



City of Lawrence

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CITY COMMISSION

MAYOR
ROBERT J. SCHUMM

COMMISSIONERS
MICHAEL DEVER
HUGH CARTER
MIKE AMYX
ARON E. CROMWELL

December 4, 2012

The Board of Commissioners of the City of Lawrence met in regular session at 6:35 p.m., in the City Commission Chambers in City Hall with Mayor Schumm presiding and members Amyx, Carter, Cromwell and Dever present.

A. RECOGNITION/PROCLAMATION/PRESENTATION

Mayor Schumm said the Old Fashioned Christmas Parade went very well this weekend and he thanked the observers and participants. He said over the weekend there was also an open house for the Lawrence Community Shelter's new facility, and he was very proud that the community has that facility. Also, the Santa Fe Station had an open house and it was nice to see how far they had come.

B. CONSENT AGENDA

Schumm said item number 10 would be removed from the consent agenda for separate discussion.

Prior to the meeting, consent agenda item number 11, was deferred.

It was moved by Amyx, seconded by Dever, to approve the consent agenda as below, minus numbers 10 and 11. Motion carried unanimously.

1. Approved City Commission meeting minutes from 11/20/12 and amended City Commission meeting minutes from 11/13/12.
2. Received minutes from the following boards and commissions:

Community Development Advisory Committee meeting of 10/11/12
Historic Resources Commission meeting of 10/18/12
Homeless Issues Advisory Committee meeting of 10/09/12
Mental Health Board meeting of 10/30/12
Traffic Safety Commission meeting of 11/05/12



3. Approved claims to 194 vendors in the amount of \$2,234,934.55 and payroll from 11/18/12-12/01/12 in the amount of \$1,968,577.39.
4. Bid and purchase items:
 - a) Approved purchase of computer hardware and software for the Lawrence Police Department from Eaglesoft for \$31,861.20 (hardware) and \$4,800 (software).
 - b) Approved emergency procurement of the replacement of the biosolids conveyor system for a total estimated cost of \$270,000.
5. Adopted the following ordinances on second and final reading:
 - a) Ordinance No. 8825, authorizing the codification of ordinances of the City of Lawrence, January 1, 2013 edition.
 - b) Ordinance No. 8823, to annex (A-12-00190) approximately 90 acres located east of Kansas Highway 10 (K-10) and north of W 6th Street adjacent to the Baldwin Creek City Park, generally bounded by E 902 Rd on the west and George Williams Way extended on the east. (PC Item 2A; approved 8-0-1 on 11/12/12)
6. Received update on the status of Special Use Permit, SUP-12-7-11, for the Lawrence Community Shelter, located at 214 W 10th St/944 Kentucky Street.
7. Concurred with the Traffic Safety Commission recommendations for the following:
 - a) Install a pedestrian hybrid beacon on Connecticut Street at 10th Street for Project No. PW1308 when funding allows, and authorized the submission of a Community Development Block Grant (CDBG) application for funding of this project. (TSC item #2; approved 6-0 on 11/5/12)
 - b) Establish a mid-block crosswalk on Kasold Drive between 27th Street & 28th Street and add to the list of future projects a pedestrian hybrid beacon. (TSC item #3; approved 5-1 on 11/5/12)
 - c) Denied the request for a stop sign on St. Andrews Drive at Tam O'Shanter Drive. (TSC item #4; approved 6-0 on 11/5/12)
8. Authorized the City Manager to sign a Long Term Care Agreement and pay a one-time lump sum of \$50,345.07 to the Kansas Department of Health and Environment for associated oversight and inspections related to the former Farmland Industries Nitrogen Plant site.
9. Authorized staff to negotiate an engineering services agreement with Burns & McDonnell for Project UT1209 – Taste and Odor, and Algal Toxin Water Treatment Process Evaluation. Any request to authorize the execution of a successfully negotiated contract would be withheld until the City Commission's approval of the required funding for the project.

