



City of Lawrence, Kansas

TRANSPORTATION ENHANCEMENT PROGRAM

HASKELL RAIL TRAIL



BICYCLE AND PEDESTRIAN CATEGORY



February 2013



City of Lawrence, Kansas

TRANSPORTATION ENHANCEMENT PROGRAM

Haskell Rail Trail

Submitted by:



**The City of Lawrence, Kansas
And
The Lawrence/Douglas County Metropolitan Planning Office**

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City of Lawrence, Kansas

1. Application Form



Transportation Enhancement Project

APPLICATION FORM 2013

PRIMARY CATEGORY: Pedestrian/Bicycle DATE: 1/31/13 Sq. ft.
 REQUESTOR: City of Lawrence PROJECT AREA/LENGTH: 4142 LF miles acres
 GOVERNMENT AGENCY: City of Lawrence COUNTY: DG
 PROJECT LOCATION: Between K-10 (23rd Street) and 29th Street along existing Haskell Rail Trail

PROJECT DESCRIPTION: Place concrete trail to connect the Burroughs Creek Rail Trail to the proposed South Lawrence Trafficway Trail

COST ESTIMATE:	Current 2013 Cost
Construction Cost:	\$ <u>201,330.50</u>
Right-of-Way Cost:	\$ <u>0</u>
Utility Adjustment Cost:	\$ <u>0</u>
Construction Engineering:	\$ <u>17,507.00</u>
2013 TOTAL PROJECT COST:	\$ <u>218,837.50</u>

Nicholas C Voss
 Contact Person
Project Engineer, Public Works
 Title
6 E 6th Street
 Street Address
 Mailing Address
Lawrence, KS 66044
 City and Zip Code
 Phone # (785) 423-3863
 Fax # (785) 832-3398

% Federal Aid Requested: 80 %

% Local Match* 20 %

* Minimum of 20%

email address: nvoss@lawrenceks.org

Nick Voss
 Signature of Contact Person

Please circle any secondary categories:

- Scenic & Environmental items
- Pedestrian/Bicycle items
- Historic items

Postmark by February 15th, 2013 to:

Kansas Dept. of Transportation
 Eisenhower State Office Building
 Bureau of Transportation Planning
 700 SW Harrison Street
 Topeka, KS 66603-3754



City of Lawrence, Kansas

2. Dfc^Ym8 YgW/dhcb



City of Lawrence, Kansas

We are pleased to submit this application for 2013 Transportation Enhancement Funding. Lawrence is proud of its achievements in cycling, culminating with the recognition of Bicycle Friendly Community status by the League of American Bicyclists. Being the third Bicycle Friendly Community in Kansas and the 51st in the nation comes with a great sense of pride and responsibility. This application furthers the commitment of the City of Lawrence to enhancing the lives of its citizens by providing the best, safest recreation and travel opportunities available. The MPO endorsed this application on January 17th, 2013. A letter of submittal concerning this application has been included in the Letter of Support section of this application.

Project Location

The proposed project is geographically located in eastern Lawrence. As seen on the Site Map, this planned Shared Use Path runs north-south from 29th Street to K-10 (23rd Street). This provides an essential connection between the proposed South Lawrence Trafficway Shared use Path to the Burroughs Creek Rail Trail Shared Use Path. It effectively links all of eastern Lawrence with a north-south trail along an abandoned railroad corridor from the proposed South Lawrence Trafficway Trail to Prairie Park and Mary's Lake to Haskell Indian Nations University to downtown Lawrence. The trail will provide essential north – south movement in the eastern area of Lawrence and make it easier to get to and from downtown to southeastern portions of our community. This improvement would provide immediate benefits to the bicycling community from both a safety and mobility perspective.

Project Descriptions

The Haskell Rail Trail was the first operational rail trail in the state of Kansas. The proposed project would place a 10 foot wide 6" thick fiber reinforced Shared Use Path on top of the existing limestone screening surface trail. This uses the existing trail to provide a cost effective solution to adding a Shared Use Path between 29th Street and 23rd Street.

To the North the Haskell Rail Trail connects to the Burroughs Creek Rail Trail. The Burroughs Creek Rail trail runs along city parks including the parks on 19th Street, Haskell Street, Prairie Park, and Hobbs Park. It connects the East Lawrence Neighborhood Association, the Brook Creek Neighborhood Association, the Woods on 19th Homeowners Association and the Barker Neighborhood Association. It also provides a safe connection for east Lawrence residents to downtown Lawrence with a hybrid pedestrian beacon at 11th Street and 19th Street and raised crosswalks at 13th Street and 15th Street.

To the South the Haskell Rail Trail will connect to the proposed section of the South Lawrence Trafficway. The soon to be constructed section of the South Lawrence Trafficway will include a shared use path from K-10 and Haskell to K-10 and Iowa where it will connect with the existing South Lawrence Trafficway Trail. The existing South Lawrence Trafficway Trail passes through both residential areas and parks. It also makes connections to the Clinton Parkway Trail that runs east from the South Lawrence Trafficway for four miles along Clinton Parkway.



City of Lawrence, Kansas

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City of Lawrence, Kansas

DETAILED COST ESTIMATE

Project Title.

