cronin said before the city commission approves anything we would have conversations with KU to speak about a cost share, likely 50/50.

Commissioner Storm asked if there is already a cost share with KU on the 19<sup>th</sup> Street project or is this strictly a city CIP project. David stated the city has done cost shares with KU in the past and on 19<sup>th</sup> Street KU is participating in some of the costs.

Commissioner Evans stated he trusts the city to negotiate terms with KU. He just wants KU to understand where this money is coming from in regard to city funds so the know the impact to the community. A 50/50 split would be the most he would be okay with as far as City participation.

Micheal Almon asked if this 50/50 cost share would be strictly construction costs or would the city also have to acquire right-of-way or utility relocation costs in addition to the \$400,000 local match. David Cronin answered the 50/50 would be for construction costs and that we would also be asking for KU to donate the necessary right-of-way as well. We would not be buying right-of-way from them to complete this project.

Moved by Commissioner May, second by Commissioner Hamby, to make recommendation to accept TA funds for SRTS Phase 2.  
The motion carried, 10-0.

Moved by Commissioner Hamby, second by Commissioner Paden, to make recommendation to accept TA funds for 19<sup>th</sup> & Iowa Underpass with the caveat to negotiate with KU to share the local costs.  
The motion carried, 9-0. Commissioner Severin abstained as he is KU's representative on the Transportation Commission.

ITEM NO. 6:

[Staff Items](#)

David Cronin announced our new transportation/traffic engineer Amanda Sahin starts October 9, 2017.

ITEM NO. 7:

[Commission Items](#)

Commissioner Bryan wanted to recognize Commissioners Hamby, Evans, and Scharz for participating in the National Bike Challenge. The three commissioner placed in the top 10 in the City of Lawrence. The City of Lawrence placed first in the state of Kansas.

Commissioner Bryan shared a [memo](#) he received from the Public Health Law Center.

ITEM NO. 8:

[Calendar](#)

Next Study session is Thursday October 12, 2017 at Noon in city commission room.

ITEM NO. 10:

Adjournment

[Moved by Commissioner Storm, second by Commissioner Hamby](#), to adjourn.  
The motion carried, 10-0.

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Zach Baker, Project Engineer  
DATE: 06 September 2017  
RE: Agenda Item for Transportation Commission 9/11/2017:  
Disabled Parking Request for 1909 Edgelea Road

#### **Background**

In April, 2017, the Transportation Commission received a request for handicap parking on Edgelea Road in front of the house at 1909 Edgelea Road.

#### **Details**

Edgelea Road, 19 <sup>th</sup> Street to Harper Street						
Street Information						
Street Classification	Speed Limit	Safe Route to School	Bus / Transit Route	Douglas County Bikeway Plan Route	Sidewalk along Street	Street Cross Section/Pavement Data
Local	30 mph	NO	NO	NO	NO	Residential area with Asphalt Pavement Width of 26 feet. Has curb and gutter for drainage.

Edgelea Road has on-street parking on the west side of the street only. No parking is allowed on the east side. The property owner at 1909 Edgelea Rd has requested two handicap parking only signs be installed in front of the house with one stall on each side of the driveway. Ms. Charlea Rockhold was contacted by city staff to explain the request.

Ms. Rockhold stated she has a 6 year old daughter who is handicapped. There is a driveway, however they own multiple vehicles. Depending on which vehicle the family is in, easy access in front of the house is rarely attainable as neighbors vehicles are often parked in front of their house. There are several cars that park along this street. She notes the neighbors across the street have 5 cars that park on the street in front of her house. Often, cars visiting houses on 19<sup>th</sup> Street near their home will park on Edgelea as 19<sup>th</sup> Street has no street parking. Certain times of the year when events are occurring at the Douglas County Fairgrounds there are lots of vehicles that will park on Edgelea. Ultimately they would like to have easy access to their driveway to aid in transporting

their handicapped child as opposed to walking long distances down the street. Ms. Rockhold said the 6 year old daughter has a bus that picks her up in front their house. Her daughter has a routine that she is accustomed to, and that is to stand by the mail box at the end of their driveway. When neighbors vehicles are in that location the bus must move farther down the street which is more difficult to get her daughter to. Also, Ms. Rockhold noted that neighbors continually park in front of their mail box, often causing the postman to skip delivery to their home.

**Action Request**

The City of Lawrence has passed ordinances for requests such as this in the past. Examples of these locations are shown in the attached Schedule of Reserved Parking Zones for Persons with Disabilities. Staff recommends the Transportation Commission recommend approval of the request for handicap parking signs to be installed in front of the 1909 Edgelea Road property.

**Attachments:**

Location Map

Street Photo

Schedule 4 (Reserved Parking Zones for Persons with Disabilities)

Request Email



# Location Map: 1909 Edgelea Road









## SCHEDULE 4

### RESERVED PARKING ZONES FOR PERSONS WITH DISABILITIES

RESERVED PARKING ZONES FOR PERSONS WITH DISABILITIES. Reserved Parking Zones For Persons With Disabilities are hereby established in the following locations:

<del>Alabama Street</del>	<del>East side, in front of 714 Alabama Street (Ord. 7910_8.2.05)</del> (Rescinded 3.27.07_Ord. 8079)
Greever Terrace	South side, from 60 feet west of Louisiana Street to 117 feet west of Louisiana Street (Ord. 7648)
New York Street	East side, from 90 feet north of 10 <sup>th</sup> Street, north 65 feet (Ord. 8191_11.6.07)
Overland Drive	North side, in front of 3920-3922 Overland Drive (Ord. No. 9115_CC 6/2/15)  North side, in front of 3924-3926 Overland Drive (Ord. No. 8896_CC 8/6/13)
Pennsylvania Street	East side, in front of 832 Pennsylvania Street (Ord. No. 9302_CC 11/1/16)
<del>Vermont Street</del>	<del>West side, in front of 1505 Vermont Street. (Ord. 7849; 12.21.04)</del> (Rescinded 8/17/10; Ord. 8555)
22 <sup>nd</sup> Street	North side of 22 <sup>nd</sup> Terrace from the west property line of 802 W. 22 <sup>nd</sup> Terrace, east 100 feet. (Ord. 8399_5.12.09)

## Zachary Baker

---

**From:** Charlearockhold <charlearockhold@aol.com>  
**Sent:** Wednesday, April 26, 2017 1:13 PM  
**To:** David Cronin  
**Subject:** hadcap parking request

**Categories:** Transportation Commission

I am sending a request for 2 spots one on each side of driveway at 1909 edgelea. I have a disabled daughter and parking only allowed on one side of street and neighbors park in front of my house and mail box and i have to park clear down street and walk with my disabled daughter

## 1909 Edgelea Road

1. Vehicles parked there belong to 1909 Edgelea Road
2. Where will they park there vehicles if disabled parking is approved
3. The parking at 1909 Edgelea Road disabled parking will only be used for 2 min. in morning and afternoon time.
4. This will take away parking for people needing parking from 19<sup>th</sup> street
5. Who can park there when vacant, will they have to get handicap tag or handicap license plate
6. If this disabled parking is approved for west side of Edgelea Road. There are signs up saying no parking on east side of street. There will be a problem of vehicles wanting to park on the east side of Edgelea Road, which will make it hard to get out or in without hitting vehicles
7. If approved they will use it for their own use, their vehicles will not have any handicap tag or handicap license plate on them, no other handicap persons will be able to use the disabled parking space. The space at 1909 Edgelea Road should not be approved.
8. If this gets approved the Police Department will have to check on the disabled parking space about three times a day to make sure vehicles parking in the space have proper handicap ID on them

**From:** Lisa Roush [<mailto:LisaRoush74@hotmail.com>]

**Sent:** Friday, September 08, 2017 11:05 AM

**To:** Zachary Baker <[zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org)>

**Subject:** Proposed disabled parking 1909 Edgelea

Good morning, Mr. Baker,

I received a letter in the mail regarding proposed disabled parking on the street for residents at 1909 Edgelea. While I would not request denial of such services for someone in need, I do have a few concerns and questions regarding this request from these particular neighbors.

First, what affect will this have on the neighborhood. They already have three vehicles that they park on the street in front of their house, and the neighbors house to the south of them. And their driveway sits empty. They finally got rid of the huge RV that sat there for years unmoved and that seemed to either have someone living in it or was extended junk storage. I've never seen them have to struggle to find a place to park in front of their house. One of the vehicles parked on the street (grey minivan) gets moved maybe twice a year (probably when neighbors call and complain), and seems to always be used as junk storage.

Second, according to city records this is a rental. But there doesn't seem to be any contact information for the landlord. The property has not been maintained by the tenants nor the landlord. If there is a disability in the family (not evident), the whole property is an accident waiting to happen for whoever is the disabled party. What is a large area of disabled parking on the street going to help?

Perhaps they are hoping to have these spaces on the street reserved so they don't have to park in front of the neighbors house to the south of them. There is still a question of why they aren't using their driveway for at least one of the vehicles.

I'm sorry if this sounds disrespectful to them. But these particular neighbors have been an issue for the neighborhood for many years. And complaints to them personally, to the city and calls to police and animal control (dog barking for hours on end, RV sitting on the street for months, then in the driveway for years, toilet sitting in the front yard for weeks, unmowed backyard, collection of junk piles, etc.) have had very little impact on overall behavior.

Even as I write this, in the back of my mind there is the thought that there may be issues that I don't understand, and that I don't know how to help them with. But spending city money on what seems to be unnecessary disabled parking seems to me to be not addressing their root issues.

Thank you for your time in reading this, and for keeping the neighborhood informed.

Lisa Roush  
1515 E 19th St.

Lawrence, KS 66046

(My house is directly to the north of 1909 Edgelea)

**From:** Lana Scott [<mailto:lanadaniellescott@gmail.com>]  
**Sent:** Thursday, September 07, 2017 8:12 PM  
**To:** Zachary Baker <[zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org)>  
**Subject:** 1909 Edgelea Rd- Disabled Parking Request

Mr. Baker,

Thank you for the letter notifying area residents of the disabled parking request for our street; I had no idea there was an issue. I do have several questions about the request and would like to express my concern about the parking restriction.

First off, before making this designation I request the city enforce existing parking violations that occur in the Location Map. There are vehicles in the Location Map that DO NOT MOVE for weeks at a time. Please address these violations before placing restrictions.

Could you please explain the reason behind the request? The letter I received indicated an area resident made the request, however the "Agendas and Minutes" tab of the city website (which didn't initially list the additional information your letter directed me to) lists the item on the agenda as a "staff recommendation". Could you clarify?

The Location Map in your letter appears to be 2-3 parking spaces? Is this the proposal?

How many "disabled" parking restrictions are on residential streets in our city? I'm not familiar with any; could you please provide an example for me to experience?

Every home on Edgelea has room for at least one vehicle in the driveway which would be much closer for a disabled individual to get in and out of a vehicle/to their home than a spot on the street. Parking is restricted to one side of Edgelea already, so spots are already very limited. While I wish to be supportive of my neighbors' needs, this request doesn't seem warranted and I do not support it.

I appreciate your feedback. I look forward to hearing more on Monday the meeting.

Thank you,

Lana Scott



**From:** lanadaniellescott [<mailto:lanadaniellescott@gmail.com>]

**Sent:** Friday, September 08, 2017 4:41 PM

**To:** Zachary Baker <[zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org)>

**Subject:** RE: 1909 Edgelea Rd- Disabled Parking Request

Thank you so very much for all of your information! I certainly sympathize with the situation and the needs of their child. However, the requesting residents rarely park in their own driveway and have a vehicle that is parked in front of their house for weeks at a time. Until recently they also had a camper trailer permanently parked in their driveway. It seems to me there are plenty of alternative solutions.

Thanks again and I hope I can make it Monday!

Lana Scott

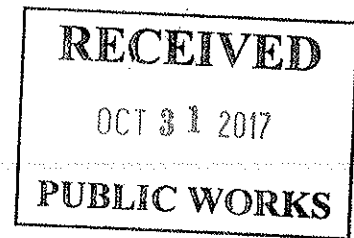
Robert Mitchell,

1902 Edgelea Road  
Lawrence, KS 66046

Robert called to say he was against the request to assign spots for disabled parking on Edgelea. He said it is a public street, there is only parking on one side of the street, and many neighbors use that limited number of street parking spaces. He said there is a driveway the requestor does not use that they could park in.

Saturday, October 28, 2017

1909 Edgelea Road



In regard to the request for disabled parking at 1909 Edgelea Road, Lawrence, KS, as stated in previous letter to residents in the 1900 block of Edgelea Road, Lawrence, KS:

Why is this issue being brought up again when different residents have already voiced their reasons it should not be approved? Wasn't our previous letter read that was in reply to the city letter Sept 7 that was hand delivered by city employees to mailboxes at 5:30 pm? Then we hand delivered our reply to your office? See sheet for September 7, 2017!

The residents at 1909 Edgelea Road do not need disabled parking as the only reason they want it is so they can have more time to visit with the school bus driver. They right now stand in the street and visit with the school bus driver which holds up traffic trying to turn onto street or leave for work.

