



City of Lawrence

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CITY COMMISSION

MAYOR
MICHAEL DEVER

COMMISSIONERS
MIKE AMYX
JEREMY FARMER
DR. TERRY RIORDAN
ROBERT J. SCHUMM

November 26, 2013

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 Dever presiding and members Amyx, Farmer, Riordan and Schumm present.

A. RECOGNITION/PROCLAMATION/PRESENTATION

1. Receive presentation of Automated External Defibrillators (AEDs) from the Lawrence Police Foundation.

B. CONSENT AGENDA

It was moved by Amyx, seconded by Schumm, to approve the consent agenda as below. Motion carried unanimously.

1. Received minutes from various boards and commissions:

Lawrence Cultural Arts Commission meeting of 10/09/13
Lawrence Douglas County Bicycle Advisory Committee meeting of 10/22/13
Lawrence Human Relations Commission meeting of 08/15/13
Planning Commission meetings of 09/23/13 and 10/23/13
Public Health Board meeting of 09/16/13
Sustainability Advisory Board meeting of 10/09/13

2. THIS ITEM WAS PULLED FROM THE CONSENT AGENDA FOR A SEPARTE VOTE.
Approved claims to 181 vendors in the amount of \$3,681,269.68 .

3. Bid and purchase items:

- a) Awarded Bid No. B1354 for Water and Wastewater Treatment Chemicals for 2014 to various bidders.
- b) Approved change orders in the amount of \$60,429.61 for Wakarusa Drive, Research Park Way to Oread West Drive Reconstruction, Project Number PW1202.
- c) Awarded bids for Project No. PW1346, Downtown Street Light Repairs as follows:



- Purchase of light poles and accessories for \$88,719.20 to Kris Davis, and
 - Installation of light poles and accessories for \$38,500 to J. Warren Company, Inc.
4. Adopted on first reading, the following ordinances:
 - a) Ordinance No. 8926, repealing Ordinance No. 8285 (annexation) and Ordinance No. 8350 (rezoning), for the 155 acre tract, near K-10 and N 1800 road intersection. Ordinance No. 8926 conforms the City's ordinances to the appellate court decisions invalidating the earlier annexation and rezoning ordinances
 - b) Ordinance No. 8940, removing redundant inspection requirements related to Cereal Malt Beverage licenses.
 - c) Ordinance No. 8942, permitting raptors to be owned within City limits.
 - d) Ordinance No. 8943, condemning certain property interests as authorized by Resolution No. 7050 required for the 23rd Street and Iowa intersection improvement project.
 5. Adopted on second and final reading, Ordinance No. 8941, establishing no parking along the east side of Jana Drive from 50 feet north of Rogers Place to 50 feet south of Rogers Place (TSC item #6; approved 6-2 on 10/07/13).
 6. Approved Site Plan, SP-13-00417, and sidewalk dining and hospitality license for Sandbar Subs located at 745 New Hampshire Street. Submitted by Paul Werner Architects for Central Management LLC, the property owner of record.
 7. Approved Site Plan, SP-13-00324, and sidewalk dining and hospitality license for Jimmy John's located at 922 Massachusetts Street. Submitted by Arizado Design for Terra Firma LTD, property owner of record.
 8. Authorized the Mayor to sign an agreement with Baker University for the completion of wetlands and Corps of Engineers permit requirements, Project No. 18P07S.
 9. Authorized the City Manager to enter into a purchase agreement with Raymond L. Stone and Beverly N. Tubbs for the acquisition of 1219 E 1600 Rd. in the amount of \$112,000.
 10. Authorized staff to submit 2014 CDBG Sidewalk Gap Application.
 11. Approved funding for 2013 employee longevity payments.
 12. Authorized the Mayor to sign a Release of Mortgage for Harry E. Marshall and Angie M. Marshall, 1525 E. 28th Terrace.

Farmer pulled claims from the consent agenda for a separate vote regarding the Non-Rock Chalk Park related claims, specifically, “Just Food” for \$25,000 for the refrigerated box truck.

Corliss said the refrigerated box truck was previously approved as part of that CDBG money. Farmer was the Director for “Just Food.”