Haskell Rail Trail	Feet	4142
	Width	10

Estimate By: Nicholas Voss
Public Works - Project Engineer

Date: January 15, 2013

ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
1 Mobilization	1	L.S.	\$ 5,000.00	\$ 5,000.00
2 Earthwork	1	L.S.	\$ 5,000.00	\$ 5,000.00
3 Concrete Pavement 10' x 6" Conc Shared Use Path	4602	S.Y.	\$ 35.00	\$ 161,070.00
4 Seeding & Erosion Control	1	L.S.	\$ 2,000.00	\$ 2,000.00
5 Traffic Control	1	L.S.	\$ 2,000.00	\$ 2,000.00
Subtotal:				\$ 175,070.00
Construction Engineering 10%				\$ 17,507.00
Contingencies 15%				\$ 26,260.50
Total:				\$ 218,837.50



City of Lawrence, Kansas

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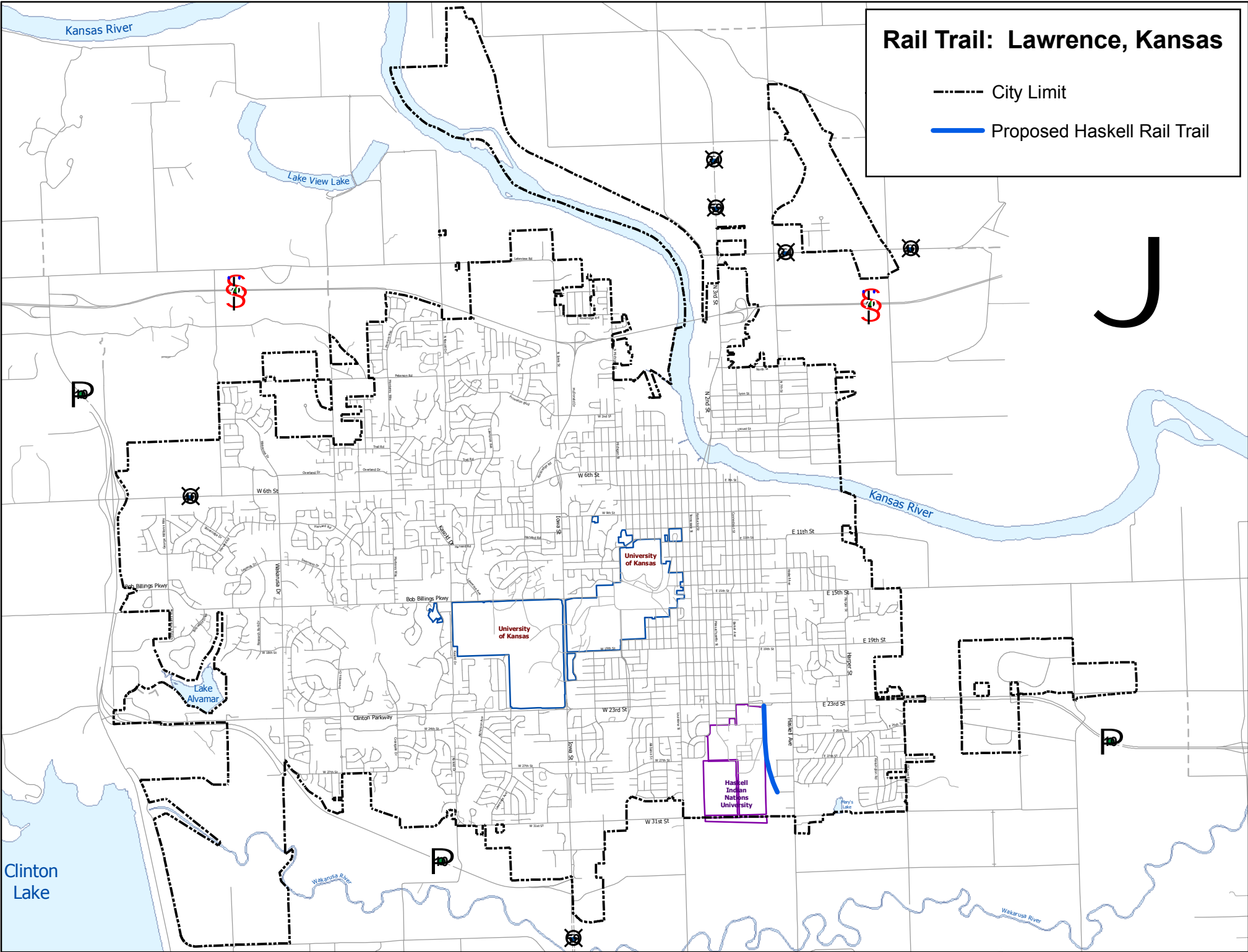
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Rail Trail: Lawrence, Kansas

----- City Limit

— Proposed Haskell Rail Trail



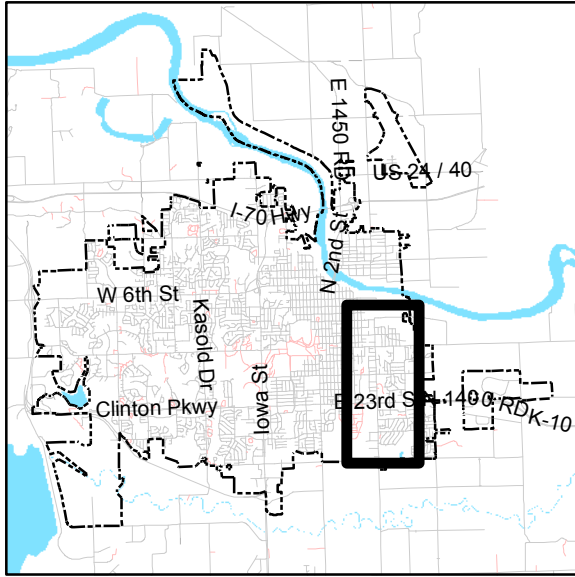
Lawrence Rail Trail

- Proposed Haskell Rail Trail
- Burroughs Creek Shared Use
- Existing Bike Lane
- Existing Bike Route
- Existing Shared Use Path
- Future Bike Lane
- Future Bike Route
- Future Shared Use Path
- Existing Parks near Trail
- Railroad ROW
- City Owned Properties
- Rail Trail Area
- Parcels