The child at 1909 Edgelea Road is not physically handicapped at all. There is no need for disabled parking at 1909 Edgelea Road. Their driveway is not used so they can wait in their driveway and enter the bus from there. They have many cars that are parked out in the street and never moved.

From:

1922 Edgelea Road

Thursday, September 07, 2017

1909 Edgelea Road

1. Vehicles parked there belong to 1909 Edgelea Road
2. Where will they park there vehicles if disabled parking is approved
3. The parking at 1909 Edgelea Road disabled parking will only be used for 2 min. in morning and afternoon time.
4. This will take away parking for people needing parking from 19<sup>th</sup> street
5. Who can park there when vacant, will they have to get handicap tag or handicap license plate
6. If this disabled parking is approved for west side of Edgelea Road. There are signs up saying no parking on east side of street. There will be a problem of vehicles wanting to park on the east side of Edgelea Road, which will make it hard to get out or in without hitting vehicles
7. If approved they will use it for their own use, their vehicles will not have any handicap tag or handicap license plate on them, no other handicap persons will be able to use the disabled parking space. The space at 1909 Edgelea Road should not be approved.
8. If this gets approved the Police Department will have to check on the disabled parking space about three times a day to make sure vehicles parking in the space have proper handicap ID on them.

From:

1922 Edgelea Road

Robert Mitchell,

1902 Edgelea Road  
Lawrence, KS 66046

Mr. Mitchell called 10/31/17 to reiterate he was against the request to assign places for disabled parking on Edgelea Road. He cited the same reasons from his previous call before the September 11 Transportation Commission meeting. He said there is a driveway the requestor does not use that can be parked in.

---

Galen White,

1912 Edgelea Road  
Lawrence, KS 66046

Mr. White called 10/31/17 to state he had no objection to the disabled parking request on his street. It is his understanding that the residents at 1909 Edgelea Road have a little girl with disabilities.

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Zach Baker, Project Engineer  
DATE: 25 October 2017  
RE: Agenda Item for Transportation Commission 11/6/2017:  
Traffic Calming Request – Kensington Road, between 27<sup>th</sup> Street & 28<sup>th</sup> Street

#### **Background**

In July 2017, the Transportation Commission received an official request for Kensington Road to be considered for traffic calming between 27<sup>th</sup> Street & 28<sup>th</sup> Street. The requestor also asked for the yield sign on 28<sup>th</sup> Street at Kensington Road be replaced with a stop sign. Traffic data collected by staff in September of 2017 was used for this report.

#### **Details**

Kensington Road, 27th Street to 28th 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	YES	NO	YES, Exist. SUP	YES BOTH SIDES	Asphalt Pavement Width of 31 feet. Has curb and gutter for drainage.

The 85<sup>th</sup> percentile speed of traffic on Kensington Road is approximately 36 mph, and, the 24-hour two-way traffic volume is approximately 1790 between 27<sup>th</sup> Street and 28<sup>th</sup> Street. The City of Lawrence Traffic Calming Policy is listed below:

Traffic-Calming Devices (except SPEED HUMPS) may be permitted on “collector” streets as designated by the City’s Major Thoroughfares Map, under any one of the following conditions:

- The 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, or
- The 24-hour two-way traffic volume is greater than 3000, or
- Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or

Traffic Calming Request – Kensington Road, between 27<sup>th</sup> Street & 28<sup>th</sup> Street

- D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
- E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80% or more of the stated values.

#### TRAFFIC COUNT/SPEED DATA



Traffic volumes for this street segment are below the 3000 vehicle per day threshold for considering the installation of traffic calming devices. However, the 85<sup>th</sup> percentile speed of 36 mph in this block is > 5 mph over the speed limit of 30 mph. Therefore, condition "A" is satisfied. Cut-through traffic on Rockledge is > 50%, therefore, condition "C" is also satisfied. Condition "D" is satisfied as well since > 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway.

Crash data was obtained for this block as well. Since 2014 there have been 2 reported accidents between 27<sup>th</sup> Street and 28<sup>th</sup> Street.

Traffic Calming Request – Kensington Road, between 27<sup>th</sup> Street & 28<sup>th</sup> Street



Criteria for the use of stop signs are listed below.

The use of STOP signs on the minor-street approaches should be considered if engineering judgement indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right of way to traffic on the through street or highway.

The intersection of 28<sup>th</sup> Street and Kensington Road does not meet any of the conditions above for consideration of installation of a stop sign. There is a clear line of site at the intersection. Traffic volumes and crash totals do not warrant the installation of a stop sign.

Minimum criteria for traffic calming are satisfied. The school district and principal of Prairie Park Elementary school were notified of this request and staff met with them to receive their input as Kensington Road is adjacent to USD 497 property. The school is in favor of the installation of traffic calming in this location. It does not feel a stop sign at 28<sup>th</sup> Street is necessary. There is currently a crossing guard that assists students crossing Kensington Road at 28<sup>th</sup> Street intersection before and after school.

#### **Action Request**

It is staff recommendation the Transportation Commission approve the request for installation of traffic calming devices on Kensington Road between 27<sup>th</sup> Street and 28<sup>th</sup> Street. It is staff recommendation to deny the request to install a stop sign in place of the yield sign on 28<sup>th</sup> Street at Kensington Road.

#### **Attachments:**

Traffic Calming Policy  
MUTCD Stop Sign Criteria  
County Bikeway Plan  
Safe Routes to School Map  
Prairie Park Principal Email  
Resident Request Letter





# TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

1. TRAFFIC-CALMING DEVICES may include but are not limited to Traffic-Calming Circles, Speed Humps and Speed Cushions, Speed Tables, Partial Diverters, Full Diverters, Center Island Narrowing, Chokers, and Road Closures; however, roundabouts are traffic management devices and are not subject to this policy.
2. TRAFFIC-CALMING DEVICES may be permitted on "local" streets as designated by the City's Major Thoroughfares Map, and under any one of the following conditions:
  - A. The 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, or
  - B. The 24-hour two-way traffic volume is greater than 1000, or
  - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
  - D. Where no single condition is satisfied, but where any two of A, B or C above are satisfied to the extent of 80 percent or more of the stated values.
3. TRAFFIC-CALMING DEVICES (except SPEED HUMPS) may be permitted on "collector" streets as designated by the City's Major Thoroughfares Map, under any one of the following conditions:
  - A. The 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, or
  - B. The 24-hour two-way traffic volume is greater than 3000, or
  - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
  - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
  - E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80 percent or more of the stated values.
4. Traffic data will be collected with city personnel using city equipment only. In the event that a requested location does not meet the minimum requirements as stated in 2 or 3 above, subsequent requests will not be considered for a minimum of one year.
5. The Lawrence-Douglas County Fire & Medical Department, the Police Department, the Public Works Department and the Traffic Safety Commission must review all requests for TRAFFIC-CALMING DEVICES before being presented to the City Commission.
6. If a project is approved by the City Commission, the City Commission will determine financing of the construction. The City Commission may require 0-100% of the costs to be paid by the group or neighborhood making the request.
7. After a project is approved and funded by the City Commission, TRAFFIC-CALMING DEVICES will only be constructed at a location if 70% or more of the property owners within 300 feet measured along the centerline of the street in each direction approve of the installation or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
8. Once installed, TRAFFIC-CALMING DEVICES may only be removed at a location if more than 70% of the property owners and residents within 300 feet measured along the centerline of the street in each direction approve of the removal or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
9. TRAFFIC CALMING DEVICES may initially be landscaped (if appropriate) by the city, provided that the group or neighborhood making the request agrees in writing to maintain the landscaping or pursuant to the payment of a landscape maintenance fee. No privately installed landscaping is permitted unless approved by the city in writing.

## Section 2B.06 STOP Sign Applications

### Guidance:

- 01 *At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).*
- 02 *The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:*
- A. *The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;*
  - B. *A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or*
  - C. *Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.*

### Support:

- 03 The use of STOP signs at grade crossings is described in Sections 8B.04 and 8B.05.

## Section 2B.07 Multi-Way Stop Applications

### Support:

- 01 Multi-way stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multi-way stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multi-way stop control is used where the volume of traffic on the intersecting roads is approximately equal.
- 02 The restrictions on the use of STOP signs described in Section 2B.04 also apply to multi-way stop applications.

### Guidance:

- 03 *The decision to install multi-way stop control should be based on an engineering study.*
- 04 *The following criteria should be considered in the engineering study for a multi-way STOP sign installation:*
- A. *Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.*
  - B. *Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.*
  - C. *Minimum volumes:*
    - 1. *The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and*
    - 2. *The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but*
    - 3. *If the 85<sup>th</sup>-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.*
  - D. *Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.*

### Option:

- 05 Other criteria that may be considered in an engineering study include:
- A. The need to control left-turn conflicts;
  - B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
  - C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
  - D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.



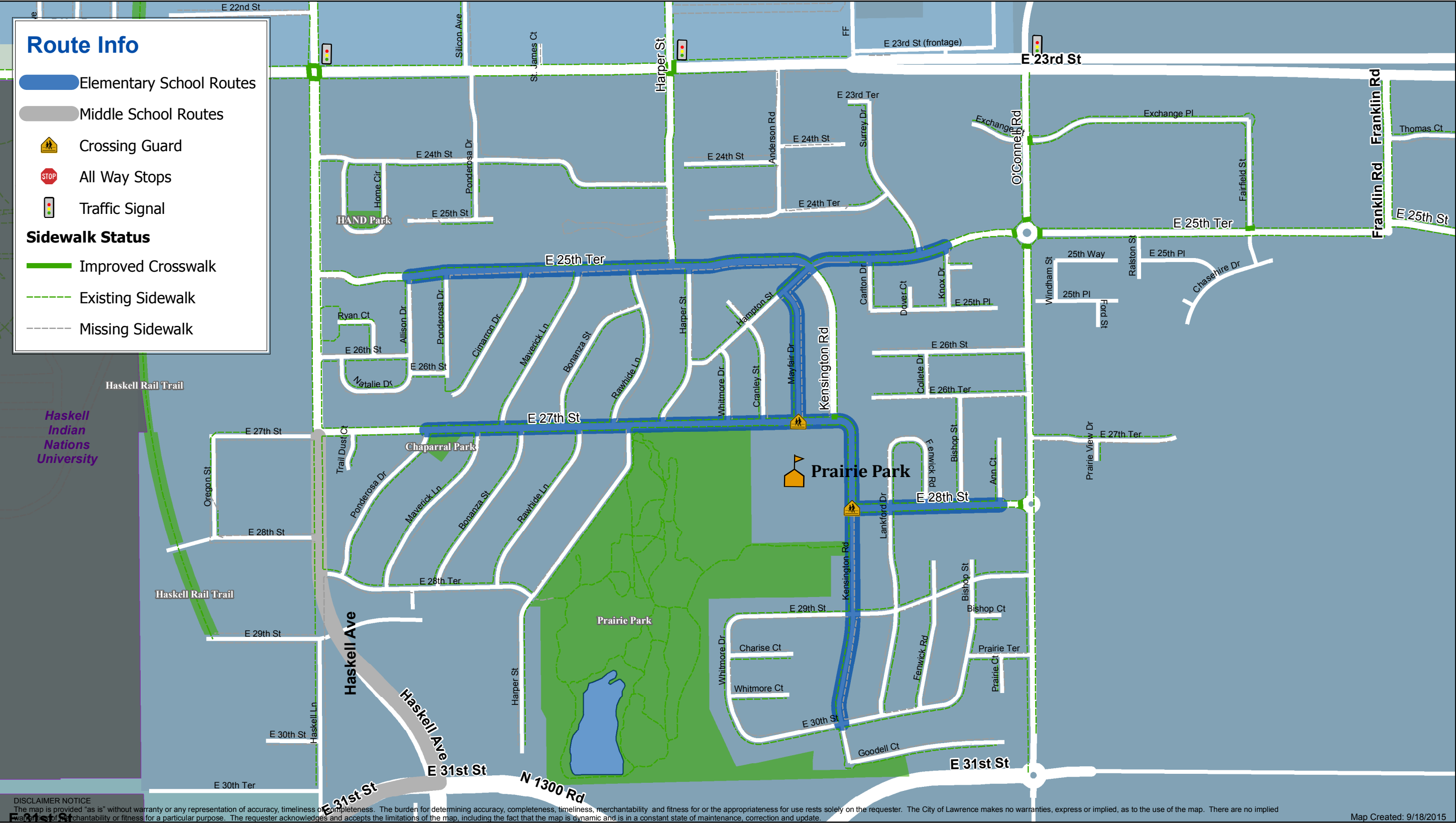
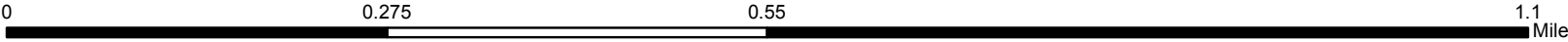


# PRAIRIE PARK ELEMENTARY SCHOOL

For more information visit: [BeActiveSafeRoutes.com](http://BeActiveSafeRoutes.com) For all school maps: [maps.BeActiveSafeRoutes.com](http://maps.BeActiveSafeRoutes.com)

Information as of 2015-09

Suggested "Route to School" with school boundaries and other school's routes also indicated.