10. THIS ITEM WAS REMOVED FROM CONSENT FOR SEPARATE DISCUSSION. Approved the City Park located at 19th and Haskell Streets to be named "Chief Jim McSwain Park," with the byline "Dedicated in honor of all Lawrence firefighters."
11. DEFERRED AT APPLICANT'S REQUEST. Receive request from Outside for a Better Inside for City maintenance agreement for proposed walking trail as part of Bert Nash project; refer to staff for report and preparation of agreement.
12. Authorized the City Manager to sign a lease agreement with 720, L.L.C. for the lease of 720 E 9th Street #2, for a total payment of \$30,375, for use as a storage facility for the Lawrence Public Library during construction at the current library site.
13. Authorized the Mayor to sign a Subordination Agreement for James and Patrice Krause, 1409 New Jersey Street.
14. Authorized the Mayor to sign Releases of Mortgage for Jan See, 921 Lawrence Avenue, and Robert Rose, 1415 Delaware.
15. Approved appointments as recommended by the Mayor.

Appointed Gary Knudson to a vacant Aviation Advisory Board position that expires 05/31/15.

Appointed Linda Bush to a vacant Community Development Advisory Committee position that expires 09/30/15.

Appointed Mike Brouwer to a Homeless Issues Advisory Committee position that expires 12/31/13.

Appointed Nicole Rials to a Lawrence Citizen Advisory Board position that expires 03/01/15.

Reappointed Chris Rogge to the Lawrence Douglas County Bicycle Advisory Committee for an additional term that expires 12/31/15.

Reappointed Joe Caldwell and Andy Clayton to additional Parks & Recreation Advisory Board positions that expire 12/31/16 and appointed LaRisa Lochner to a term that will expire 12/31/16.

Reappointed James Pavisian, Marion Hukle, and Mark Hurt to additional Public Transit Advisory Committee terms that expire 12/31/15.

Reappointed Lone Unruh to the Sister Cities Advisory Committee for an additional term that expires 12/31/15.

Regarding item number 10, renaming of the city park located at 19th and Haskell Streets, Mayor Schumm said this park had previously not been named. The recommendation came to us from the Parks Advisory Board to rename the park named "Firefighter's Remembrance Park",

with “dedicated in honor of Jim McSwain, Chief 1979-2005” included on the sign. Schumm said he had known Chief McSwain well and that McSwain had brought a lot of professionalism to the Department. He suggested that the park be renamed “Chief Jim McSwain Park, with the byline “Dedicated in honor of all Lawrence firefighters.”

Schumm called for public comment. None was received.

Amyx said he had worked with McSwain for a number of years and it had been an honor to work with him. He wholeheartedly supported the recommendation.

Moved by Amyx, seconded by Carter, to rename the park “Chief Jim McSwain Park, with the byline “Dedicated in honor of all Lawrence firefighters”. Motion carried unanimously.

C. CITY MANAGER’S REPORT:

David Corliss, City Manager, presented the report.

D. REGULAR AGENDA ITEMS:

1. **Consider authorizing the Mayor to execute an agreement with the Kansas Department of Transportation for the 9th Street, Tennessee Street to Kentucky Street improvements and consider adopting on first reading, Ordinance No. 8815, establishing no parking along the south side of 9th Street from Tennessee Street to Kentucky Street.**

David Cronin, City Engineer, presented the staff report.

Schumm asked if on option 1 you get four lanes plus the turn lane, plus 2 bike lanes.

Cronin said you get one westbound bike lane but you remove the eastbound bike lane.

The current eastbound bike lane to the west ends half a block away because of the dedicated right turn lane.

Cronin continued his presentation.

Schumm asked if option 1 is a C level of service, and 2 is a D/E.

Cronin said yes. He continued his presentation.

Schumm asked if the reason there is more traffic at 9th and Kentucky and 9th and Tennessee than at 9th and Vermont is because some of that traffic turns north or south on Kentucky or Tennessee.

Cronin said yes.

Schumm asked what service level option 3 was.

Cronin said option 3 would be a C as well. Option 3 is similar to option 1. He continued his presentation.

Schumm said when we redesigned 6th and Mass a long time ago, is now has a D level of service, correct? It came from lower up to D. He asked if Cronin knew others that were D.

Cronin said he didn't know off the top of his head. 6th and Iowa was an F.

Schumm said he would give Todd Thompson 10 minutes for his presentation.