Moved by Schumm, seconded Riordan, to approve non-Rock Chalk Park related claims to 177 vendors in the amount of \$2,538,249.32. Aye: Amyx, Dever, Riordan and Schumm. Nay: None. Abstain: Farmer. Motion carried.

Amyx pulled claims from the consent agenda for a separate vote.

Moved by Schumm, seconded by Riordan, to approve Rock Chalk Park related claims to 4 vendors in the amount of \$1,143,020.36. Aye: Dever, Farmer, Riordan, and Schumm. Nay: Amyx. Abstain: None. Motion carried.

C CITY MANAGER’S REPORT:

David Corliss, City Manager, presented the report.

D. REGULAR AGENDA ITEMS:

1. **Considered authorizing staff to proceed with project design on Wakarusa Drive and received City Commission direction on intersection improvements to Wakarusa Drive, Inverness Drive and Legends Drive, Project Number PW1341.**

David Cronin, City Engineer, introduced the item

Nick Voss, Project Engineer, presented the staff report

Riordan said Voss indicated that when Golden Colorado installed their roundabouts, the 85th percentile speed reduced from 47 miles per hour to 33 miles per hour and accidents were reduced in the corridor. He asked where was that decrease in speed.

Voss said Golden Colorado’s before condition had two signals at that location and he wasn’t sure if there were stop signs at the other intersections. He said he was also not sure of the location where they took their speed.

Riordan said the side angle impact versus a head on impact in a roundabout was less destructive.

Voss said correct.

Amyx asked for traffic counts for Legends and Inverness.

Voss said he didn't have those traffic counts, but had the crash data from that intersection. He said in the last three years there had been seven accidents at that intersection, two of the intersections were right angle crashes and the others were rear end crashes and none were injury crashes.

Dever said he didn't see any data as it related to intersections in general. He said when comparing similar intersections, four-way stops and fairly major arterials, he asked if Wakarusa was a minor or major arterial.

Cronin said major arterial.

Dever said as a project engineer, he asked if Voss looked at this as a great opportunity to help reduce traffic incidences, improve efficiency, and presumed Voss looked at injury or accidents as well as a way to reduce speed to improve efficiency of that intersection. He asked how this intersection related to other intersections in the community and asked if Voss looked at how they could help reduce the crashes in general.

Voss said one of the things that were difficult in looking for data and before and after conditions of roundabouts and knowing how well those roundabouts did at reducing crashes was that the majority of roundabouts were installed new and there was fairly few that were retrofits. He said he knew that the roundabout at 19th and Barker, they saw a significant decrease in accidents. He said the big thing with roundabouts was because of the slow speeds and the side angle impacts, the crashes were less severe and less likely to be injury accidents.

Dever said he had a couple of people wonder why this intersection was any different than others, other than the fact that the City was doing a major road improvement. He asked why, if the traffic volume was not substantial and was currently efficiently operating as a four

way intersection for stops and why shouldn't they just install the stop signs and monitor those for decrease in efficiency and install whatever was needed at that time. He said other than a major overhaul, it was more difficult and expensive to do it the second time. He said if the City was going to spend the money, he asked why staff shouldn't spend the money on an intersection that was busier.

Voss said they were looking at this intersection for a major overhaul because they were rebuilding that section of Wakarusa. He said while they were doing construction in the area was why they chose to look at that intersection.

Dever said but/for the road construction, staff wouldn't have put in a roundabout at that location, based on the current traffic volumes. He asked why a roundabout couldn't be built at Harvard because that intersection was busier.

Voss said the big issue was the cost of building that roundabout now. He said they chose to start at 15th Street or Bob Billings for the Wakarusa Reconstruction. The general idea was to get the five lanes through that area with a center turn lane and bike lanes throughout that entire area. He said they went to the north after words working their way toward 6th Street so that it wasn't segmented with the new construction going on at K-10 and 15th Street was why they chose to start in that area so they could have it done first. He said they would prefer to work on the area of Harvard first and there were more traffic volumes and was a reason they liked a roundabout at that location because it would work well. He said with traffic signals and a series, they had to wait for the pedestrian crossing phases for all of them and made it difficult to time the traffic signals to each other so that if going through one traffic signal you would be able to get through the next two or three.