DISCLAIMER NOTICE  
The map is provided "as is" without warranty or any representation of accuracy, timeliness, completeness, timeliness, completeness, merchantability, and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

Map Created: 9/18/2015

## Zachary Baker

---

**From:** David Williams <DAWillia@usd497.org>  
**Sent:** Monday, October 23, 2017 5:41 PM  
**To:** Zachary Baker  
**Subject:** Re: Traffic Calming Request near Prairie Park Elementary School

I spoke with the crossing guard this morning and she said that she agreed there were lots of cars that speed down Kensington going in either direction. She said that the yield sign really seemed to work and didn't think there was a need for a stop sign. Finally, her recommendation is that the speed bump be placed closer to the crossing walk. She felt that it would slow cars down as they entered the crosswalk.

Hope that this helps. Let me know if you need more information from me. I appreciate the efforts to keep our students safe.

David A. Williams  
Principal  
Prairie Park Elementary School  
785.832.5740 Phone  
785.832.5742 Fax

---

**From:** Zachary Baker <zbaker@lawrenceks.org>  
**Date:** Friday, October 20, 2017 at 1:55 PM  
**To:** David Williams <DAWillia@usd497.org>  
**Subject:** RE: Traffic Calming Request near Prairie Park Elementary School

Okay thanks. Have a good weekend!

**Zach D. Baker, P.E., Project Engineer**  
Public Works Department - [City of Lawrence, KS](#)  
PO Box 708, Lawrence, KS 66044  
office: (785) 832-3196 | fax: (785) 832-3398

---

**From:** David Williams [mailto:DAWillia@usd497.org]  
**Sent:** Friday, October 20, 2017 1:51 PM  
**To:** Zachary Baker <zbaker@lawrenceks.org>  
**Subject:** Re: Traffic Calming Request near Prairie Park Elementary School

I will get back with you on Monday. Thanks!

David A. Williams  
Principal  
Prairie Park Elementary School  
785.832.5740 Phone  
785.832.5742 Fax

To Whom This May Concern: *Mark Thiel*

July 7, 2017

I, Michael A. Bolden of residence 2728 Kensington Road, am writing in regards to street repair, stop sign and speed bumps installment.

There is a pot hole at the end of my drive way that needs to be repaired. (See diagram on back of this page.)

I do believe there needs a stop sign installed opposed to having a yield sign at the corner of 28th & Kensington. A school crossing is at that intersection as well (see diagram on back) and it gets difficult at times to back out of my drive way. Drivers entering Kensington coming from the east tend to look to the south and don't yield when traffic is present. I'm expected to pull back into my drive to avoid an accident. When school is in session it gets worse especially in the morning.

I also think there needs to be speed bumps to slow traffic down considering there is Prairie Park Elementary School across the street. People have a tendency to drive way too fast even though it's a 30 mph residential area. The main street entering the Prairie Park area is 27th Street which curves south and turns into Kensington. Traffic can flow steady and heavy at times because it's utilized mostly.

I hope this is seriously taken into consideration to make some changes as well as making a repair before an accident do occur that can be avoided. Safety first is our primary objective when it comes to children and people in our neighborhood. Thank you!

Sincerely, *Michael A. Bolden* 785-393-5010

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Zach Baker, Project Engineer  
DATE: 06 October 2017  
RE: Agenda Item for Transportation Commission 11/6/2017:  
Traffic Calming Request – Crossgate Drive, Clinton Pkwy to Alvamar

#### **Background**

In 2011, the Transportation Commission received an official request for Crossgate Drive north of Clinton Parkway to be considered for traffic calming. Traffic data was collected by staff and presented to the Traffic Safety Commission in August of 2011. The Traffic Safety Commission voted 8-0 to recommend approval of traffic calming. The August 2011 agenda and meeting minutes are attached to this report. The City Commission approved the traffic calming request unanimously at the September 6, 2011 City Commission meeting.

In September 2016, letters were sent to residents on Crossgate Drive between Clinton Parkway and Alvamar stating new development to the Alvamar property to the north would be responsible for installing traffic calming on Crossgate Drive as part of the Alvamar Development Plan. A plan for 5 speed humps was included with the letter see if the residents approved of the plan and to receive comments. After review of the comments a revised plan for 3 speed humps was sent to the residents in September 2017 for approval and to receive comments. Comments are attached to this report.

#### **Details**

After reviewing resident comments more than 70% approval has been received by city staff to install the speed humps at the locations specified on the attached map of Crossgate Drive. The Alvamar Development will fund the installation of the speed humps as part of their development plan at no cost to the city. The speed humps would be installed by Fall of 2018.

#### **Action Request**

Minimum criteria for traffic calming are satisfied. It is staff recommendation the Transportation Commission approve the request for installation of (3) speed humps on Crossgate Drive between Clinton Parkway and Alvamar.

#### **Attachments:**

Resident Comments Received  
Traffic Safety Commission\_Aug 2011\_Agenda  
Traffic Safety Commission\_Aug\_2011\_Minutes  
Traffic Calming Policy

Traffic Calming Request – Crossgate Drive, Clinton Parkway to Alvamar





Traffic Calming Request – Crossgate Drive, Clinton Parkway to Alvarado





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
[www.lawrenceks.org](http://www.lawrenceks.org)

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Betsy S. Belote Address: 1902 Crossgate Dr

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
[www.lawrenceks.org](http://www.lawrenceks.org)

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☐ I approve of constructing Speed Humps as shown on the back of this letter.

☒ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: ROBERT BROWN Address: 1906 CROSSGATE DR

Comments: \_\_\_\_\_

NOT ENOUGH TRAFFIC!

Use the money for a much better purpose.

Thank you!





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☐ I approve of constructing Speed Humps as shown on the back of this letter.

☒ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Scott + Mary Watson Address: 1907 Crossgate Dr.

Comments: We don't approve of the speed humps as located because of the wear + tear on our vehicles as we use Crossgate several times per day. We suggest putting the calming devices farther to the north, closer to the golf course. Also occasional patrols would help without residents having to drive substantially lower than the speed limit. We strongly believe there should be an access to the North of the Jayhawk Club complex.



We are committed to providing excellent city services that enhance the quality of life for the Lawrence Community

See notes on map. Thanks.

Put  
flow here.





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: KAY MUELLER Address: 1908 CROSSGATE DRIVE

Comments: ① HOW MUCH MORE TRAFFIC DO YOU  
EXPECT ON CROSSGATE DRIVE AFTER THE  
GULF CLUB APTS. ARE OCCUPIED?

② WE WERE TOLD THAT THERE WOULD BE  
NO MORE LARGE TRUCK TRAFFIC ON CROSSGATE  
AFTER THE NEW ROAD FROM BOB BILLINGS WAS FINISHED,  
HOWEVER, THERE ARE A CONSTANT STREAM OF HUGE  
TRUCKS ALL DAY LONG ON CROSSGATE DR.





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
[www.lawrenceks.org](http://www.lawrenceks.org)

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Karen M Simpson Address: 1909 Crossgate Drive

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_







# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

**RECEIVED**

SEP 26 2017

**PUBLIC WORKS**

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☐ I approve of constructing Speed Humps as shown on the back of this letter.

☒ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Pat Webb Address: 1910 Crossgate Dr  
785-841-2581

Comments: \_\_\_\_\_

MORE information is needed for warning  
signs for drivers. Elevation rises just  
south of drive and makes turning into  
drive difficult during bad weather. From  
north, speed bump could slow up and make  
turning and driving up our drive difficult  
during bad weather. We need to discuss with



We are committed to providing excellent city services that enhance the quality of life for the Lawrence Community the Engineering Department. Pat Webb  
Board Member of the Summit at Alvamar Townhome



# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
[www.lawrenceks.org](http://www.lawrenceks.org)

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: LEWIS PHILLIPS Address: 2400 CROSSGATE DR.

Comments: Leis A. Phillips

---

---

---

---

---

---

---

---







# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

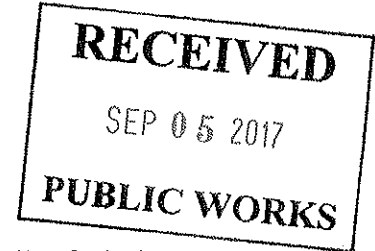
6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017



In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Koger Address: 2004 Crossgate Dr

Comments: \_\_\_\_\_

I prefer only 2 speed humps. Referring  
to the plan on the back of this page,  
I'd like the middle hump eliminated  
and keep the other two humps.

SK

515 231-9541

skoger67@gmail.com



We are committed to providing excellent city services that enhance the quality of life for the Lawrence Community



# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
[www.lawrenceks.org](http://www.lawrenceks.org)

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

**RECEIVED**

SEP 15 2017

**PUBLIC WORKS**

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Sandy Hull Address: 2009 Crossgate DR

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
[www.lawrenceks.org](http://www.lawrenceks.org)

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: FERRY WARREN Address: 2011 CROSSGATE DR.

Comments: GREAT IDEA!

---

---

---

---

---

---

---

---





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: SANDRAW ZENDER Address: 2013 CROSSGATE DR

Comments: THE SOONER THE BETTER.

---

---

---

---

---

---

---

---



We are committed to providing excellent city services that enhance the quality of life for the Lawrence Community



# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Marge Hitchcock Address: 2017 Crossgate Dr

Comments: \_\_\_\_\_

The Sooner the better!!





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

RECEIVED

SEP 05 2017

PUBLIC WORKS

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☐ I approve of constructing Speed Humps as shown on the back of this letter.

☒ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Ann Ozoekwicz Address: 2021 Crossgate Dr

Comments: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

**RECEIVED**

SEP 11 2017

**PUBLIC WORKS**

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Tim High Address: 2100 Crossgate Dr

Comments: Yay! A few street lights  
would be wonderful, too!





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

**RECEIVED**

SEP 21 2017

**PUBLIC WORKS**

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Cystal Young Address: 2102 Crossgate Dr  
Lawrence KS 66047

Comments: I definitely approve of speed  
humps to reduce speed and  
unnecessary traffic. One of our  
cars was hit while parked in  
front of our house. It was a  
hit & run. Our car was totaled.







# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
[www.lawrenceks.org](http://www.lawrenceks.org)

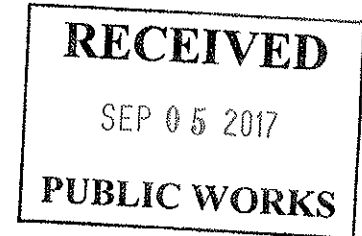
6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017



In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Mark & Stephanie Robinson Address: 2108 Crossgate Dr.

Comments: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
www.lawrenceks.org

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: Laura Ryala Address: 2110 Crossgate Dr.

Comments: Yes please! I have 3 children  
and cats FLY through our street!  
Thank you!!





# City of Lawrence

## PUBLIC WORKS

THOMAS M. MARKUS  
CITY MANAGER

City Offices  
PO Box 708 66044-0708  
[www.lawrenceks.org](http://www.lawrenceks.org)

6 East 6<sup>th</sup> St  
785-832-3000  
FAX 785-832-3405

### CITY COMMISSION

MAYOR  
LESLIE SODEN

COMMISSIONERS  
STUART BOLEY  
MATTHEW J. HERBERT  
LISA LARSEN  
MIKE AMYX

25 August 2017

In September 2011, the City Commission approved a request for Traffic Calming on Crossgate Drive, north of Clinton Parkway, subject to available funding. Development plans with Alvamar are currently being constructed on Crossgate Drive. The Alvamar developer is required to install and fund Traffic Calming on Crossgate Drive as part of the development plan. In September 2016, letters were mailed to Crossgate Drive home owners with a proposed plan for (5) Speed Humps to be installed.

After reviewing the comments a revised plan has been drafted to include the installation of (3) Speed Humps. The plan is shown on the back of this letter. Please indicate below if you approve this plan and return one copy of this letter to the Public Works Engineering Department located in city hall, PO Box 708, Lawrence, KS 66044, by **September 30, 2017**. If you have any questions, please call 785-832-3196 or email at [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org). Traffic Calming installation shall be completed by Fall 2018.

Check one:

☒ I approve of constructing Speed Humps as shown on the back of this letter.

☐ I do not approve of constructing Speed Humps as shown on the back of this letter.

Name: KENNETH FARRAR Address: 2202 CROSSGATE DR.

Comments: I AM A HUGE FAN OF THIS PROJECT.  
THIS WILL IMPROVE SAFETY DRAMATICALLY. my  
COMPLIMENTS TO WHO RAN "POINT" ON THIS  
DECISION.