Trail Length

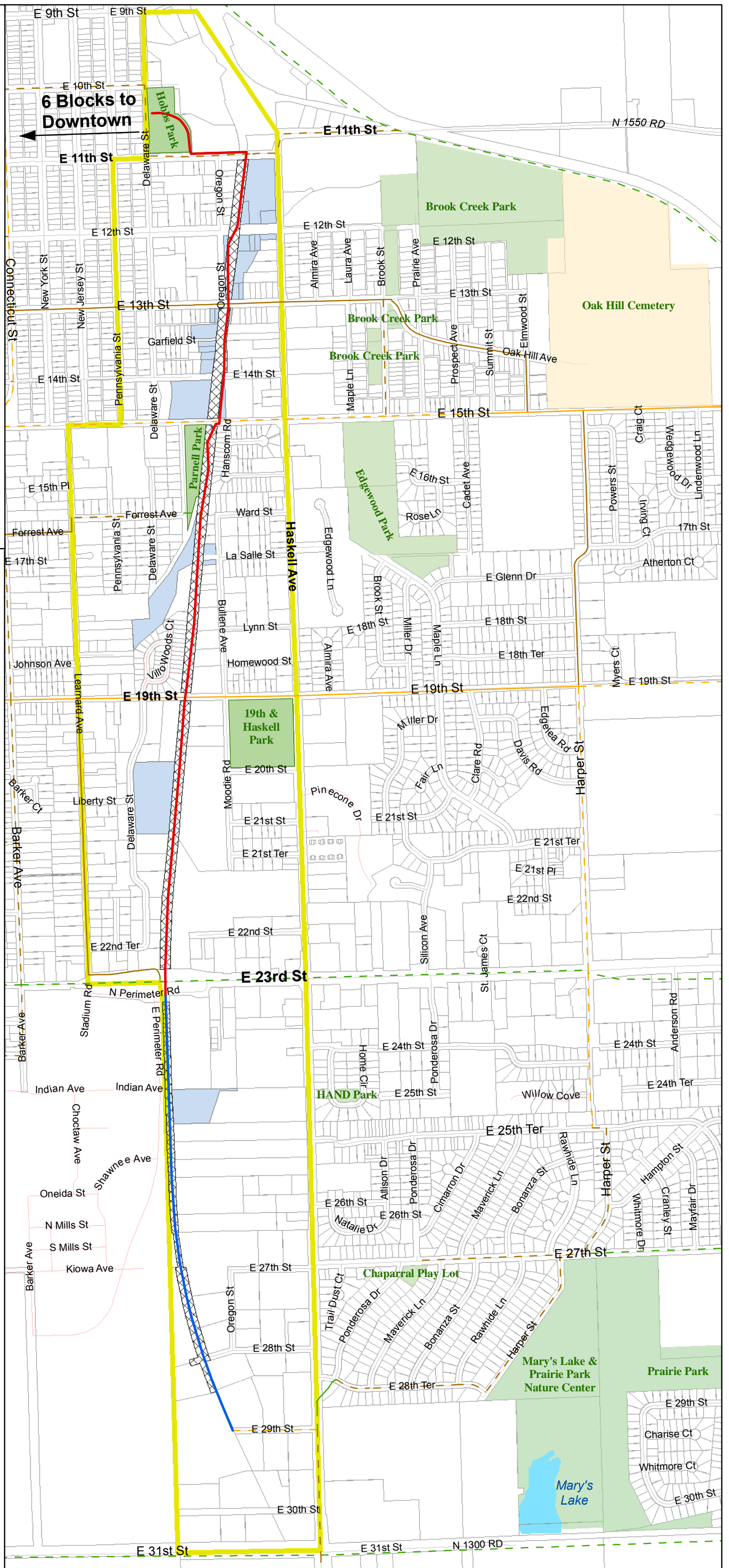
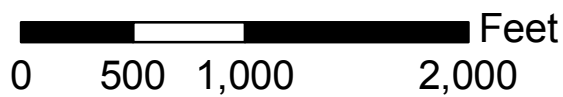
Burroughs Creek Rail Trail
 Length: 9078 ft (1.7 mi)
 Proposed: 4142 ft (0.8 mi)

Lawrence, Kansas



Disclaimer Notice:

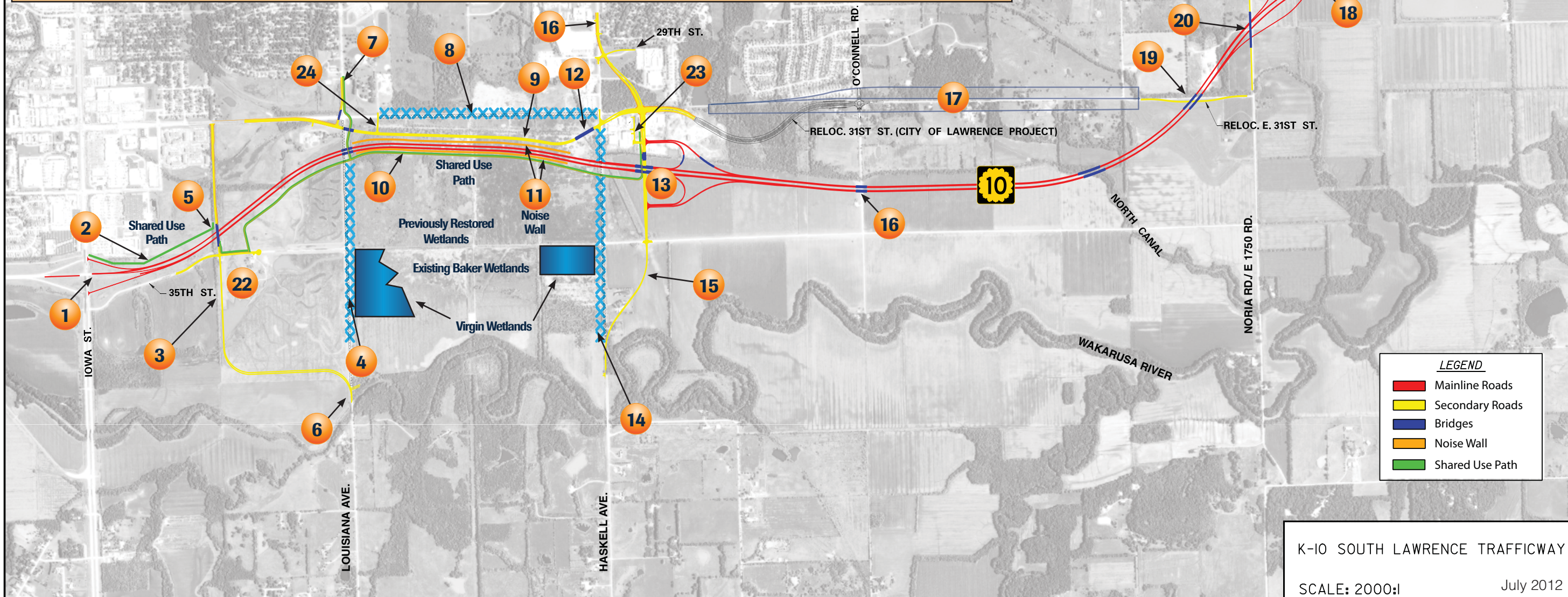
The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, 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.



6 Blocks to Downtown

South Lawrence Trafficway Map

1. Complete diamond interchange at Iowa Street
2. Shared use path along north side of K-10
3. Relocate Louisiana Street south of 31st Street
4. Remove existing Louisiana Street
5. Relocated Louisiana Street goes over K-10
6. Relocated New Louisiana Street ties into existing Louisiana Street
7. Relocate Louisiana Street north of 31st Street, connects eastern sidewalk into new shared use path (under 31st Street and under K-10)
8. Remove existing 31st Street
9. Relocate 31st Street
10. Shared use path
11. Noise Walls (S. side of SLT and between SLT and relocated 31st Street)
12. Bridge over historic berm
13. Folded diamond interchange at Haskell Avenue
14. Eradicate existing Haskell Avenue
15. Relocate Haskell Avenue
16. K-10 over O'Connell Road
17. City 31st Street construction project/potential county 31st Street project
18. Fully directional interchange
19. K-10 over relocated E. 31st Street
20. Noria Road/E. 1750 Road over K-10
21. Noria Road/E. 1750 Road over 23rd Street
22. Wetlands education and research facility
23. Horizon Frontage Road
24. Firehouse entrance