Thompson said he was kind of beat up by this at this point. There are needs and concerns that need to be addressed, but he questioned whether this one block bike lane was worth the costs. He felt the memorandum was written to justify the original proposal rather than really look at the alternatives. He said he would like to keep the seven spaces adjacent to his business and the one next door. He said the spaces are almost always used on Sunday morning during church, and they are intermittently throughout the week. There is only one lane at Vermont Street. Cronin said traffic would increase as development increases, but it is still a funnel into one lane. He would like to see the three lane approach, with a turn lane and one lane each direction. He suspected the police department would concur that traffic needed to be slowed down approaching downtown. Narrowing to three lanes would give the visual cue that you are entering downtown. He said he watched today during the peak hour and he was not sure that we were not over-addressing a problem that doesn't exist. Traffic could certainly move better, but in 9 years he has not seen a huge number of bicycles going east toward downtown. He was not convinced that the level of service degradation complies with the result the engineers wanted. He was worn down by this. He wants to keep the parking, but he realizes it is the city's.

Mayor Schumm called for public comment.

Lisa Holbrook, Bicycle Advisory Committee, said she wanted to address this as a cyclist and a driver. The primary concern was safety. The bicycle lanes on 9th connect 9th to downtown and are part of an overarching program. A bike lane on both sides of 9th increases safety for bikes and cars, and is important to increasing bicycling. This is a part of connecting various methods of transportation. Whichever option you choose, and she said she agrees with option 1, she is most concerned with continuing the bike lanes.

Joe Douglas said he was a long time cyclist and he rode on 9th frequently. A lot of people are not comfortable on a lot of streets in Lawrence. Anything we can do to make streets safer and more inviting would benefit the community in a variety of ways. As a taxpayer he was ambivalent about the parking elimination, but any kind of plan that increases the use of bicycles would have considerable rewards for the city.

Charlie Bryan, Complete Streets Committee, said he wanted to take a step back and remind the commission about the climate protection plan and peak oil plan, which both reference the complete streets policy. It was important to elevate safety of all members of our community. Passage of the complete streets policy was nationally recognized. Commissioner Carter had recognized that we need to be a leader in carrying out the complete streets policy. This is an opportunity to do that. Some of the groups that participated in the committee include the Chamber of Commerce, The Association of Neighborhoods, and others. Those members have asked for the committee to continue to exist and we have met twice since the creation of the policy. The widening of any street has costs and safety concerns for pedestrians.

Carter asked Bryan what his preference of the options was.

Bryan said he was trying to avoid saying that, but he would choose the option most consistent with the policy and fiscal appropriateness. Options that widened the street both increased costs and decreased safety. It looked like Option 3 didn't increase the width.

Carter said option 1 doesn't provide an eastbound bike lane.

Bryan said that would not be as complete as a road that has both.

Chris Tilden said he wanted to provide a different perspective and context. He was really impressed with the exciting developments in the community. One project that perhaps has not been as prominent has been the development of a community health plan. It has involved many stakeholders outside of the health department and was truly a community plan. There were 5 priority areas and committees working around them. One of them was creating the right policies and system to create an environment to promote physical activity. Complete streets do that. He supported the plans that adhered to the complete streets policy and incorporated the bike lanes. He urged the commission to recall why you supported the adoption of the complete streets policy when considering requests for variance from it.

Susan Johnson, Live Well Lawrence, said they are focused on increasing physical activity. There are certainly opportunities to increase the ability to get around on bikes in Lawrence. We want to make sure that when we have an opportunity to support the complete streets policy we take advantage of it. We need to look at ways that encourage walking and bicycling. The original design with bike lanes on both sides, we want to support that.

Mike Myers said he supported anything we can do to increase the walkability, bike-ability and safety of our Streets. He liked the original option.