We are committed to providing excellent city services that enhance the quality of life for the Lawrence Community





Clinton Pkwy

Clinton Pkwy

Clinton (Frontage) Pkw

Crossgate Dr

Crossgate Dr

Crossgate Cir

Parkway Cir

Parkway Cir



## City of Lawrence

6 East 6th Street / P.O. Box 708  
Lawrence, KS 66044  
lawrenceks.org  
**ADDRESS SERVICE REQUESTED**

neopost® FIRST-CLASS MAIL. <sup>4</sup>AUTO  
08/28/2017 \$000.42

NR 6610  
0411200983

RECEIVED

SEP 06 2017

**PUBLIC WORKS**

2012 CROSSGATE DR  
LAWRENCE KS 66047

EX-105 67-12769-13

SECRET

UNABLE TO RETURN VACATION FORWARD SENDER

VAC BC: 66044070808 \*0911-06608-02-27

১০০  
১০১  
১০২  
১০৩  
১০৪  
১০৫  
১০৬  
১০৭  
১০৮

[illegible]

## City of Lawrence

6 East 6th Street / P.O. Box 708  
Lawrence, KS 66044  
lawrenceks.org  
**ADDRESS SERVICE REQUESTED**

**000000**

99

SEP 06 2017

**PUBLIC WORKS**

2015 CROSSGATE DR  
LAWRENCE KS 66047

WIXIE 641 DE 1276 0009/03/17

641 DE 1270 0000/03/17

RETURN TO SENDER  
VALUANT  
UNABLE TO FORWARD

VAC BC: 66044070808 \*0911-08093-03-15

10  
 10  
 10  
 10  
 10  
 10  
 10  
 10

# REPORT



## City of Lawrence

6 East 6th Street / P.O. Box 708  
Lawrence, KS 66044  
lawrenceks.org  
**ADDRESS SERVICE REQUESTED**

ADDRESS SERVICE REQUESTED

2104 CROSSGATE DR

LAWRENCE KS 66047  
541 DE 1270  
0009/25/17

RETURN TO SENDER  
NOT DELIVERABLE AS ADDRESSED  
UNABLE TO FORWARD

⑤ 人  
 ⑥ 子  
 ⑦ 子  
 ⑧ 子  
 ⑨ 子  
 ⑩ 子  
 ⑪ 子  
 ⑫ 子  
 ⑬ 子  
 ⑭ 子  
 ⑮ 子  
 ⑯ 子  
 ⑰ 子  
 ⑱ 子  
 ⑲ 子  
 ⑳ 子  
 ㉑ 子  
 ㉒ 子  
 ㉓ 子  
 ㉔ 子  
 ㉕ 子  
 ㉖ 子  
 ㉗ 子  
 ㉘ 子  
 ㉙ 子  
 ㉚ 子  
 ㉛ 子  
 ㉜ 子  
 ㉝ 子  
 ㉞ 子  
 ㉟ 子  
 ㊱ 子  
 ㊲ 子  
 ㊳ 子  
 ㊴ 子  
 ㊵ 子  
 ㊶ 子  
 ㊷ 子  
 ㊸ 子  
 ㊹ 子  
 ㊺ 子  
 ㊻ 子  
 ㊼ 子  
 ㊽ 子  
 ㊾ 子  
 ㊿ 子  
 ㉑ 子  
 ㉒ 子  
 ㉓ 子  
 ㉔ 子  
 ㉕ 子  
 ㉖ 子  
 ㉗ 子  
 ㉘ 子  
 ㉙ 子  
 ㉚ 子  
 ㉛ 子  
 ㉜ 子  
 ㉝ 子  
 ㉞ 子  
 ㉟ 子  
 ㊱ 子  
 ㊲ 子  
 ㊳ 子  
 ㊴ 子  
 ㊵ 子  
 ㊶ 子  
 ㊷ 子  
 ㊸ 子  
 ㊹ 子  
 ㊺ 子  
 ㊻ 子  
 ㊼ 子  
 ㊽ 子  
 ㊾ 子  
 ㊿ 子

BC: 65044070808 \*0911-02329-25-23

[illegible][illegible]



City of Lawrence  
Traffic Safety Commission Agenda  
August 1, 2011-7:00 PM  
City Commission Room, City Hall

MEMBERS: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley; Ryan Devlin; Richard Heckler; Ken Miller; Edwin Rothrock; Jim Woods; and John Ziegelmeyer Jr.

---

**Anyone who wishes to be notified when an item will be heard by the City Commission must provide their name and a telephone number or an e-mail address.**

ITEM NO. 1: Review and approve the minutes of the Traffic Safety Commission meeting, June 6, 2011.

ITEM NO. 2: Consider request for TRAFFIC CALMING on Crossgate Drive north of Clinton Parkway.

1. Crossgate Drive north of Clinton Parkway is classified as a "local" street with a speed limit of 30 mph.
2. The city's Traffic Calming Policy provides that traffic calming devices may be provided on local streets if the 85<sup>th</sup> percentile speed of traffic exceeds the speed limit by 5 mph or more; or if the 24-hour volume of traffic exceeds 1000 vehicles.
3. Traffic data obtained at two locations on June 1-2, 2011 found the following: approximately 940 vehicles traveling at approximately 36.9 mph.
4. Therefore, this street meets the criteria for consideration of traffic calming devices.



City of Lawrence  
Traffic Safety Commission  
August 1, 2011 Minutes

MEMBERS PRESENT: Jason Novotny, Chair; Dan Harden, Vice-Chair; Stuart Boley, Ryan Devlin; Ken Miller; Edwin Rothrock, Jim Woods and John Ziegelmeyer, Jr.

MEMBER ABSENT: Richard Heckler

STAFF PRESENT: David Woosley, Public Works Department

---

Chair Jason Novotny called the meeting to order at 7:00 p.m. in the City Commission Room, City Hall, 6 E. 6th Street.

**ITEM NO. 1:**

**Review and approve the minutes of the Traffic Safety Commission meeting, June 6, 2011.**

**MOTION BY COMMISSIONER WOODS, SECONDED BY COMMISSIONER DEVLIN, TO APPROVE THE MINUTES OF THE TRAFFIC SAFETY COMMISSION MEETING, JUNE 6, 2011; THE MOTION CARRIED 8-0.**

**ITEM NO. 2:**

**Consider request for TRAFFIC CALMING on Crossgate Drive north of Clinton Parkway.**

David Woosley reviewed the information provided in the staff report.

Public comment:

Perry Warren, 2011 Crossgate Drive: People coming south on Crossgate come so fast over the hill get on you before you can even get out of your driveway or have time to react; some are driving 40-50 mph.

Commissioner Harden: It meets the criteria.

**MOTION BY COMMISSIONER ZIEGELMEYER, SECONDED BY COMMISSIONER HARDEN, TO RECOMMEND APPROVAL OF TRAFFIC CALMING DEVICES ON CROSSGATE DRIVE NORTH OF CLINTON PARKWAY; THE MOTION CARRIED 8-0.**

**ITEM NO. 3:**

**Consider request for TRAFFIC CONTROL at the intersections of 13<sup>th</sup> Street with Prairie Avenue, Prospect Avenue and Summit Street.**

David Woosley reviewed the information provided in the staff report.

Public comment:

Leslie vonHolten, 1216 Prospect Avenue: I just wanted to stress that our neighborhood is getting a lot of young families, but we also have a lot of turnover due to rentals; we consider 13<sup>th</sup> a thoroughfare, but many drivers just blow through the intersections without looking; we have a lot of children in the neighborhood and they are often on skateboards and bicycles and we have no sidewalks.

Beth Anne Mansur, 1217 Prospect Avenue: Because it is not consistent, it can be confusing for motorists, and we don't have sidewalks in the neighborhood.

Commissioner Novotny: I like the consistency of control at the intersections. I think the Yield signs wouldn't cause driver confusion.

Commissioner Miller: I'm going to support it for consistency.

**MOTION BY COMMISSIONER MILLER, SECONDED BY COMMISSIONER BOLEY, TO RECOMMEND INSTALLATION OF YIELD SIGNS ON PRAIRIE AVENUE, PROSPECT AVENUE AND SUMMIT STREET AT 13<sup>TH</sup> STREET; THE MOTION CARRIED 8-0.**

**ITEM NO. 4:**

**Consider request to remove the TEMPORARY TRAFFIC CALMING DEVICE at the intersection of 17<sup>th</sup> Street & Illinois Street.**

David Woosley reviewed the information provided in the staff report.



# TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

1. TRAFFIC-CALMING DEVICES may include but are not limited to Traffic-Calming Circles, Speed Humps and Speed Cushions, Speed Tables, Partial Diverters, Full Diverters, Center Island Narrowing, Chokers, and Road Closures; however, roundabouts are traffic management devices and are not subject to this policy.
2. TRAFFIC-CALMING DEVICES may be permitted on "local" streets as designated by the City's Major Thoroughfares Map, and under any one of the following conditions:
  - A. The 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, or
  - B. The 24-hour two-way traffic volume is greater than 1000, or
  - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
  - D. Where no single condition is satisfied, but where any two of A, B or C above are satisfied to the extent of 80 percent or more of the stated values.
3. TRAFFIC-CALMING DEVICES (except SPEED HUMPS) may be permitted on "collector" streets as designated by the City's Major Thoroughfares Map, under any one of the following conditions:
  - A. The 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, or
  - B. The 24-hour two-way traffic volume is greater than 3000, or
  - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
  - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
  - E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80 percent or more of the stated values.
4. Traffic data will be collected with city personnel using city equipment only. In the event that a requested location does not meet the minimum requirements as stated in 2 or 3 above, subsequent requests will not be considered for a minimum of one year.
5. The Lawrence-Douglas County Fire & Medical Department, the Police Department, the Public Works Department and the Traffic Safety Commission must review all requests for TRAFFIC-CALMING DEVICES before being presented to the City Commission.
6. If a project is approved by the City Commission, the City Commission will determine financing of the construction. The City Commission may require 0-100% of the costs to be paid by the group or neighborhood making the request.
7. After a project is approved and funded by the City Commission, TRAFFIC-CALMING DEVICES will only be constructed at a location if 70% or more of the property owners within 300 feet measured along the centerline of the street in each direction approve of the installation or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
8. Once installed, TRAFFIC-CALMING DEVICES may only be removed at a location if more than 70% of the property owners and residents within 300 feet measured along the centerline of the street in each direction approve of the removal or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
9. TRAFFIC CALMING DEVICES may initially be landscaped (if appropriate) by the city, provided that the group or neighborhood making the request agrees in writing to maintain the landscaping or pursuant to the payment of a landscape maintenance fee. No privately installed landscaping is permitted unless approved by the city in writing.

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Zach Baker, Project Engineer  
DATE: 27 October 2017  
RE: Agenda Item for Transportation Commission 11/6/2017:  
Center Turn Lane Project – 23<sup>rd</sup> Street, between Louisiana Street & Massachusetts Street

#### **Background**

In 2012 the City and State entered into an agreement for the construction of the South Lawrence Trafficway (SLT). Upon completion the city agreed to accept full maintenance and fully own 23<sup>rd</sup> Street from Iowa Street to East Hills Drive. Both parties also agreed the State would provide for any additional maintenance, "Turn Back" work that needed to be completed.

In April 2017, the City Commission signed this Turn Back agreement. As part of the agreement the city will receive up to \$500,000 reimbursement from KDOT for the construction of a center turn-lane on 23<sup>rd</sup> Street between Louisiana Street and Massachusetts Street. Scope of the project would include widening 23<sup>rd</sup> Street between Louisiana and Massachusetts Streets and constructing new sidewalk on the north side of 23<sup>rd</sup> Street. There is currently no sidewalk on the north side of 23<sup>rd</sup> Street between Louisiana and Massachusetts. This project is in the 2018 CIP budget as project PW18E10. The City Utilities Department has planned waterline upgrades to coincide with this road project as well. The Utilities Department has budgeted \$750,000 for this waterline work in 2018.

#### **Existing Conditions**

23 <sup>rd</sup> Street, Louisiana to Massachusetts 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
Arterial	35 mph	NO	YES	YES, Prop. SUP	YES, SOUTH SIDE	Asphalt Pavement Width of 48 feet. Has curb and gutter for drainage.

Center Turn Lane Project – 23<sup>rd</sup> Street, between Louisiana Street & Massachusetts Street

### **Accident History**

<b>23rd Street, between Louisiana and Massachusetts Streets 1 Year Crash Data (Sept. 2016 - Sept. 2017)</b>	
Total # Crashes	22
Injury Crashes	6
# of the Total Crashes a Center Turn Lane Could Mitigate	13
# of the Injury Crashes a Center Turn Lane Could Mitigate	5

### **Action Request**

It is staff recommendation the Transportation Commission approve the project scope for 2018 construction design of a center turn lane on 23<sup>rd</sup> Street between Louisiana Street and Massachusetts Street.