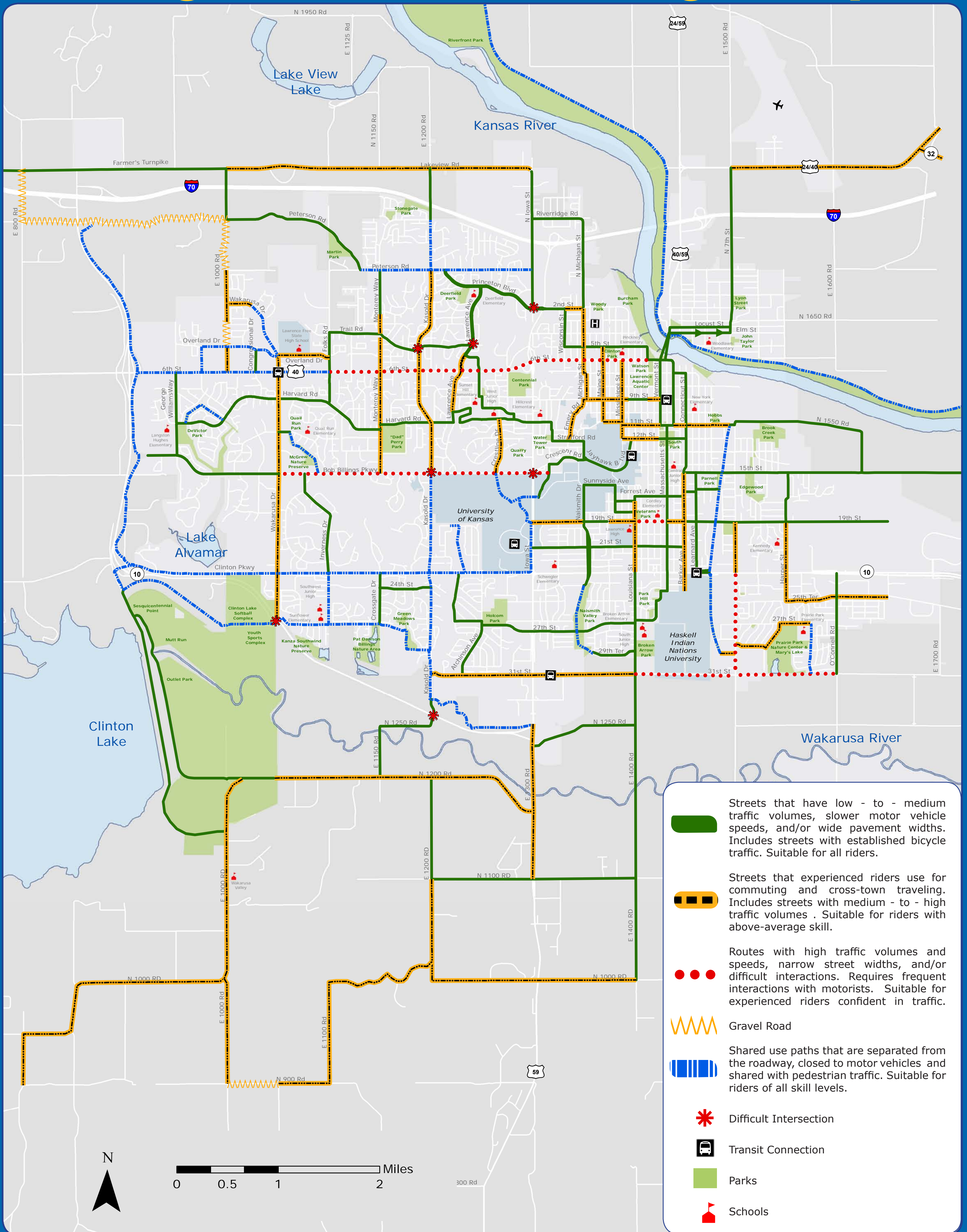
LEGEND










- Mainline Roads
- Secondary Roads
- Bridges
- ▨ Noise Wall
- Shared Use Path

K-10 SOUTH LAWRENCE TRAFFICWAY
 SCALE: 2000:1
 July 2012

Bicycle Rideability Map

BE VISIBLE, BE PREDICTABLE, BE SAFE >> RIDE LAWRENCE.



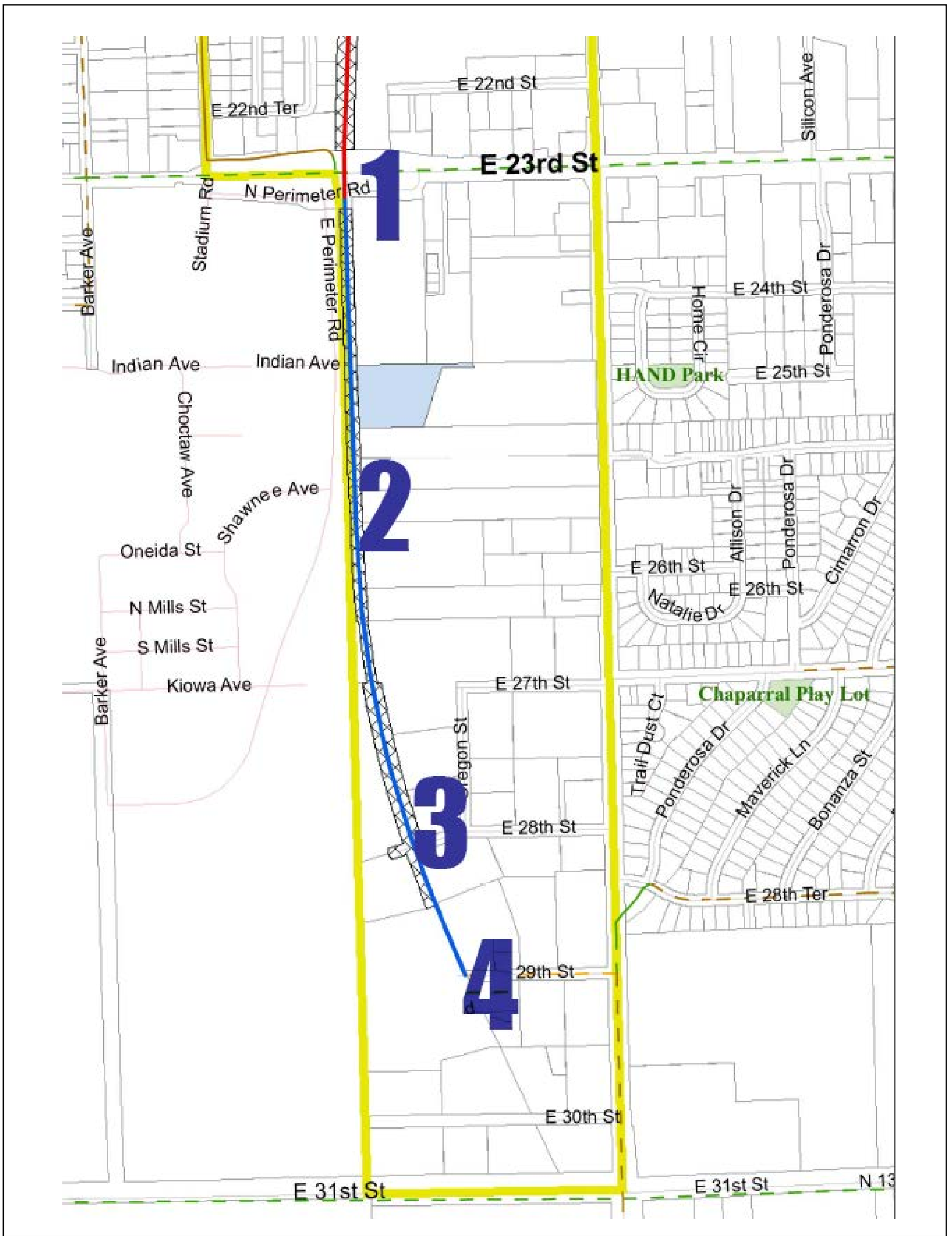
-  Streets that have low - to - medium traffic volumes, slower motor vehicle speeds, and/or wide pavement widths. Includes streets with established bicycle traffic. Suitable for all riders.
-  Streets that experienced riders use for commuting and cross-town traveling. Includes streets with medium - to - high traffic volumes . Suitable for riders with above-average skill.
-  Routes with high traffic volumes and speeds, narrow street widths, and/or difficult interactions. Requires frequent interactions with motorists. Suitable for experienced riders confident in traffic.
-  Gravel Road
-  Shared use paths that are separated from the roadway, closed to motor vehicles and shared with pedestrian traffic. Suitable for riders of all skill levels.
-  Difficult Intersection
-  Transit Connection
-  Parks
-  Schools