Michael Almon, Sustainability Action Network, Chair of the Electric Bicycle/Vehicle Committee, said this project is a milestone. It is the first construction project, to my knowledge, incorporating elements of our new Complete Streets Policy. Public Works now looks at each auto project with an eye for enhancing pedestrian, bicycle, and transit options. I want to commend David Cronin and Chuck Soules for their leadership. Over the years I've come to realize that land use code is esoteric jargon to most people. For example, they have a hard time visualizing what a commercially zoned row of houses could become. Generally they know only what they see – the houses, not the zoning. So it comes as no surprise that Lawrence's various bicycle policies and plans are not on Todd Thompson's radar. When he sees only a fragment of what the community has planned to be a bicycle corridor from downtown to at least

Engel Rd., possibly Avalon, all he sees is this current project, “a one block bicycle lane” as he put it. By his selective reality perception, he is missing the big picture. He is focused mostly on one detail – what he claims to be “his” on-street parking. To put this in context, Mr. Thompson owns a private lot of 17 parking spaces for his exclusive use, but the entire community owns the on-street parking. Removal of these four spaces could hardly be considered a hardship for his business. His zoning requires a minimum of 9 off-street spaces. He has 17, which on any given day show only 6 are in use. What the Commission does, what your job is, is to allocate public resources among many competing interests. In this case, bicycle safety greatly outweighs underutilized street parking. I'd like to recap the relevant plans and policies that have bearing here. The 1999 Bicycle Compatibility Index designated eleven streets as priority for bicycle lanes, 9th Street being the most heavily used and with the highest bicycle-auto accident rate. The Bicycle Works Program was adopted in 2000 to implement the BCI Plan. The Lawrence-Douglas County Bicycle Plan which also includes 9th Street bicycle lanes, was adopted in 2004. Lawrence also enacted the policy to install bicycle lanes segment by segment, only at times of roadway improvements. The Complete Streets Policy was adopted in March this year, and applies the same construction protocols, but to the entire bicycle network, not just the 11 BCI designated streets. As the 9th Street bicycle corridor advances, it is irrelevant that Ohio to Tennessee, or Kentucky to Vermont, have no bicycle lanes yet. They will, possibly as the next segments. But Tennessee to Kentucky is the segment de jour. If Lawrence fails to build this segment now, the entire corridor continuity will disintegrate. Three plans and two policies call for these bicycle lanes here, the result of lengthy community decisions. So the question is not “whether to install both bicycle lanes here”, but rather “how to install them”. Sustainability Action could live with either Option Original or Option 2. But I'm going to recommend Option 2 with on-street parking, not because Mr. Thompson deserves it, but because it is more complete. Option 2 moves auto traffic as well as, if not better than, Option Original. Consider – what exists now, functionally, are one through lane each way and one turn

lane each way. About 80% of the time, the two center lanes are not through lanes, but blocked by turning traffic. So two east-bound through lanes really do not exist. Option 2 has that same one east-bound through lane, and double the current west-bound through lanes. But even more efficient, this design creates predictability, which adds capacity. Most desirable is that Option 2 allows for the east-bound bicycle lane to physically connect in proper alignment with future bicycle lanes in the two adjoining blocks. And by adding bulb outs at Tennessee and Kentucky, pedestrian crosswalk safety is enhanced. Don't split the baby in half. We can have it complete between Tennessee and Kentucky.

Thompson said the personal nature of the last comments was inappropriate, but ironically they were kind of on the same page. After the last meeting he said he talked to the city engineer about one through lane. Mr. Almon makes an excellent point because once there is a turn lane the through traffic would become more efficient. He said he would love to see option 2. It has a cost, but the cost for saving these spots is much less than the cost of adding the same number of spots in the garage. He said he has never said he doesn't want bike lanes. He would love to see option 2. The seven spaces do get used, especially on special event weekends.

Michael Court said he lived in Lawrence for 2.5 years. His comment, anecdotal from his observations from Overland Park, was that people went out and exercised next to the 4 lane divided roads and later many of them developed cancer. The people he saw that exercised in other places did not develop cancer to the same degree. Burning gasoline generated dangerous chemicals. There is a real impact that happens when gasoline fumes are let off near roads where people exercise.

Carter asked staff thoughts regarding the level of service and the impact of having the center turn lane.

Cronin said the level of service was calculated with the City's existing traffic volumes and simulating those with the different lane configurations. It would increase delay in eastbound

traffic which would decrease the utilization of each intersection slightly with would go from a C to a D and a C to an E. It's hard to weigh what exactly would occur with the existing signal timing.

Carter said it was hard to weigh Mr. Almon's comments, but it made common sense and that was why there were people who could put science to it and he was relying more heavily on that than his gut feeling.