### **Attachments:**

K-10 Turn Back Agreement No. 385-16  
Project Sketch Plan  
County Bikeway Plan  
RFQ For Design

Dwight D. Eisenhower State Office Building  
700 S.W. Harrison Street  
Topeka, KS 66603-3745

Richard Carlson, Secretary  
Michael J. Stringer, P.E., Chief



Phone: 785-296-3861  
Fax: 785-296-2079  
Hearing Impaired - 711  
publicinfo@ksdot.org  
<http://www.ksdot.org>

Sam Brownback, Governor

RECEIVED

MAY 03 2017

PUBLIC WORKS

April 27, 2017

State Route Transfer (Turnback) –K-10 Agreement No: 385-16  
Removal of the state highway route designation from a portion of  
the existing K-10 from US-59 (Iowa Street) East, to 385 feet East  
of the centerline of the intersection of 23<sup>rd</sup> Street and East Hills  
Road, within the City Limits.  
City of Lawrence

Mr. Chuck Soules, P.E.  
Director of Public Works  
P.O. Box 708  
Lawrence, Kansas 66044

Dear Mr. Soules:

We are enclosing your fully executed copy of the agreement for the above mentioned project dated April 24, 2017.

If you have any questions, please feel free to contact Tod Salfrank at (785) 296-3861.

Sincerely,

Michael J. Stringer, P.E., Chief  
Bureau of Local Projects

A handwritten signature in black ink, appearing to read "Tod L. Salfrank".

Tod L. Salfrank,  
Assistant Bureau Chief

MJS:TLS  
Enclosure

c: Pam Anderson, Chief Accountant-Federal Aid & Projects, w/original  
WinCPMS



# CITY'S ORIGINAL

STATE ROUTE TRANSFER (TURNBACK) – K-10  
CITY OF LAWRENCE, KANSAS

Agreement No. 385-16

## AGREEMENT

This Agreement is between the **Secretary of Transportation**, Kansas Department of Transportation (KDOT) (the “Secretary”) and the **City of Lawrence, Kansas** (“City”), collectively the “Parties.”

### **RECITALS:**

- A. The Secretary intends to re-route State Highway K-10 on a different alignment, which will result in removal of the state highway route designation from a portion of the existing K-10 from US-59 (Iowa Street) East, to 385 feet East of the centerline of the intersection of 23<sup>rd</sup> Street and East Hills Road, within the City limits (the “Route”), as further described in this Agreement.
- B. Upon the highway route designation removal, the Route will no longer be a City Connecting Link and consequently, the City will no longer be eligible for receipt of state highway funds for maintenance of the Route under K.S.A. 68-416.
- C. In consideration of the City’s acceptance and assumption of all financial, operational, and maintenance responsibilities for the Route, the Secretary is willing to provide certain financial assistance to mitigate the fiscal impact to the City, as further specified in this Agreement.

**NOW, THEREFORE**, the Parties agree as follows:

### **ARTICLE I**

**DEFINITIONS:** The following terms as used in this Agreement have the designated meanings:

- 1. **“Agreement”** means this written document, including all attachments and exhibits, evidencing the legally binding terms and conditions of the agreement between the Parties.
- 2. **“City”** means the City of Lawrence, Kansas, with its principal place of business located at 6 E 6th Street, Lawrence, KS 66044.
- 3. **“City Connecting Link”** has the same meaning as set forth in K.S.A. 68-406(b) for “city connecting link.”
- 4. **“Effective Date”** means the date this Agreement is signed by the Secretary or the Secretary’s designee.
- 5. **“KDOT”** means the Kansas Department of Transportation, an agency of the state of Kansas, with its principal place of business located at 700 SW Harrison Street, Topeka, KS 66603-3745.

6. **“KDOT Fiber Facilities”** means fiber optic cable, conduit, ducts, splices, handholes that are co-located with CenturyLink fiber and conduit facilities and related equipment and improvements thereto, located along the Route as indicated in Exhibit B.
7. **“Local Route Condition”** means the condition of the route (roads and bridges) needed to maintain local traffic, as determined by the City.
8. **“Parties”** means the Secretary of Transportation and KDOT, individually and collectively, and the City.
9. **“Right of Way”** means the real property and interests therein, including fee simple title, dedications, permanent and temporary easements held by the Secretary for the Route.
10. **“Route”** means the relocated and newly construction 31<sup>st</sup> street constructed as part of KDOT project K-8392-04 and the certain portion of existing State Highway K-10, consisting of approximately 4.014 miles within the City limits, to be removed from the State Highway System, as shown in Exhibit “A”, which is attached and incorporated into this Agreement for all purposes.
11. **“Secretary”** means the Secretary of Transportation of the state of Kansas, and his or her successors and assigns.

## ARTICLE II

### PARTY RESPONSIBILITIES:

1. **Payment of Costs.** In consideration of the City’s acceptance and assumption of all financial, operational, and maintenance responsibilities for the Route, the Secretary agrees to provide financial assistance for the transportation-related City projects listed below, as follows:

- a. To reimburse the City up to a maximum of \$4,000,000.00 toward the City’s actual costs for the reconstruction of 23<sup>rd</sup> Street, from US-59 (Iowa Street) East to 385 feet east of the centerline of the intersection of 23<sup>rd</sup> Street and East Hills Road (KDOT Project No. KA-4473-01);
- b. To reimburse the City up to a maximum of \$700,000.00 toward the City’s actual costs for drainage improvements at 23<sup>rd</sup> Street and Ousdahl Road (KDOT Project No. KA-4473-02);
- c. To reimburse the City up to a maximum of \$300,000.00 toward the City’s actual costs for the resurfacing of 23<sup>rd</sup> Street from US-59 (Iowa Street) to Ousdahl Road (KDOT Project No. KA-4473-03); and

- d. To reimburse the City up to a maximum of \$500,000.00 toward the City's actual costs for the construction of a two way left turn lane on 23<sup>rd</sup> Street from Louisiana Street to Massachusetts Street.

2. **Reimbursement Payments.** Subject to the terms of Article II, paragraph 1(a), the Secretary will make partial payments to the City for amounts not less than \$1,000.00 and no more frequently than monthly. Such payments will be made after receipt of proper billing and approval by a licensed professional engineer employed by the City that the referenced project is being constructed within substantial compliance of the design plans for that project.

3. **Route Removal.** The Secretary executed a formal resolution to remove or withdraw the Route from the State Highway System, to include removal of the City Connecting Link designation for the Route. The resolution is deemed incorporated into and made a part of this Agreement by reference.

4. **Route Responsibilities.** The City agrees to accept and assume all financial, operational, and maintenance responsibilities for the Route upon signature of this agreement.

5. **Bridge Responsibilities.** The City agrees to accept and assume all financial, operational, inspection and maintenance responsibilities for the bridges listed below and located on the Route. Such responsibilities include all applicable FHWA and KDOT inspection requirements.

- a. 23-167 – Louisiana St over Naismith Creek
- b. 23-185 – Michigan over drainage

6. **City Connecting Link.** The Parties have in the past entered into an agreement covering routine maintenance of City Connecting Links, and it is the Parties' intent that the agreement for routine maintenance will remain in full force and effect until the Route is removed from the State Highway System. Upon removal of the Route from the State Highway System, the Secretary and City shall enter into a new City Connecting Link agreement for the remaining lane miles on the other routes designated as City Connecting Links in the City.

7. **Route Conditions.** The City agrees to be responsible for any repair action that may be required to have the Route meet current Local Route Conditions.

8. **Assumption of Liability.** From and after the date and time designated by the Secretary in the Secretary's written notice to the City per Article II, paragraph 4, the City will assume all responsibility for the Route.

9. **General Indemnification.** To the extent permitted by law and subject to the maximum liability provisions of the Kansas Tort Claims Act, the City shall defend, indemnify, hold harmless, and save the Secretary and the Secretary's authorized representatives from any and all costs, liabilities, expenses, suits, judgments, damages to persons or property or claims of any nature whatsoever arising out of or in connection with the provisions or performance of this Agreement by the City, the City's agents, employees, or

subcontractors. The City shall not be required to defend, indemnify, hold harmless, and save the Secretary for negligent acts or omissions of the Secretary or the Secretary's authorized representatives or employees.

10. **Deed Recordation.** Within one year of the Route removal, KDOT's Bureau of Right of Way will record a quitclaim deed in favor of the City at the County Register of Deeds Office transferring ownership to the City of any associated Right of Way, which is owned or controlled by the Secretary. **EXCEPT:** The Secretary will retain and reserve certain access and access rights to KDOT Fiber Facilities within the Right of Way, as shown in Exhibit "B". A copy of the executed deed will be forwarded to the KDOT District Engineer.

11. **Fiber Access and Maintenance.** The Secretary will maintain access to KDOT Fiber Facilities within the Right of Way and along the Route, as shown in Exhibit "B" for the purpose of maintenance and improvements such as installation of fiber optic cable. The Secretary will be allowed access and will coordinate access with the City as needed. If the City determines improvements to the Route are required that will result in relocation of the KDOT Fiber Facilities, the City will be responsible for all costs associated with the relocation of KDOT conduit and fiber that is co-located with CenturyLink fiber and conduit facilities. In the event of relocation, the City will coordinate with KDOT to determine the new location and give KDOT equivalent access to the KDOT Fiber Facilities.

### ARTICLE III

#### GENERAL PROVISIONS:

1. **Civil Rights Act.** The "Special Attachment No. 1," pertaining to the implementation of the Civil Rights Act of 1964, is attached and made a part of this Agreement.

2. **Contractual Provisions.** The provisions found in Contractual Provisions Attachment (Form DA-146a, Rev. 06-12) which is attached hereto, are hereby incorporated into this Agreement and made a part thereof.

3. **Headings.** All headings in this Agreement have been included for convenience of reference only and are not be deemed to control or affect the meaning or construction or the provisions herein.

4. **Binding Agreement.** This Agreement and all contracts entered into under the provisions of this Agreement shall be binding upon Secretary and City and their successors in office.

5. **No Third Party Beneficiaries.** No third party beneficiaries are intended to be created by this Agreement and nothing in this Agreement authorizes third parties to maintain a suit for damages pursuant to the terms or provisions of this Agreement.

**IN WITNESS WHEREOF** the Parties have caused this Agreement to be signed by their duly authorized officers as of the Effective Date.


ATTEST:

 4/6/17  
\_\_\_\_\_  
(Date)

CITY CLERK  
Sherri Rindemann  
(SE)




CITY OF LAWRENCE, KANSAS



\_\_\_\_\_  
MAYOR  
Leslie Soden

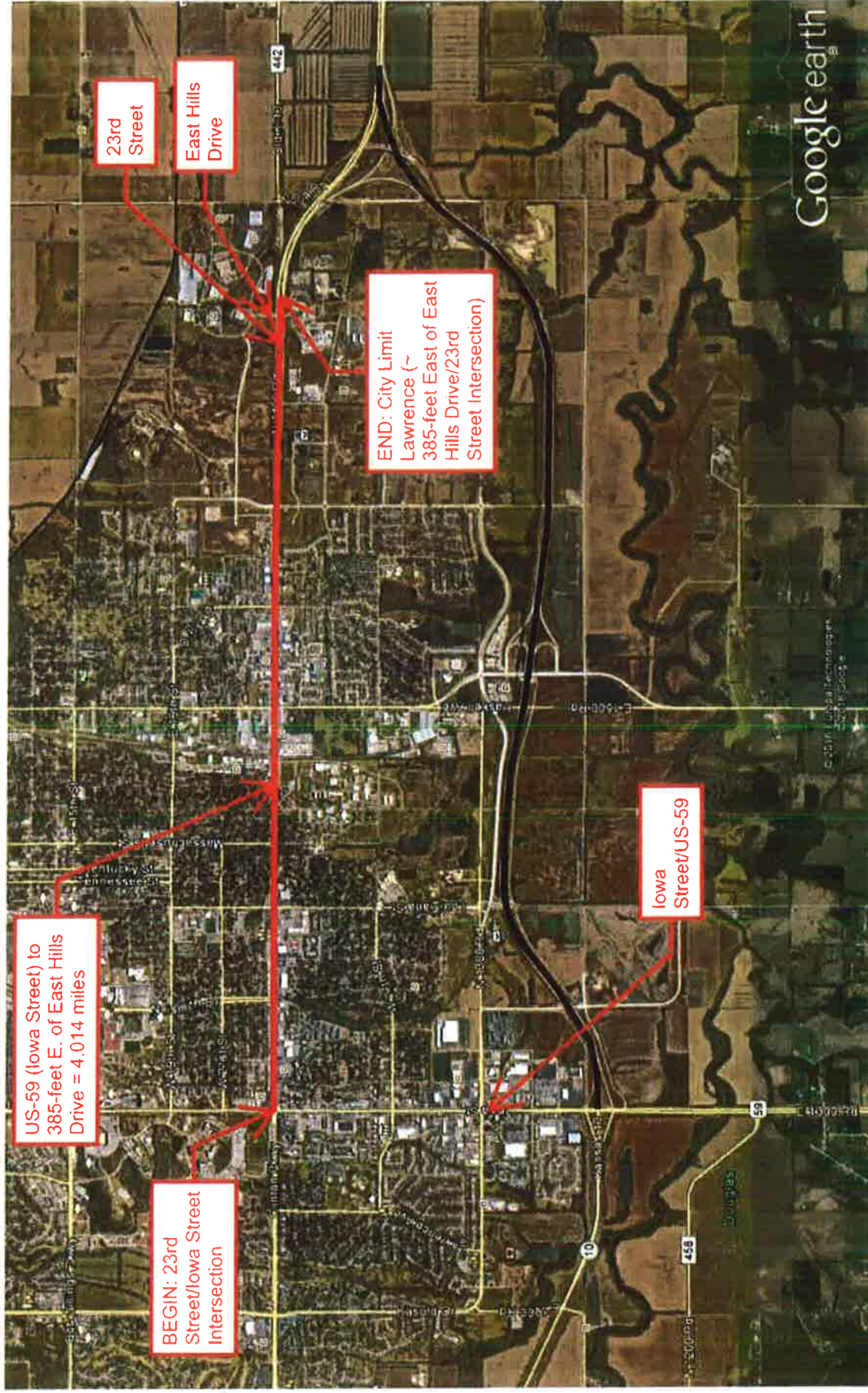
Kansas Department of Transportation  
Secretary of Transportation