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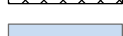
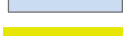



City of Lawrence, Kansas

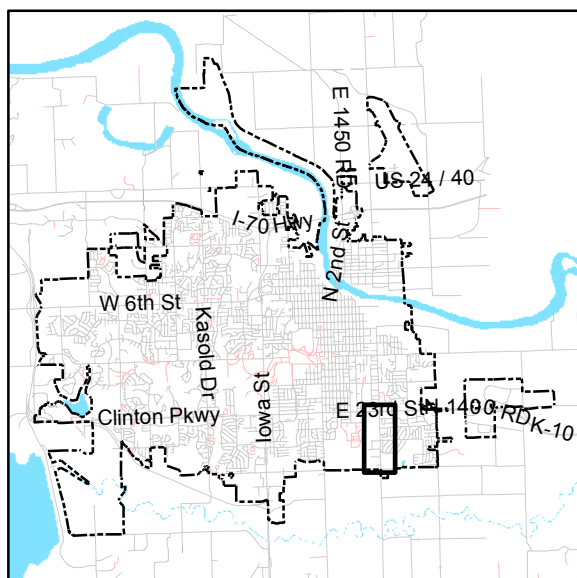
5. Photos of Existing Condition



Lawrence Rail Trail

-  Proposed Haskell Rail Trail
-  Burroughs Creek Shared Use Path
-  Existing Parks near Trail
-  Railroad ROW
-  City Owned Properties
-  Rail Trail Area
-  Parcels

Lawrence, Kansas



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1 VIEW FROM PERIMETER ROAD LOOKING NORTH



1 VIEW FROM PERIMETER ROAD LOOKING SOUTH



2 VIEW FROM HASKELL RAIL TRAIL LOOKING NORTH



2 VIEW FROM HASKELL RAIL TRAIL LOOKING SOUTH



3 VIEW FROM 28TH STREET
LOOKING SOUTH



3 VIEW FROM 28TH STREET
LOOKING NORTH



3 VIEW FROM 28TH STREET LOOKING WEST



4 VIEW FROM 29TH STREET LOOKING NORTH



4 VIEW FROM 29TH STREET LOOKING EAST



City of Lawrence, Kansas

6. Priority Factors



City of Lawrence, Kansas

SUPPLEMENTAL NARRATIVE

This proposal meets the criteria established for evaluation of TE Applications by Kansas Department of Transportation. This section of the application provides the Supplementary Narrative requested in the instructional memorandum. There is some redundancy in the supplemental narrative to ensure that each factor has been addressed completely. The supplemental narrative covers PCR Priority Factors for all applications, Project Requirements for TE Pedestrian and Bicycle Facilities Category.

PCR PRIORITY FACTORS FOR ALL APPLICATIONS

The proposed Pedestrian / Bicycle Path demonstrates many of the qualities established by the Kansas Department of Transportation as PRIORITY FACTORS for use in review and the decision making process.

Projects that clearly enhance the quality or usefulness of existing or new transportation facilities or services.

- ❖ The proposed project would provide an essential link in the overall bikeway network of the City. The proposed improvements would provide a fully accessible north –south link through eastern Lawrence. To the north the trail would connect to Burroughs Creek Rail Trail, leading to downtown Lawrence and the University of Kansas. To the South the Trail would be brought close to Praire Park and Mary's Lake and the South Lawrence Trafficway Trail leading to the south and west of Lawrence. The proposed project increases “access to jobs” south under the existing overpass on K-10 or 23rd Street. The proposed project would enhance the quality of existing transportation service by paving an essential link north and south next to existing businesses in Lawrence.

Projects that will be completed with the Transportation Enhancement funds requested and the matching funds pledged by the applicant. The project must not be dependent on other funding or scheduling contingencies. It must represent a complete, identifiable, and useable facility or entity rather than only a component of a larger project.

- ❖ The City has pledged to fund the required 20% match for this application and engineering. If selected this project would not be dependent on other funding or scheduling contingencies. The proposed project represents a complete, identifiable, and useable facility that would have immediate benefits to the community.

Projects that demonstrate that local funds are available and will be able to meet a timely letting.

- ❖ As previously stated the City is prepared to meet its local match contribution. We are prepared to move forward with the project in a timely manner.

Projects that benefit a relatively large percentage of community, region, or state population.

- ❖ This project provides a needed link in our bicycle network. The benefit of this trail will not only provide for short distance trips to work but it will also benefit the long distance recreational riders who travel through Lawrence using our extensive bikeway and Shared Use Path network.



City of Lawrence, Kansas

Project which enhance the state's travel and tourism efforts.

- ❖ In March of 1991 the Haskell Rail Trail became the first operational rail trail in the state of Kansas. By paving the Haskell Rail Trail the City of Lawrence has the potential to increase tourism and visitations to the nearby Prairie Park Nature Center. The Prairie Park Nature Center includes and 80- acre nature preserve that incorporates wetlands, woodlands and prairie habitats, and Mary's Lake. More information on the Prairie Park Nature Center can be found on its website. www.lawrenceks.org/lprd/ppnc
- ❖ If this project is selected by KDOT, these facilities will play a significant part in building on the existing bikeway network. It is our intention to highlight our expansive trail system during "Bicycle Awareness Month" each year. We believe that this project will have a cumulative positive benefit to tourism for the City of Lawrence and the state as whole as Lawrence become known for achievements. In addition, recognition of funding these projects will improve on the momentum for Lawrence to build on its history.