Dever said regarding Riordan's comment about the average speed, it seemed counterintuitive that the speeds would be reduced, yet the total travel time in a corridor was decreased. He said he presumed that was because a person would not have to stop at all, at a signal or stop sign. He said it was hard for people to understand that by slowing down, they

would actually speed up through the corridor and that was one of those things that didn't seem right to anyone. A lot of people end up stopping at a roundabout anyway because it wasn't being navigated properly. He said even just that breeze stop seemed to improve the efficiency of the corridor, but he didn't know if staff effectively conveyed that to people that it would actually improve their travel time and not make it worse.

Schumm said the staff report indicated that as the City continued to repair and replace Wakarusa north to Harvard and up to 6th Street, coordination of signals would have a 2 to 2.5 minute cycle to provide sufficient time for vehicles to clear the intersection. He asked if that was between the two intersections.

Voss said for one traffic signal, for it to go from green light and all the way around to the next green light that was time.

Schumm said just the one intersection they were discussing.

Voss said yes.

Schumm said what kind of time might be expected at Harvard if both were signaled.

Voss said it would be the same.

Schumm said a person could spend 4 to 5 minutes.

Voss said it wouldn't be likely, but if it was hit at the wrong time going through with the whole cycle, part of that time would be green.

Schumm asked if the intersection at Harvard is going to be comparable in design to the intersection they were discussing, be it either roundabouts or signalized.

Voss said yes.

Corliss said that was staff's recommendation, but that it is for the City Commission to decide.

Schumm said whatever they decided would be relatively the same concept in terms of design either signalized or a roundabout.

Voss said correct.

Amyx said he spent several days in that area trying to look at the traffic situation coming for the east and west. He said on the east side of Wakarusa it almost looked like it was 95% developed, but didn't know the development on the west side. He said in looking at traffic counts at various times throughout the day when school was let out traffic picked up east heading to the west, but it never seemed as though there was a lot of traffic. He said Schumm had asked for numbers regarding only running conduit for now at that location and in the future placing lights at that location. He said in all honesty, he could justify a roundabout at that location based on the information that he received. He said staff had done a good job in their report, but looking at the current traffic, he didn't see the numbers that would warrant that roundabout. He said it would be fine to add conduit now and in the future add lighting at that intersection, but at this point he didn't see enough traffic coming east to the west unless they were putting in a light that changed on demand.

Schumm said if they were going to improve that section of concrete next summer and if they didn't put in a roundabout, but leave it at 4 way stops, they would include in the reconstruction if going with a signalized intersection, some left hand turn lanes.

Voss said correct.

Schumm asked if a 4 way stop sign work with the addition of left hand turn lanes.

Cronin said it should work the same.

Schumm said there were two through lanes and a left hand turn lane, north and south.

Cronin said it would be similar, but it might operate a little different. The traffic volumes would be the same. He said to answer Amyx's question about traffic volume, he thought it was 15,000 on Wakarusa and about 1,500 on the side streets which was 1/10th per day.

Amyx said he wasn't questioning traffic counts on Wakarusa, but the traffic from the side streets.

Cronin said the area would still grow and traffic volumes would increase. He said they had to think of it as a regional network. There was a lot of traffic on the west side of town that

would use Wakarusa more as a north/south street. He said he thought there would be an increase in volume on Inverness and Legends in the future. He said staff wanted to make sure that they planned for those improvements, at this time, while they were doing this project. He said to answer the Mayor's question about the intersection most in need of improvements and a roundabout, he said there were other intersections in town that would be more of a priority if they had money just to spend on intersections. The funding was coming through the infrastructure sales tax and the main focus of that money was pavement reconstruction. He said staff tried to focus the funds on that reconstruction and would be going through the intersection making sure 10 or 20 years down the road that they wouldn't need to come back and construct a roundabout or traffic signal because it would cost more in the future. He said he anticipated traffic volumes to grow in this corridor in the next 20 years and staff wanted to plan ahead. He said today, staff wouldn't do anything with that intersection if they weren't reconstructing the pavement. A four way stop still worked fine with a level service of C which was acceptable. The roundabout would make it a service level A with today's traffic volumes. In fact the traffic signal would make the service level D because of the pedestrian phase would cause a lot of delay on Wakarusa because it would take time for a pedestrian to walk across 5 lanes of traffic and bike lanes. He said the level of service would actually decrease if a pedestrian was crossing and it was something staff thought about.