By:  4/24/17  
\_\_\_\_\_  
Catherine M. Patrick, P.E. (Date)  
State Transportation Engineer





# EXHIBIT A



## LEGEND

- Turn Back Limits Removed from State Highway System
- New K-10 Alignment



EXHIBIT B - KDOT ACCESS POINTS FOR FIBER



Google earth

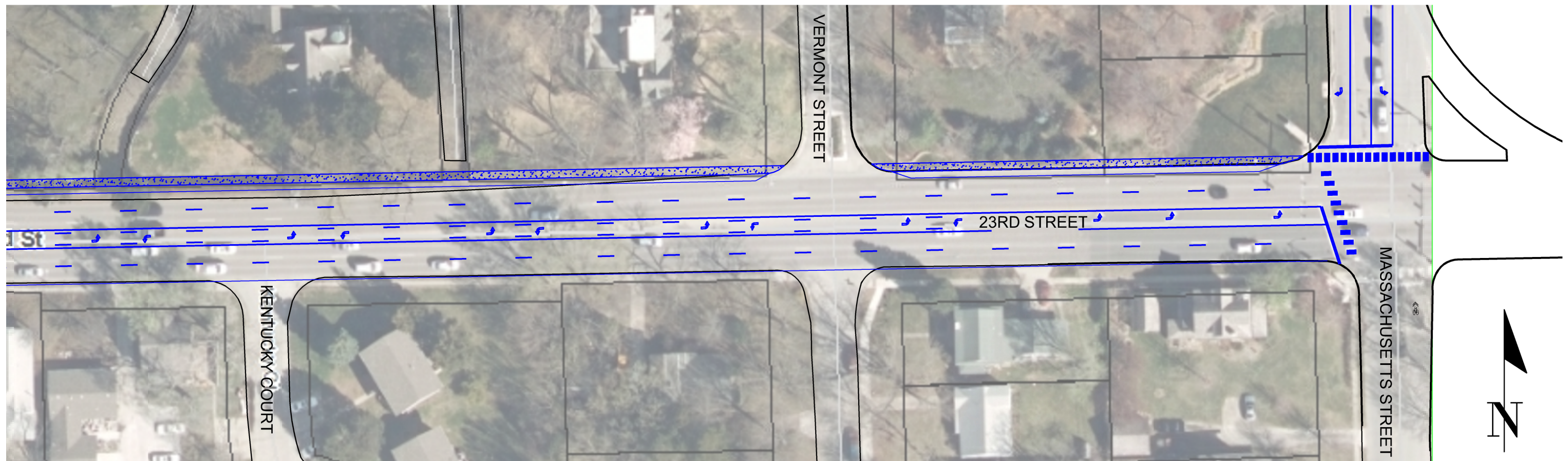
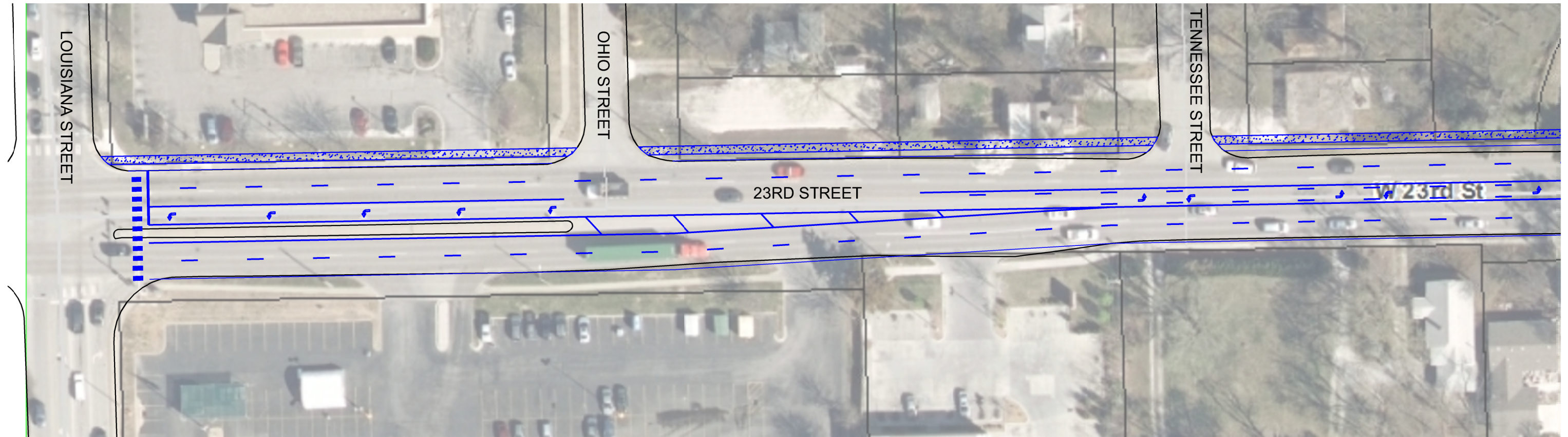


LEGEND

- Point of Access to KDOT Conduit and Fiber
- Point of Access to KDOT Conduit



# 23rd Street: Center Turn Lane









## City of Lawrence

### REQUEST FOR QUALIFICATIONS (RFQ)

**RFQ Description:** Engineering Design Services for Geometric Improvements for 23<sup>rd</sup> Street from Louisiana Street to Massachusetts Street

City Project No. PW1722  
City RFQ No. Q1700

**Department:** Public Works

**Contacts:** Zachary D. Baker, P.E., Project Engineer  
Email: [zbaker@lawrenceks.org](mailto:zbaker@lawrenceks.org)  
Phone: (785) 832-3196

David P. Cronin, P.E., City Engineer  
Email: [dcronin@lawrenceks.org](mailto:dcronin@lawrenceks.org)  
Phone: (785) 832-3130

**Copy Requirements:** Submit five (5) copies of qualifications/proposal plus one electronic copy of PDF format

**Pre-Submittal Meeting:** No meeting is scheduled; please call with questions.

**Due Date & Time:** **Friday, December 15, 2017 at 5:00 p.m.**

**Submit to Address:** Zachary D. Baker, P.E.  
City of Lawrence  
6 East 6<sup>th</sup> Street  
P.O. Box 708  
Lawrence, KS 66044

### **Project Description**

23<sup>rd</sup> Street between the intersections of Louisiana Street and Massachusetts Street has been identified as a location for the installation of a center turn lane. 23<sup>rd</sup> Street will need to be widened in some areas to accommodate the center turn lane. This project is part of an agreement between the City of Lawrence and the Kansas Department of Transportation. The City will take over ownership of 23<sup>rd</sup> Street as the completion of the South Lawrence Trafficway has removed 23<sup>rd</sup> Street from the State highway system. As part of this process the State has agreed to help fund some maintenance and safety projects on 23<sup>rd</sup> Street. The corridor between Louisiana Street and Massachusetts Street has been identified as one of these locations. 23<sup>rd</sup> Street is a principal arterial. This section of 23<sup>rd</sup> Street is primarily surrounded by residential neighborhoods to the north and south. Near the west end of the project limits at Louisiana Street there is existing commercial development with a grocery store and auto parts store on the south side of the street and a pharmacy on the north side. To take advantage of this construction opportunity the City will also upgrade water mains within this corridor.

The scope of the project includes the widening of 23<sup>rd</sup> Street potentially on both the north and south side of the street, sidewalk installation on both sides of the street, mill and overlay, new pavement markings, water main upgrades, and acquiring right-of-way necessary of the improvements listed. Consideration should be given for bus stop amenities in this corridor. Traffic calming devices installed on side streets such as Ohio Street, Tennessee Street, and Vermont Street in close proximity to 23<sup>rd</sup> Street should be considered as well. Lane width reduction on 23<sup>rd</sup> Street may be looked at to help mitigate right-of-way or pedestrian easement acquisition. The current lane configurations on 23<sup>rd</sup> Street at the intersections of Louisiana and Massachusetts Streets will remain the same. The Lane configuration between those intersections will include two eastbound and westbound lanes with a center turn lane between them. If existing ramps at the intersections are not ADA compliant new ramps will need to be constructed and pedestrian poles will need positioned to allow for ADA compliance. A review of the existing storm sewer system in this corridor shall be performed to see if upgrades are necessary as well. The City will perform construction inspection.

### **Estimated Project Length**

This project is approximately 1600 feet in length.

### **Project Funding**

Estimated total cost of this project is \$1,450,000. KDOT will reimburse \$500,000 for construction, design and utilities, and right-of-way costs. The City Utilities Department has budgeted \$750,000 for the water main work in 2018. The remaining \$200,000 has been budgeted in the 2018 CIP from General Obligation Bonds. This will be a city-let project.

### **Project Schedule**

Selection Process	December 2017 / January 2018
Engineering Design and Construction Plans	Winter 2018
(All plans shall be Final within 90 days of award of engineering services)	
Construction	Summer 2018

### **Services Requested**

The selected firm will provide Engineering Design Services for both the preliminary and final design phases, and the bidding phases as outlined below.

#### **Preliminary and Final Design Phases:**

- Surveying
- Plan and profile
- Geometric design, lane widths, turn lane configuration, ADA sidewalk ramps as necessary.
- Preparation of legal descriptions for right-of-way and/or easements as necessary
- Utility location plans and utility coordination meeting if necessary
- Preparation of cost estimates at both preliminary and final phases
  
- Right-of-way / Easement descriptions and tract maps, as needed.
- All applicable permit application and submittals
- Construction sequencing and traffic control
- Preparation of pavement marking and signing plans/details

Public participation may include at least one presentation to City Commission.

#### **Bidding Phase:**

- Answer Contractor Questions
- Issue Addenda
- Pre-bid Conference, as necessary
- Engineer's Estimate
- Review Bid and Recommend Award

The successful firm will be able to demonstrate not only the engineering capabilities of the firm, but also the ability to build consensus, make appropriate recommendations for the improvements, and communicate with different interest groups.

### **Submittal Components**

Should your firm be interested in being considered for this project, please submit your firm's qualifications addressing the following items:

- Unique qualifications / Capabilities
- Project Understanding / Approach
- Project team/personnel including:
  - Identification of persons who will be responsible and in charge of the work.



- Previous experience and work history.
- Current and projected workload and availability of project team members.
- Demonstrated track record of producing projects on time and within budget.
- Office locations (accessibility).
- Experience in:
  - developing and working within an interactive project process
  - developing consensus
  - working with the general public and commissions
- Proposed sub-consultants
- Quality control program
- References
- Other pertinent information.
- **Estimated Cost for Design Services**

### **Selection**

Qualifications received will be reviewed and evaluated on the items described above. The most responsive/qualified firm will be selected; there will not be a formal interview prior to selection. A final scope of services and fee will be negotiated with the selected firm. Those firms not selected will be notified by letter.

A copy of the City of Lawrence standard Engineering Services Agreement is available for review upon request.

### **Attachment**

Project Location Map

The contractor agrees that the contractor shall observe the provisions of the Kansas Act Against Discrimination and shall not discriminate against any person in the performance of work under the present contract because of race, religion, color, sex, disability, national origin or ancestry. The contractor shall in all solicitations or advertisements for employees include the phrase, "equal opportunity employer." The contractor agrees that if the contractor fails to comply with the manner in which the contractor reports to the Kansas Human Rights Commission in accordance with the provisions of K.S.A. 44-1031 and amendments thereto, the contractor shall be deemed to have breached the present contract and it may be canceled, terminated or suspended, in whole or in part, by the City. If the contractor is found guilty of a violation of the Kansas Act Against Discrimination under a decision or order of the Commission which has become final, the contractor shall be deemed to have breached the present contract and it may be canceled, terminated or suspended, in whole or in part, by the City.

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Nick Voss  
DATE: October 10th, 2017  
RE: Agenda Item for Transportation Commission 11/6/2017:  
No Parking Request – Surrey Drive from 25<sup>th</sup> Terrace to 23<sup>rd</sup> Terrace.