Projects which will contribute to a wide geographic distribution of the Transportation Enhancement funds within the state.

- ❖ Not applicable.

Projects which are consistent with local comprehensive land use and transportation plans.

- ❖ By paving over an existing trail no land use or transportation plans have been altered.

Projects which are supported by other local governments in the vicinity of the project, as well as by the applicant.

- ❖ Not applicable to this application.

Projects that have the support of clearly recognized public or not-for-profit organizations of national, statewide, or regional scope with expertise in the subject matter of the application.

- ❖ Not applicable to this application.

The extent to which the project will enhance the quality of experience of users of transportation systems or facilities.

- ❖ By paving the existing Haskell Rail Trail we will increase the comfort level and safety of the existing trail. In addition it allows the trail to be used by wheel chairs, less experienced bike riders, families with small children, rollerbladders, and skate boards.

The extent to which applicants indicate a commitment to provide extra effort or contribution above and beyond the minimum matching fund requirement.



City of Lawrence, Kansas

- ❖ The City of Lawrence will continue to build onto its existing network of trails and bike lanes to provide safe routes for bicycles and pedestrians to travel. In addition, the City will provide on-going maintenance to the trail and adjacent park land.

Projects that serve more than one of the eligibility factors and which do so in a logical and coordinated fashion.

- ❖ The proposed project meets many of the eligibility factors identified above including bike/pedestrian and historical categories. The project has been well thought out and is presented in a logical and well-coordinated fashion, with high support from the community and city governing body.

Preference will be given to eligible projects with complete design plans that are shovel ready.

- ❖ Due to the nature of this project, the resurfacing of an existing trail, plans could be completed in a short period of time. The project is close to shovel ready.



City of Lawrence, Kansas

Project Requirements : (For TE Pedestrian and Bicycle Facilities Category)

The Kansas Department of Transportation established specific project requirements for the Pedestrian and Bicycle Facilities Category of the TE Program. The proposed provisions for pedestrian and bicyclist educational activities are eligible under this program.

Transportation Enhancement funds for pedestrian and bicycle facilities are not intended to be a substitute for projects which are traditionally funded by local sources such as sidewalk projects, ect.

- ❖ This is not a traditional sidewalk project and no funding from local sources.

All projects shall begin and end in proximity to a traffic generator such as a residential area, work place, or recreational facility.

- ❖ The proposed project is within begins with the Burroughs Creek Rail Trail which has 100,000 uses annually. The proposed project runs parallel to an industrial area and The University of Haskell. The trail ends in close to Prairie Park that has 1¾ miles of hard surface trails throughout the park, Mary's Lake and Prairie Park Nature Center, which has over 20,000 visitations annually. This recreation trail will provide a safe corridor from residential to an industrial areas with many work places which provide jobs in the community.

Designed to acceptable guidelines of the American Association of State Highway and Transportation Officials (AASHTO) (Guide for the Development of Bicycle Facilities) and American with Disabilities Act (ADA) (Accessibility Guidelines - ADAAG) and be representative of sound bicycle/pedestrian facility planning principles.

- ❖ The proposed project shall meet all AASHTO, ADAAG, State and local guidelines for construction.

Preference will be given to projects that limit the number of conflicts with other modes of transportation.

- ❖ The proposed project greatly reduce the number of existing conflicts by removing bicycle travel from streets with the use of a Share Use Path facility. The only street crossings that the Haskell Rail Trail will pass are to access local businesses.



City of Lawrence, Kansas

Estimated number and brief methodology for calculation of bicyclists/pedestrians using the proposed project.

- ❖ Below are counts for both bicycle and pedestrians using the nearby Burroughs Creek Rail Trail at 19th Street provided by the transportation planner for the City of Lawrence. If this project is selected, it is realistic that a similar number of bicycles and pedestrians would use the Haskell Rail Trail from 23rd Street to 29th Street.

Burroughs Creek Rail Trail Usage at 19th Street

	Daily	Monthly					
Year	Average Bicyclists and Pedestrians	Average Bicyclists and Pedestrians	Total Bicyclists and Pedestrians	Bicycling Percentage	Bicycling Totals	Walking Percentage	Walking Totals
2011	286	8,703	104,437	49%	51,376	51%	53,061
2012	261	7,933	95,194	48%	45,491	52%	49,703

Linkage to existing transportation network.

- ❖ To the north the Haskell Rail Trail links to the Burroughs Creek Rail Trail. To the south the Haskell Rail Trail we be brought close to the proposed South Lawrence Trafficway Trail.

User accessibility to the proposed network.

- ❖ The proposed project will meet all Accessibility Guidelines - ADAAG.

Safety level of proposed project: facility dimensions and signing.

- ❖ The path will be changed from a limestone screening surface trail to a 10' wide Shared Use Path increasing the riding surface and safety of the trail. Appropriate signing will be placed at street crossings in compliance with the MUTCD.

Continuity of proposed project: treatment of intersections with collector streets, arterials, and state highways.

- ❖ No interruptions will be made to any roadways in the City of Lawrence. The Haskell Rail Trail will be closed for the duration of the project.

Security level of proposed project.

- ❖ All appropriate measures will be taken to ensure the safety of the public that would travel the Haskell Rail Trail.



City of Lawrence, Kansas

Connections with other bicycle/pedestrian paths.