Schumm asked if there was information indicating the volume of the traffic at the intersection changing over time.

Cronin said we had traffic counts from 2011 and 2012 and they were pretty comparable. Going back further we probably had data from 4 years ago and 8 years ago.

Schumm said his concern was if we have a D or E service level now, we could see it slide down the scale as the number of people downtown picks up.

Amyx said when we talk about the ratings of the intersection, they are based on the 30 second timing of the lights on the streets. We can make adjustments to that if we see failures. He asked what the rating of 9th and Massachusetts Street was.

Cronin said we didn't run a simulation on that intersection. It was a 3 lane section so there was less capacity, but there was less volume than at Tennessee and Kentucky.

Amyx said option 2 takes in a number of the goals we had as a community. Maintaining parking and having the lanes necessary to accommodate people traveling by bicycle and as pedestrians.

Schumm asked what the staff recommendation is, in regards to pure traffic functionality.

Cronin said it was the original design.

Schumm asked why.

Cronin said for the future capacity versus the parking.

Schumm asked if we were discussing this because of the traffic accidents.

Cronin said yes.

Dever said we were talking about the level of service decreasing from its current status if we go with option 2

Cronin said correct.

Dever said the lane of traffic disappeared at Vermont.

Cronin said correct.

Dever asked if all the lanes were being utilized between Kentucky and Vermont in the model.

Cronin said yes.

Dever said it was pretty narrow.

Cronin said the lanes were 12 feet.

Dever said by removing that lane we reduce the functionality of the street right there. Your recommendation was to improve that one stretch of road. He asked Cronin if he recorded the level of service on 9th between Kentucky and Vermont.

Cronin said no.

Dever said option 2 created this one street long area of refuge for a bicyclist. He said he understood that they needed to grab these and implement complete street options when they could. He said option 2 sets up that lane and continues it by having that bike lane just north of the right hand turn lane. It created a refuge and actually puts it to use through the intersection of Tennessee and then through that one block. He said he saw a gain because there was a spot where bicyclists can continue through that intersection with some sort of refuge and then move on and stay aligned with the street pattern past Kentucky. He said the 2nd option enhances that option of putting in a bike lane. The other options did not seem to be as good as option. The problem with option 2 was that they were effectively reducing the surface limits of that block. Without any knowledge of what the level of service was on 9th Street, east of Kentucky, it seemed like it was surfacing the local traffic and was not meant to be a throughway and most people that would take that street would be turning left or right somewhere and it

would slow traffic down. He said he agreed that it would be nice to have two lanes at that location, but they were trying to manage expectations such as parking, complete streets philosophy and improvements to the intersections. He said if they went with option 2, what benefit would be gained from a usability standpoint on 9th Street?

Cronin said you would get a continuous bike lane, but you would get more delays if you are traveling eastbound in a car, but either can work. Option 2 is probably the preference for bicyclists. There are pros and cons.

Dever said the greatest gain with that is to the bicyclist community and complete streets. There would be a slightly negative impact on the vehicular traffic.

Schumm said you measure each intersection by its capacity to move traffic in each direction. Even if you had a lesser intersection to the east, you are facilitating better movement up the road. There is an attempt to reduce traffic at 9th and Mass. First of all, he wanted to take care of the bicyclists, but he hated to do it by lowering the efficiency of our intersections entering downtown.

Carter said he agreed. Charlie did a good job with the history of the complete street policy. He didn't see this as a huge test. Costing more isn't the same as cost prohibitive. This isn't cost prohibitive. Unless there is some critical reason or the costs are really high, we should adhere to the policy. He knew it was just one block of bike lane, but it is a critical one block to get bike traffic through. It is already well traveled by bikes. We are adding density and this will be even more important in the future. The future capacity issue versus the parking was the issue. If we are looking at increasing density, even if this is one block, I can't see doing anything that would lower the level of service. He said he would be in favor of the original design. It addresses complete streets and doesn't reduce the capacity. These parking spaces are really for this business and they have parking behind the building. Given all that, he said he was in favor of the original design.

Cromwell said from a policy standpoint he favored the original design. The parking spaces just weren't heavily utilized. Lowering the service when we are talking about increasing density didn't seem prudent. He said the original design was the one he liked.