#### **Background**

In August 2017, the Transportation Commission received a request to restrict parking to one side of the street on Surrey Drive from 25<sup>th</sup> Terrace to 23<sup>rd</sup> Terrace. The requesting resident cited home delivery and emergency access concerns when vehicles are parked on both sides of the street. A site visit and aerial images attached show parking usage along the street.

#### **Details**

Surrey Drive from 25 <sup>th</sup> Terrace to 23 <sup>rd</sup> Terrace						
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
Local	30 mph	No	No	No	Yes, East Side	Curb and Gutter, 23 foot width, residential area

Restricted parking to one side of the street is common in the City of Lawrence. If the request is approved city staff would recommend parking to be restricted on the same side of the street as the sidewalk to increase pedestrian visibility. Signs would be installed in-house by city staff.

#### **Action Request**

Staff recommends denying the request to restrict parking to one side of the street on Surrey Drive from 25<sup>th</sup> Terrace to 23<sup>rd</sup> Terrace.

#### **Attachments:**

Request Email  
Location map and pictures of existing parking

No Parking Request – Surrey Drive from 25<sup>th</sup> Terrace to 23<sup>rd</sup> Terrace

## Zachary Baker

---

**From:** Carolyn Hicks  
**Sent:** Monday, August 14, 2017 8:39 AM  
**To:** David Cronin; Nick Voss; Zachary Baker  
**Cc:** Julie Wyatt  
**Subject:** FW: Surrey Drive 24th ter to 25th ter | Code Violation Form [#313]

Please see below email.

Thanks,  
Carolyn

---

**From:** Julie Wyatt  
**Sent:** Monday, August 14, 2017 8:12 AM  
**To:** Carolyn Hicks <chicks@lawrenceks.org>  
**Subject:** FW: Surrey Drive 24th ter to 25th ter | Code Violation Form [#313]


Good morning Carolyn, can you share this message with the appropriate person in your department? Thank you!

Julie Wyatt, Code Enforcement Officer  
[City of Lawrence](#)  
[Planning & Development Services Dept.](#)  
785-832-3112

*"Your opinion counts! Customer feedback helps us serve you better. Please tell us how we're doing by completing this short online Customer Satisfaction Survey: <http://lawrenceks.org/pds/survey/satisfaction>."*

---

**From:** City of Lawrence [<mailto:no-reply@wufoo.com>]  
**Sent:** Monday, August 14, 2017 6:49 AM  
**To:** CodeEnforcement <[CodeEnforcement@lawrenceks.org](mailto:CodeEnforcement@lawrenceks.org)>  
**Subject:** Surrey Drive 24th ter to 25th ter | Code Violation Form [#313]

<b>Date of violation</b>	Saturday, August 5, 2017
<b>Property Address</b>	 Surrey Drive 24th ter to 25th ter Surrey Drive 24th ter to 25th ter Lawrence United States
<b>Please provide a description of your complaint *</b>	Second request--this street should be parking on one side only--recently bought house in area and for third time had a home delivery that was unable to proceed on street to get to my house on 24th ter due to the parking on both sides of street, making a narrow path. One resident parks work trailer, I believe from 2415 Surrey and when on street and

someone is parked on other side, there is no way an emergency vehicle could get down street. The entire neighborhood agrees it is too narrow, but doesnt think anything can be done. At certain times of day this one block is very difficult to navigate.

**Name \***

Mark W

**E-mail \***

[REDACTED]

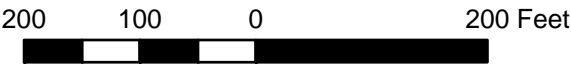
[REDACTED]



# Surrey Drive 25th Terrace to 23rd Terrace



Proposed no  
parking along  
Surrey Drive







From 23<sup>rd</sup> Terrace facing North (Tuesday at 3:30 PM)



Between 23<sup>rd</sup> Terrace and 24<sup>th</sup> Terrace facing North

No Parking Request – Surrey Drive from 25<sup>th</sup> Terrace to 23<sup>rd</sup> Terrace



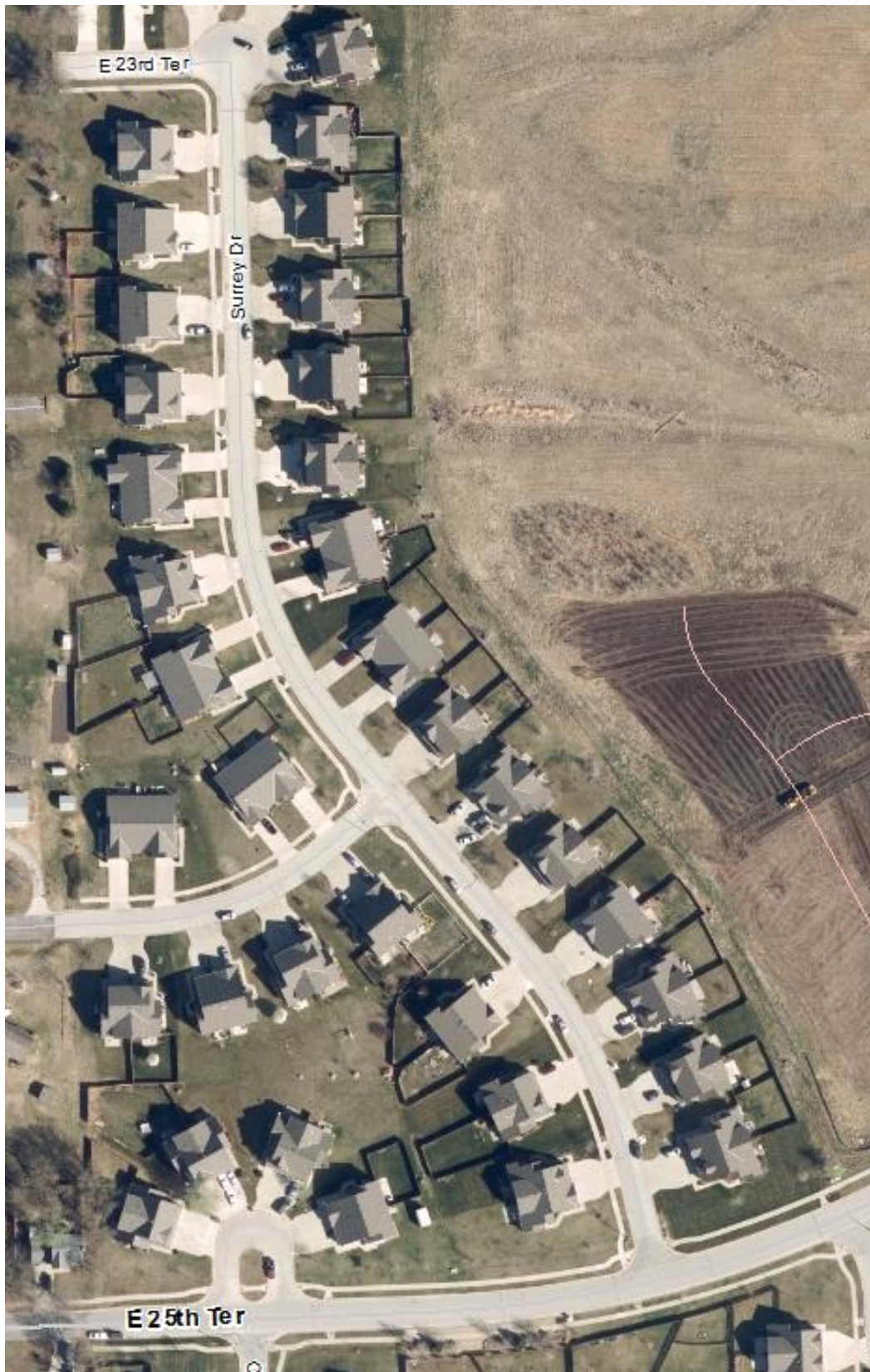


From 24<sup>th</sup> Terrace facing North



Between 24<sup>th</sup> Terrace and 25<sup>th</sup> Terrace facing North

No Parking Request – Surrey Drive from 25<sup>th</sup> Terrace to 23<sup>rd</sup> Terrace



2016 Aerial

No Parking Request – Surrey Drive from 25<sup>th</sup> Terrace to 23<sup>rd</sup> Terrace





2013 Aerial

No Parking Request – Surrey Drive from 25<sup>th</sup> Terrace to 23<sup>rd</sup> Terrace

## Nick Voss

---

**From:** dawn fulton <[REDACTED]>  
**Sent:** Saturday, October 28, 2017 11:03 PM  
**To:** Nick Voss  
**Subject:** No Parking on Surrey Drive 25th Terrace to 23rd Terrace

Hi Nick,

I received your letter in the mail. I reside at 2022 E. 24th Terrace in Lawrence and I am not able to attend the November 6th Transportation Commission meeting. I DO NOT support the No Parking on Surrey Drive 25th Terrace to 23rd Terrace. I have traveled this street every single day for 9 years and have never had any problems due to parking on the street.

Thanks,  
Dawn Fulton

## Nick Voss

---

**From:** Jolene Pearson <[REDACTED]>  
**Sent:** Friday, October 27, 2017 8:20 PM  
**To:** Nick Voss  
**Subject:** Parking on Surrey Dr.

To Whom It May Concern:

I am responding for my mother Betty Kennett who is 90 and resides at 2365 Surrey Dr. She does not have internet access. I also have power of attorney for her, if needed.

It does not make sense to make the entire block "No Parking". We do agree there are a lot of cars that park on the street and it is often difficult to get down the street. We think what makes the most sense is to make it parking on one side of the street only. All of these residences on Surrey are condos, as with my mother you can only park 2 cars in the driveway without blocking the sidewalk. If we were all to visit her at once we would have to park in the street. "No Parking" we believe will be a hardship on a lot of the residents.

Thank you,

Jolene Pearson  
Betty Kennett

Sent from my iPad

## Nick Voss

---

**From:** Kirsten Matzen <[REDACTED]>  
**Sent:** Tuesday, October 24, 2017 2:09 PM  
**To:** Nick Voss  
**Subject:** No Parking Surrey Drive

Hello,

I am a resident on Surrey Drive, between 23rd and 25th Terrace. I received the notice regarding the request for no parking on our street. While I can appreciate that it at times is a little congested, it is completely possible to drive down the street and back out of the driveway. A no parking rule would be completely impractical for a lot of people. Most have multiple vehicles, some have larger work vehicles, and everyone seems to have large gatherings around the holidays. Where will guests park? Thanks for asking for input from other residents!

Kirsten Matzen



## Nick Voss

---

**From:** Carl Edwards <[REDACTED]>  
**Sent:** Friday, October 20, 2017 9:59 PM  
**To:** Nick Voss  
**Subject:** parking on Surrey Drive

Mr. Voss,

I am a trustee of the property owner at 2319 Surrey Drive. I'd like to urge the Transportation Commission to deny the request to prohibit parking on the street. On-street parking is important for our tenants that may have guests. Furthermore, a street that has parked cars on both sides tends to slow traffic not that it is an issue as the street is only 2 blocks long and dead ends.

If the commission feels that it should limit parking, then perhaps do so only on one side of the street.

Carl Edwards, Trustee  
Effie L. Edwards Trust  
504 Louisiana Street  
Lawrence

## Nick Voss

---

**From:** James LaGue <[REDACTED]>  
**Sent:** Monday, October 23, 2017 8:04 PM  
**To:** Nick Voss  
**Subject:** Surrey Drive No Parking Request

Hello Mr. Voss,

I live on Surrey Dr and recently received a letter from you in reference to street parking. I will not be able to attend the meeting cited in your letter, so I wanted to leave an email in reference to this matter to be considered, as advised in your letter.

My wife and I bought a home and have lived on Surrey Dr since August 2016. Ever since we have lived here we have noted the street parking as an issue.

Firstly, due to the volume of vehicles parked on the street, it is sometimes difficult to navigate down the street between vehicles, as often vehicles will be parked on opposite sides of the street at the same area, forcing a thru-driver to navigate between the vehicles and any oncoming traffic. I have seen times where larger trucks, i.e. garbage trucks, have similar issues navigating around the vehicles parked on the street and I have found myself at a stop in the road waiting for a garbage truck to complete its job at a house or two, unable to pass due to vehicles parked on the side of the street. It should be noted that it is not one or two vehicles parked along the street on this road, but several, often lining practically the entire length of Surrey Dr from the cul-de-sac on the north end to the intersection of 25th Terrace on the south end of the street on both sides.

Secondly, and probably most importantly, these vehicles cause visual obstruction on the road. Our neighborhood is home to many small children who ride bikes and play in their front yards and sometimes near the street, as happens when children play, and it is often difficult to see them due to the vehicles parked on the road.

I understand that due to certain living situations, it can be inconvenient for a family to have to shuffle cars in the driveway, however I believe that due to the volume of vehicles that park along the street in addition to the safety risks it can create, the public safety and nuisance concerns outweigh the inconvenience.