- ❖ A direct connection will be made to the north to the Burroughs Creek Rail Trail. To the south the project will be brought close to the South Lawrence Trafficway Trail. The South Lawrence Trafficway Trail also makes connections to existing trails on the south and west portions of the City of Lawrence, including shared use paths along Clinton Parkway, 6th Street, and Kasold Drive.

Estimated benefits of proposed project.

- ❖ If accepted, this project would provide an essential link to the existing bicycle routes in the City of Lawrence. This increases the safety for both pedestrians and bicycle riders. It will also provide a link between the Burroughs Creek Trail and the South Lawrence Trafficway trail.

Community awareness and support (letters of support).

- ❖ Letters of support are provided by the Bicycle Advisory Committee, the City of Lawrence City Commission, and the Lawrence/Douglas-County Metropolitan Planning Organization.

Environmental quality and tourist/recreational benefits of proposed projects.

- ❖ The proposed project will help to provide access to Prairie Park Nature Center and the Wakarusa Wetlands for bicycle riders using the Haskell Rail Trail.



City of Lawrence, Kansas

7. FY 2017 Budget

A resolution or letter of support
from the commission will go here
after the final reveiw



City of Lawrence, Kansas

8. @YhYfg'cZGi ddcfh

January 15, 2013

Lawrence-Douglas County
Bicycle Advisory Committee (BAC)
City Hall, 6 East 6th Street
Lawrence, Kansas 66044-0708



Kansas Department of Transportation
Eisenhower State Office Building
Bureau of Transportation Planning
700 SW Harrison Street, 2nd Floor Tower
Topeka, KS 66603-3754

Re: 2013 Transportation Enhancement Program Application for the Rail Trail from 23rd Street to 29th Street, Pedestrian and Bicycle Facilities Category

The Lawrence-Douglas County Bicycle Advisory Committee (BAC) would like to express its support to the Kansas Department of Transportation for the 2013 Transportation Enhancement (TE) Program grant application being submitted by the City of Lawrence to build the Rail Trail from 23rd Street to 29th Street.

The BAC understands the importance of multimodal transportation in Lawrence and throughout Northeast Kansas. The BAC strives to support local government commitments to create multimodal infrastructure and particularly the development of facilities for bicyclists and pedestrians. Many different types of people in our region use our area's bicycle and pedestrian facilities, and they desire to have a transportation system that is supportive of healthy and active transportation choices. The BAC supports efforts to create a complete transportation system for Douglas County, and we believe that this proposed TE project will help in that effort. The BAC hopes that this project will be a fundamental first step of the local commitment to connecting the existing Burroughs Creek Trail, the planned South Lawrence Trafficway Shared Use Path and Prairie Park.

The BAC strongly supports this application for funding, and we appreciate your thoughtful review of this application. We look forward to hearing from you soon with the good news that this application has been approved.

Sincerely,

A handwritten signature in black ink, appearing to read "Lisa Hallberg".

Lisa Hallberg, BAC Chair
2516 Cimarron Drive
Lawrence, Kansas 66046



RESOLUTION

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Organization (L-DC MPO) is designated as the Metropolitan Planning Organization (MPO) to carry out the Continuing, Cooperative and Comprehensive planning program (3C Process), including regional planning for a multi-modal transportation system that is coordinated with local comprehensive planning (land use, economic development, etc.) efforts; and

WHEREAS, the L-DC MPO acting as the MPO for the Lawrence-Douglas County Region is responsible for the creation, maintenance, and implementation of a Metropolitan Transportation Plan (MTP) that covers all of Douglas County including all four incorporated cities in the county (Baldwin City, Eudora, Lawrence, Lecompton); and,

WHEREAS, the L-DC MPO in its capacity as the MPO is responsible for programming transportation improvement funds in the regional Transportation Improvement Program (TIP) and has a role in assisting the local governments of the region with securing funds to make transportation system improvements that are consistent with the region's Metropolitan Transportation Plan; and,

WHEREAS, the following bicycle-pedestrian facility project is located in Lawrence near regionally significant routes and is designed to implement the bikeway planning that has taken place in Lawrence over the last decade and more; and,

WHEREAS, this project is an important link in the region's growing network of bikeway facilities and an important part of the region's multi-modal transportation system; and,

WHEREAS, this project represents the next logical step in the building of a major bikeway corridor in Lawrence.

NOW, THEREFORE BE IT RESOLVED, that the Lawrence-Douglas County Metropolitan Planning Organization strongly supports and endorses the application made by the City of Lawrence for Federal Transportation Enhancement (TE) funding administered by the Kansas Department of Transportation (KDOT) for the project described below and agrees to add this project to the L-DC MPO Transportation Improvement Program (TIP) if funding for this project is awarded.

Burroughs Creek Rail Trail - 23rd Street to 29th Street (Bike/Pedestrian Category)

Project Location - the proposed section of the trail to be rebuilt and upgraded is from 23rd Street to 29th Street.

Project Description - improvement of surface from existing aggregate trail to 10' wide concrete shared use path. This project would extend the existing Burroughs Creek Rail Trail project constructed in 2009 from 11th Street to the 23rd Street Bridge by 4,200 feet. This would increase the connectivity of the paved trail system in Lawrence by bringing the Burroughs Creek Trail closer to the Prairie Park Nature Trail. This will also provide a connection to the future South Lawrence Trafficway (SLT) corridor shared use path being constructed by KDOT.

Total TE Project Cost \$170,000

TE Funds Requested \$136,000

City Match \$34,000 (20%) of TE project

APPROVED by the Lawrence-Douglas County Metropolitan Planning Organization at their meeting on January 17, 2013.



Bruce Liese, L-DC MPO Chairperson



Scott McCullough, L-DC MPO Secretary