Amyx said looking at option 2, let's compare to option 3. That would cost an additional \$16,500, but you would get two dedicated lanes.

Cronin said yes.

Amyx said it seemed to him that might make more sense by spending a little bit more. The most important part of this for safety is the center turn lane. We are taking parking off for a period of time nearby for the busses. Parking is so important downtown. It seemed to him that option 3 might be able to take care of all the concerns.

Carter asked if what Amyx said was correct.

Cronin said yes, we would need the additional right-of-way.

Schumm said option 3 was the original proposal with additional pavement to save the parking on the south side.

Cronin said yes.

Dever said we would take three spots.

Schumm said the \$16,500 includes everything?

Cronin said everything but the purchase of additional land.

Schumm asked Thompson about the additional right of way.

Thompson said option 3 moves the parking 8 feet closer to the building. It is a matter of figuring out where the right-of-way is.

Schumm asked if he would donate the right-of-way to allow use to the city.

Thompson said yes, if it wasn't too close to his front door. The key was showing him where that line would actually be.

Corliss suggested an easement might be better to accomplish Thompson's goals.

Schumm said there seemed like consensus to go with option 3 if there were no costs to acquire the space. If the landowner wasn't willing to do that, the original proposal seemed like the preferred option.

Dever said he would like to see how they could line up the bike lane properly for traffic moving east. He said he was looking at all the plans and it seemed there was no way to do it. Option 2 called for a lane that funneled traffic to the east at the intersection of Tennessee and asked if there was a way to put markings on the west side of Tennessee on 9th Street in order to get this bike lane utilized.

Cronin said on option two?

Dever said with option 2, because of the location of the street, the 5 foot bike lane was lined up north of the right hand turn lane and had flowed directly into the bike lane.

Cronin said yes.

Amyx said option 2 had a dedicated through lane that directed you into downtown. You could line up the future bike lane along 9th Street. The additional cost would be negligible. The only option that addressed service level, other than the original recommendation, was option 3 that permitted parking in front of Thompson's building. It would dedicate the additional right-of-way or easement if it wasn't too close to Thompson's building and pay the additional monies that gave you the two lanes that directed you into downtown. He said his first choice was option 2 because they could live with the dedicated single lane into downtown, but if we wanted to move it along to make it more efficient in the future he suggested looking at option 3.

Schumm asked if someone wanted to make a motion. It seems like option 3 would work, and the original one would too but we would lose the parking. For \$16,500 you would end up with 3 spaces and that is a bargain.

Carter said if that was the motion it would be contingent on receiving the right of way. If we don't receive we go to the original proposal, or it comes back to us?

Amyx said he can't support the original, option 2 works better for him.

Carter said if the motion to go with 3 passes, there wouldn't be another motion.

Moved by Carter, seconded by Cromwell to recommend option 3, contingent on the adjacent property owner donating the necessary property interests to the city. Motion carried 4-1 with Dever opposed.

2. Direct staff concerning the 2013 Legislative Priority Statement.

David Corliss, City Manager, presented the staff report.

Amyx said regarding the wording to "strongly oppose" the change to grocery sales taxes, would it be fair to assume that if a citizen has an extra \$1000 that they would spend it elsewhere in the community?

Corliss said absolutely. If you save some money on sales tax on groceries, you may turn around and spend it elsewhere, but our view would be that it would be lost revenue to us. If we are going to lose 10% of our sales tax revenue he would be concerned about what commitments we want to make regarding spending decisions.

Amyx said we all know people having a hard time. Would it help some people? Absolutely. He might be concerned about saying we are "strongly" opposed.

Corliss said the point was well taken. There may be opportunities to replace the revenue. When the state took away property tax on machinery they said they would replace the revenue, but over time that commitment went away.

Carter said in doing the math on that, if someone saved \$1000 in taxes and spent it somewhere else, we are going to only gain the taxes on that, so we would lose almost all of it as revenue.

KT Walsh said she appreciated Amyx's comments. Food sales tax is a regressive tax. Food stamps are going to be cut dramatically in 2013. It would also be lovely to include something about the arts. She would like to see a statement about getting NEA money back and participate like other states do.