Schumm asked about the volume of traffic on Harvard.

Cronin said he didn't know. He said by driving that area it seemed like more traffic volume, but he did not know the actual traffic volume. Staff thought a roundabout at that location would work just as efficiently as it would at Inverness and Legends, than it would at Harvard. He said right now that intersection was in more in need of improvements with today's traffic volumes. He said hopefully next year or the year after, the City would receive funding for reconstruction. He said whatever was done at that location would be the recommendation for the other location.

Dever said the intersection of Wakarusa and Inverness right now services the neighborhood and school and accessing 6th Street. He said there were a lot of right turns and people walking north and south on Wakarusa, not as many left or right hand turns over to 6th Street, either to get to 6th Street, I-70, or services on 6th Street. He said he was worried that as they improved the intersection at 15th and the SLT, there would be people who would instead of driving back down south of Inverness or taking a right turn to go to 6th Street to get on the SLT, they'll go left and avoid the light and traffic signals in that area and go on to Bob Billings and head west and get on the SLT at that location. He said there would be people who would be commuting, leaving town, and coming home from work that would be making left hand turns. He said increasing the traffic at that intersection would be right off the bat and to avoid the intersection at the light on Wakarusa and Bob Billings. He said he could see how there would be justification in the future, but the additional expense now was what they were discussing. The signalization at that intersection was a worry because if a signal was placed at that location, a signal would need to go in at Harvard and then there would be 3 signals within a mile of each other on a road that only had 15,000 cars on that road. He said in the future it would probably function just fine, but was wondering if they would improve that road and then make it more difficult to travel.

Schumm said another road that had picked up lots of traffic was Kasold. He said that was one of the most difficult intersections to get through in terms of time as well as 23rd and Iowa. He said Clinton and Iowa were the two longest, but depending on the cycle, traffic would sit there awhile. He asked if staff knew what the traffic count on Kasold.

Farmer said it was 15,000 at 15th and Kasold.

Mayor Dever called for public comment.

Hubbard Collinsworth asked about the education for drivers that fit into a roundabout scenario. He asked if it would be incorporated in the driver manuals or training to make it easy.

He said he lived close to the Barker roundabout and at certain times of the day, east/west coming down 19th Street, anyone going south or north on Barker had to wait because people did not slow down. He said the speed limit around that roundabout needed to be checked too. He asked if staff was going to allocate resources from the police department for training or policing those intersections.

Alan Cowles said he noticed there was a lot of discussion about reduction in accidents, but from the statistics given in the November 18th staff report, it would appear, at least at the intersections with roundabouts, there was one accident a year and at a cost of approximately \$4,000 an accident, this wasn't a very good pay-off for all of those roundabouts and all of the money that went into those roundabouts. The staff report left out some important information regarding the intersection at 37th and Wanamaker in Topeka which was a very large intersection. He said what staff didn't indicate was that if you built an intersection the way Topeka did, you would need to take out a couple of houses and a couple of businesses and that price wasn't included into the proposal. Also, there was another mention about a roundabout at 46th and Hunters Ridge, but there was no intersection at 4th and Hunters Ridge in Topeka and it just didn't exist and was actually 4th and Fielding Road, but that was a 3 way intersection and not a 4 way intersection and was way out in a rural area basically north of Topeka so that was not comparable. He said they also heard about the various roundabouts on Harvard, but those were built wrong and should be reconstructed if wanting something to do. He said staff mentioned 3 roundabouts at Golden Colorado, but those were in quite a different area and were very large and again, to build that type of roundabout, houses and businesses would need to be taken out at the intersection of Inverness and Wakarusa and the cost of that was not included in the proposal. He said finally, staff didn't mention Hoisington Kansas where apparently they put in a lot of roundabouts a number of years ago and they finally took them out. Even the experts, the British didn't know how to drive 2 lane roundabouts and they're talking about a 3rd lane because there was a bike lane included. The biggest concern was not about traffic statistics