I also believe this issue would be fairly easy to resolve, as the majority of homes with vehicles parked along the street appear to have plenty of room in the large joined driveways that were created in this neighborhood due to its town home style. Each house has a two car sized garage in addition to a driveway space that can easily fit 2 vehicles.

Frankly, my wife and I were happy to receive the letter you sent, as this has been something we have been unhappy with since we moved here. In addition to the issues mentioned above, the vehicles parked along the street simply create a nuisance that seems to be likely unnecessary and avoided with minimal effort on the side of the street parked vehicle owners.

As a bit of a qualifier, I would like to note that I am a former police officer of 5 years at a department in Orange Park, Florida where I served as a field training officer and a police Corporal. I mention this only to give quality to my statements and convey my understanding of traffic laws, town/city issues, and public safety matters.

Thank you for the attention to this matter and it is my hope that the town can help resolve this issue and hopefully lead to a less congested and safer Surrey Dr.

Please contact me by phone or email with any questions or clarification on this correspondence.

James LaGue  
2312 Surrey Dr  
[REDACTED]

# Memorandum

## City of Lawrence

### Public Works Department

TO: David Cronin, City Engineer  
FROM: Nick Voss, Project Engineer  
DATE: October 13, 2017  
RE: Agenda Item for Transportation Commission 11/6/2017:  
Traffic Calming Request – Cedarwood Ave 25<sup>th</sup> to 26<sup>th</sup> Street

#### **Background**

In May 2017, the Transportation Commission received a request for traffic calming on Cedarwood Ave. between 25<sup>th</sup> Street & 26<sup>th</sup> Street. The requestor cited in increase in traffic, speeding and reckless driving as reasons for the requests.

#### **Details**

Cedarwood 25 <sup>th</sup> to 26 <sup>th</sup> Street						
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
Local	30 mph	No	No	No	North Half – West Side South Half – No Sidewalk	Curb and Gutter, 26-foot width, residential area

Traffic counts, 85<sup>th</sup> percentile speed, and cut through data was obtained for Cedarwood Ave in this region during October of 2017. The 85<sup>th</sup> percentile speed of traffic on Cedarwood was 31 mph, the 24-hour two-way traffic averaged 198 vehicles, and cut through traffic was 12%. The City of Lawrence Traffic Calming Policy is listed below:

Traffic-Calming Devices may be permitted on “local” streets as designated by the City’s Major Thoroughfares Map, and under any one of the following conditions:

- The 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, or
- The 24-hour two-way traffic volume is greater than 1000, or
- Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
- Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80% or more of the stated values.

The 85<sup>th</sup> percentile speed, 24-hour traffic volumes, and cut-thru traffic numbers do not meet the criteria for installing traffic-calming devices.

**Action Request**

It is staff recommendation the Transportation Commission deny the request for installation of traffic calming devices on Cedarwood Ave between 25<sup>th</sup> and 26<sup>th</sup> Street.

**Attachments:**

Traffic Calming Policy

Request Email

Map





# TRAFFIC CALMING POLICY

Resolution No. 6602, August 23, 2005

1. TRAFFIC-CALMING DEVICES may include but are not limited to Traffic-Calming Circles, Speed Humps and Speed Cushions, Speed Tables, Partial Diverters, Full Diverters, Center Island Narrowing, Chokers, and Road Closures; however, roundabouts are traffic management devices and are not subject to this policy.
2. TRAFFIC-CALMING DEVICES may be permitted on "local" streets as designated by the City's Major Thoroughfares Map, and under any one of the following conditions:
  - A. The 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, or
  - B. The 24-hour two-way traffic volume is greater than 1000, or
  - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
  - D. Where no single condition is satisfied, but where any two of A, B or C above are satisfied to the extent of 80 percent or more of the stated values.
3. TRAFFIC-CALMING DEVICES (except SPEED HUMPS) may be permitted on "collector" streets as designated by the City's Major Thoroughfares Map, under any one of the following conditions:
  - A. The 85<sup>th</sup> percentile speed of traffic is 5 mph or greater over the speed limit, or
  - B. The 24-hour two-way traffic volume is greater than 3000, or
  - C. Cut-through traffic comprises more than 50% of the traffic during the peak hour of the day, or
  - D. More than 50% of the frontage of the roadway consists of residential lots with the houses facing the roadway in question, or
  - E. Where no single condition is satisfied, but where any two of A, B, C or D above are satisfied to the extent of 80 percent or more of the stated values.
4. Traffic data will be collected with city personnel using city equipment only. In the event that a requested location does not meet the minimum requirements as stated in 2 or 3 above, subsequent requests will not be considered for a minimum of one year.
5. The Lawrence-Douglas County Fire & Medical Department, the Police Department, the Public Works Department and the Traffic Safety Commission must review all requests for TRAFFIC-CALMING DEVICES before being presented to the City Commission.
6. If a project is approved by the City Commission, the City Commission will determine financing of the construction. The City Commission may require 0-100% of the costs to be paid by the group or neighborhood making the request.
7. After a project is approved and funded by the City Commission, TRAFFIC-CALMING DEVICES will only be constructed at a location if 70% or more of the property owners within 300 feet measured along the centerline of the street in each direction approve of the installation or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
8. Once installed, TRAFFIC-CALMING DEVICES may only be removed at a location if more than 70% of the property owners and residents within 300 feet measured along the centerline of the street in each direction approve of the removal or if directed by the City Commission. The individual, group or neighborhood making the request shall be responsible for obtaining the property owners' and residents' approval in writing and submitting it to the city.
9. TRAFFIC CALMING DEVICES may initially be landscaped (if appropriate) by the city, provided that the group or neighborhood making the request agrees in writing to maintain the landscaping or pursuant to the payment of a landscape maintenance fee. No privately installed landscaping is permitted unless approved by the city in writing.

## Nick Voss

---

**From:** DONALD HAWLEY [REDACTED]  
**Sent:** Wednesday, May 10, 2017 5:52 PM  
**To:** David Cronin  
**Cc:** Scott McCullough; Nick Voss  
**Subject:** Re: speed bumps

**Categories:** Transportation Commission

Gentlemen;

As always thanks for your response to my request for a speed bump on Cedarwood (between 25th and 26th) similar to the the one that will be placed on Ousdahl in the future. If you lived here you might have a different take, but I am sure your following the correct protocol on the subject. This neighborhood has had so many changes of residents and the addition of the "senior cottages", etc. It would be difficult to track down the landlords and speak to the owners who have been here such a short while. But the increase in traffic trying to access Cedarwood is one of the reasons I proposed a device to reduce the speeding. There was nothing I could do with the constant speeders and reckless drivers but, I had the police talk to the parents who's children use the most dangerous stretch of the street as a skateboard park, general meeting place. Thanks as always to the Lawrence police to point out the danger to the negligent parents. Thanks to Scott for pursuing the promised sidewalk at least partway down Cedarwood maybe the new residents children can skateboard down the sidewalk and not in the middle of the street as they were. As always I have witnesses and pictures of some of the cars losing control because of excess speed, but for just me worrying about it I will just use more caution on that street. Thank you both so much for considering this issue.

Donald Hawley  
2551 Cedarwood

On Wednesday, May 10, 2017 12:00 PM, David Cronin <dcronin@lawrenceks.org> wrote:

Donald,

Traffic calming requests can be sent to: [transportation@lawrenceks.org](mailto:transportation@lawrenceks.org). Staff will review and place on future Transportation Commission agenda for consideration, thanks.

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

---

**From:** Scott McCullough  
**Sent:** Wednesday, May 10, 2017 10:21 AM  
**To:** 'DONALD HAWLEY'  
**Cc:** David Cronin  
**Subject:** RE: speed bumps

Donald,

Sorry to respond so late. I've been out of town. I'm passing the question on to our City Engineer for review and additional response if needed. My general understanding of traffic calming is that the idea is rooted in a neighborhood's desire for such and neighborhoods, or individuals, can bring the issue forward to the Traffic Commission for review and study. Traffic calming is not universally desired within neighborhoods, so neighborhood consensus is taken into account as well. The city is challenged with funding approved traffic calming projects and they are installed as funding allows and where consensus is reached.

**Scott McCullough**, *Director*

Planning and Development Services – [www.lawrenceks.org](http://www.lawrenceks.org)

City Hall, 6 E. 6<sup>th</sup> Street

P.O. Box 708, Lawrence, KS 66044-0708

office (785) 832-3154 | fax (785) 832-3160

*"Your opinion counts! Customer feedback helps us serve you better. Please tell us how we're doing by completing this short online Customer Satisfaction Survey: <http://lawrenceks.org/pds/survey/satisfaction>."*

---

**From:** DONALD HAWLEY [mailto: ]

**Sent:** Friday, May 05, 2017 4:39 PM

**To:** Scott McCullough

**Subject:** speed bumps

Scott,

I was reading in the paper about the installation of a speed bump between 25th and 26th on Ousdahl street. If you look at a map of streets in that area Cedarwood is just as crooked and more hilly than Ousdahl. Maybe I read the story wrong, but it sure would be nice to have one on Cedarwood. Not only the topography of the street, but the increase traffic from the "senior cottages" where elderly will now be entering the street. I just thought I'd ask if such a traffic speed reducer might be installed on Cedarwood. Other than that have a great weekend!

Donald Hawley

2551 Cedarwood



# Cedarwood 25th to 26th Street



150 75 0 150 Feet



# Memorandum

## City of Lawrence

### Public Works Department

TO: Transportation Commission  
FROM: Dave Cronin, City Engineer  
DATE: October 30, 2017  
RE: Agenda Item for Transportation Commission 11/4/2017:  
CDBG Sidewalk Gap Application

#### **Background**

The City of Lawrence has been making continuous efforts to complete existing sidewalk gaps to improve the pedestrian network. Community Development Block Grant (CDBG) funds have been instrumental in our effort to improve the walk-ability in the low to moderate income areas of Lawrence. Sidewalk segments have been selected with an emphasis on placing sidewalk on both sides of arterials and collectors, on one side of residential streets, along safe routes to school, and connecting residents to points of interest throughout the city.

#### **Details**

City Staff is proposing to apply for \$150,000 of CDBG funding for 2018. The application for the project is due December 1<sup>st</sup>, 2017. The application will include all missing sidewalk segments along SRTS, collector and, and arterial roadways within low to moderate income areas in Lawrence.

During the January 2018 Transportation Commission meeting staff will seek feedback on possible sidewalk projects to be constructed for any grant monies awarded.

#### **Action Request**

Approve Staff submission of CDBG funds for future sidewalk gap project.



# Memorandum

## City of Lawrence

TO: Transportation Commission  
CC:  
FROM: Jessica Mortinger, Senior Transportation Planner  
Amanda Sahin, Transportation Engineer  
DATE: October 30, 2018  
RE: Pedestrian & Bicycle Prioritization

### **Background**

In an effort to establish a data driven approach to selecting Pedestrian & Bicycle projects based on priorities identified in approved plans, staff presented a draft criteria to the Transportation Commission on August 7<sup>th</sup>. The Transportation Commission Study session on September 14<sup>th</sup> discussed the criteria and plans for an associated policy.

### **Project Update**

Since the study session, staff has been working on revising the criteria, drafting a policy and developing ADA ramp criteria. On October 31<sup>st</sup>, staff will present the criteria to the Independence Inc. Access Review Board and solicit their feedback on the criteria. A final draft will be presented to the Transportation Commission at the regularly scheduled December 4<sup>th</sup> meeting.

## Transportation Commission Complete Streets Subcommittee Minutes

October 5, 2017 at 4:00 pm at Wheatfield's

Attendees: Michele Dillon, Steve Evans, Kathryn Schartz, Dave Cronin

### Items discussed:

1. Need to look at the process first and then evaluate whether policy supports process
2. Look at how policy is used and how it's been used
  - a. Is it formally adopted? (yes)
  - b. Examples of how it's been applied (Kasold)
3. Define basic elements of Complete Streets (elements are on current policy)
4. What is the design process and how is it evaluated?

### Dave Cronin

- Look at national Complete Streets evaluation of Lawrence
  - Look at where we scored lower versus higher
  - 10 different categories that cities are rated on
  - Some cities have scored 100%
- How policy has been used
  - Some times where we've compared what we're doing with the policy
  - Have considered each project with all modes of transportation in mind
  - Kasold, East 9<sup>th</sup>
  - Iowa – 15<sup>th</sup> – didn't put sidewalk on east side of Iowa, because of topography/grades which would have been cost prohibitive.
  - Don't do a lot of data collection, progress reporting on how it's working
  - Needs to be an external review (ie: by Transportation Commission) to update or see how it's being implemented/used, and impact on safety
- Need to keep policy flexible so that commission isn't bound by policy, but that it's used as a guide

### Steve

- Need to think in terms of long-range vision to help evaluate projects such as Kasold

For next meeting, look at how similar initiatives have been used successfully in other cities.  
Links to Missoula, Montana Complete Streets initiative, Best of Complete Streets, 2016