Melinda Henderson said she really cared about the city of Lawrence. She said you have not heard her speak as one of the faces of poverty in Lawrence, and she said she was here to do that tonight. She said she hasn't always been one of those faces but she has been for a few years. She was very fortunate to have good friends. If not for a friend who allows her to live rent free in his house, she would be a resident of the shelter. She wanted to speak regarding the sales tax on groceries. She wanted to give you an idea of poverty in Lawrence. The biggest amount of poverty was in zip code 66044. If you assumed all you made was your city commission salary of \$9000, which is about what I make, you would get about \$16 a month in food assistance. Let's assume I spend \$200/month on food, times 8.85 percent, it would save a substantial amount, \$212.40. For at least 16,000 residents, 1 in 5, that is a large amount of money. A flu shot is \$17.50. It would take a month of those sales taxes to pay for that. Our governor has also gotten rid of the sales tax rebate on food. She doesn't believe it is her fault that there are not enough good jobs in Lawrence and age discrimination is rampant. It is obvious that the governor doesn't care about people like her living in Kansas, but she does want to feel welcomed in her own community. This statement in our legislative priority statement does not make her or others in the community feel welcome. Sales tax on food and groceries is an amazing hardship on a lot of people in this town. My preference would be that you don't say anything about this issue in your statement.

Marci Francisco said she appreciated the efforts to draft a legislative policy. It has been helpful over the years. She said she had found over the years that the policy statements allowed the city and county managers to respond quickly to her when she had contacted them about legislative issues. She was disappointed that the legislature had gotten rid of the rebate of sales tax on food. She said the language could be amended to say that the city opposed the change without a replacement of the funds from another source. In the section on local taxing and spending decisions, there was a reference to grocery sales taxes as such an issue, and she thought that was not a proper example. She said she could support the commission and our

citizens in trying to follow these recommendations you are making. She appreciated the comments regarding the arts. She said in some good news, there was support for money for a water plan. A final concern was about the local environmental protection program, which was funding for local health departments to have funding for septic inspections. Those dollars had been cut by the governor.

Carter said given Lawrence's art community, we are a leader in that area. A statement in support of the arts could be appropriate from us. He was fine with the rest.

Schumm said he was fine with the arts. The chances of getting any money for the arts may be remote, but we should at least let them know the arts are alive and well here.

Amyx said he supported a statement regarding the arts. It is becoming a big time arts district in downtown and in east Lawrence. The changes suggested by Francisco were very appropriate.

Cromwell said he supported a statement about the arts and Francisco's suggestions.

Corliss asked if he could put in a statement about a "guaranteed" replacement of funds.

Schumm said it would be wise to endorse some kind of tax credit or rebate for low income people; that would be a suitable position as well. He didn't think the sales tax would go away, but we could help by reinstating the rebate at the state level.

Corliss said on the unfunded mandates, the mayor had expressed a concern about concealed carry.

Schumm said he was concerned about that and he supported addressing it.

Corliss said regarding keeping the ability to prohibit concealed carry in city buildings, he said he assumed we are opposing mandates that restrict our local authority.

Schumm said it was pretty clear that a gun bill would be introduced, and he wanted a sentence explicitly opposing concealed carry in city buildings.

Francisco said the state had money for the arts, but no staff or plan which were both requirements to receive the federal funds. We are really asking for action on those items.

Mayor Schumm asked if the document would come back to us for approval.

Corliss said yes.

E. PUBLIC COMMENT:

None.

F. FUTURE AGENDA ITEMS:

David Corliss, City Manager, outlined potential future agenda items.

G: COMMISSION ITEMS:

None.

H: CALENDAR:

David Corliss, City Manager, reviewed calendar items.

Moved by Amyx, seconded by Dever, to approve the 2013 City Commission meeting calendar. Motion carried unanimously.

I: CURRENT VACANCIES – BOARDS/COMMISSIONS:

Existing and upcoming vacancies on City of Lawrence Boards and Commissions were listed on the agenda.

Moved by Amyx, seconded by Cromwell, to adjourn at 8:46 p.m. Motion carried unanimously.

MINUTES APPROVED BY THE CITY COMMISSION ON JANUARY 3, 2013.



Jonathan M. Douglass, City Clerk