and that sort of thing because they had to show very substantial traffic out at that intersection, but simply they didn't need to spend the money on that project at this time. He asked if they were supporting the homeless so well that the City had extra money to spend on something that didn't clearly need to be done. He asked if the City was supporting Health Care Access and the Heartland Clinic so well that they could spend this money. He asked if the City was supporting Independence Inc. and the other food driven distribution centers and the other charities in Lawrence so well that they could afford to do this project which was questionably needed. He said he recommended not going ahead with this project at this time and they could come back to this later if they wanted.

Dever said Cowles indicated that there were no roundabouts in Topeka at those intersections that staff stated, but there was 4 roundabouts in a row on Wanamaker, one every mile section and there were 3 in a row that were double lanes.

Cowles said he looked at an aerial view and had to admit that he had seen one and quit.

Dever said he wanted to make sure because Cowles was doubting staff's comments and he had looked at those last week.

Cowles said what staff didn't indicate was about the size and how much it would cost.

Dever said they were the same dimension as the one they were proposing.

Cowles asked the roundabout in Topeka.

Dever said yes.

Cowles said if it was really that way, he stood corrected.

Schumm said also he didn't believe there was a separate bike lane in the one proposed, staff was saying the bicycle could use the vehicular lane and wasn't a separate bike lane in staff's proposal

Corliss said correct.

Cowles asked if there wasn't a bike lane already at that location.

Schumm said on the straight away there was a bike lane, but then the bicyclist to get around the roundabout would use one of the vehicular lanes and there wasn't two lanes and a bike lane, but two lanes for vehicles.

George Hughes, owner of Glory Day's Pizza at 6th and Wakarusa, said they had been opened since 1999 and had been dealing with the problems with both his delivery drivers, employees and customers. After 6th street was divided, it changed the traffic patterns on Wakarusa because everyone wanted to take a left hand lane out of 6th Street in front of Dillons and now had to come through their parking lot to try to make another left hand turn lane and cut over traffic. If there was a turn lane, it would be great, but as far as just having the two roundabouts, he was afraid they would get peppered with traffic the entire time coming from both directions and maybe the light on 6th and Wakarusa would control that in one direction, but even right now with the four way stops, it backed up into their parking lot 5 to 8 deep as people were waiting to take a left hand turn. He said it was like that the same way across the street at McDonald's. He said he agreed something needed to be done, but didn't know if a roundabout was the right thing. He said their money could be better spent or hold on to the money right now and see what happens when those traffic patterns change after KDOT plowed money into 15th and K-10. He said let's see if that alleviated some of that traffic that was using 6th Street to get to the interstate and that could drop it down to 15th Street and this entire problem of traffic coming north to come up to 6th Street to get onto I-70 or get other access to other goods, might change. He said the bid letting would be this spring and they weren't far away from construction. He said right about the time that bid letting was going to be happening, the City would be bid letting on this proposal. He said he lived on Stonecreek and was happy with the 4-way stop even though it wasn't ideal. If they just expanded like before down south from 15th Street up, the community could live with that and let see what happened with traffic. He liked the idea of running conduit. He said he didn't know if Inverness and Legends had enough cross traffic and most of that cross traffic was going to the dance factory or school and now

Inverness fed a lot of community to that location, but the other way, there wasn't a whole lot that fed.

Riordan said Hughes had a comment about waiting. He said the staff report indicated that it would appear to be prohibitively expensive to wait. The real question was whether they should put in a roundabout or prewire to get ready to put in a light. He said based on what they knew, he didn't think they could wait.

Hughes said he would suggest running the conduit, but he hadn't heard a number on how much it would cost to acquire that extra property, just to build the roundabout. He said last week he drove those two roundabouts on Wanamaker and had no complaints. He said his complaint was that he didn't need to slow down much. He said those two cross traffic and 37th and Wanamaker had a little bit of cross traffic coming east west, 43rd and Wanamaker was the next one down and it had no one at that roundabout. He suggested running the conduit and if it pulled the traffic off there, he didn't see that there was a need to spend this much of City money on this project. He said Kasold was a headache and there were other places that really needed to be improved as far as infrastructure. He said he appreciated the City looking ahead and he was okay with this proposal, but he thought they could spend money better elsewhere, prepare for it and see what happened with the new intersection as KDOT was trying to take the traffic away. He said if they kept growing west, then George Williams was the next street that needed improvements. He said there was a roundabout at Langston Hughes School that wasn't that good of a roundabout. He suggested making that roundabout more functional.

Michael Almon said to dispel a misconception as far as acquiring property to build a roundabout was actually a traffic circle and not a roundabout. He said acquiring property was not unique to traffic circles. He said just from last week they were not only acquiring property, but going through a condemnation process and eminent domain for 23rd and Iowa Street for a signalized intersection. He said that was a red herring in this case. He said he wanted to address the issue of the 85th percentile speed in slowing down traffic. He said what that

referred to was the traffic on the street between the intersections from what David Woosley, City's Traffic Engineer, mentioned prior to this meeting was if talking about stop sign intersections and you're trying to achieve traffic calming by putting a lot of stop signs, what ultimately happened was that people get frustrated with stop sign after stop sign and speed between them trying to make up their speed. If talking about signalized intersections, it was when people try to gain the intersection and trying to anticipate when the light was going to change and speed up to try and beat the yellow light. He said those were some of the scenarios happening with the increase in speed for signalized intersections. He said with a traffic circle, a person would not need to time anything. He said beyond that the City of Lawrence didn't have a pot of money for traffic circles and were throwing a dart at intersections, saying where they were going to spend that money and what the best place was. He said he offered to spend it at 15th and Haskell, but that wasn't the point. The point was that they were reconstructing Wakarusa and Public Works had a lot of tools in their tool bag such as stop signs, adding turn lanes, signalize the entire thing, center tool lanes, traffic circles and all those options, but they were rebuilding the street and which tool should they use. He said in this case, why they were putting a traffic circle at that location, because it was the best option. He said he saw it as the best option for a lot of reasons that did justify putting it at that intersection. All the statistics about safety, fewer delays, lower speeds going through the traffic circle, about pedestrian having to cross traffic only going one direction at a time, having a refuge in the middle about bicyclist being able to have an option. If thinking of bicycle planning, or for that matter pedestrian planning, or complete streets, the issue really was not putting a bicycle lane on the street because that was an easy thing and it was easily accomplished, easily understood, and easily used. The difficult thing that they would encounter again and again in achieving a bicycle safe and convenient city was the intersections and that applied to pedestrians too. The intersections were the issue and were where the conflict points were. The traffic circle addressed the conflict points and all those various modes of transportation simultaneously. He

said they could add a turn lane right or left for automobiles, but that didn't address pedestrians and the bicyclist. A traffic circle addressed it all in a holistic solution. He said as long as they were doing it, to do it right. It was the best design for this situation and it would cost less than the \$500,000 to signalize it.

Heather Hughes said while she was a big fan of roundabouts, she had a hard time getting her head around that this was the right place for a roundabout. She said she liked the idea of running the power for a light and in the future could be used for a signal. She said the area was happy with their 4 way stop and since they could spend the money, did they need to. If looking at that intersection and setting a precedence to what would be happening at Wakarusa and Harvard, she said let's research that and look at what went on when getting closer to 6th Street. If wanting to count cars, there was a lot of action going on at that location. In the afternoon and rush hour, people leaving shopping at both sides of 6th and Wakarusa headed south on Wakarusa was a bid issue in getting in and out. She said she would like to look at statistics that showed if a roundabout here and a roundabout at Harvard were going to help the flow in that area. She said she didn't have those statistics and didn't know the answers. She said she wasn't convinced that this was the best thing for this community. She said she knew the numbers were there, safety wise for a roundabout and agreed she just didn't know if she agreed here. The other statistic she would like to see was if they would need to acquire land for this project to make the roundabout in place of a 4 way stop and the costs.

Mayor Dever said he would find out that answer.

Joe Patterson said regarding Schumm's discussion about bicycle paths through the roundabout, there would be bicycles paths on Wakarusa Drive going north and south and when coming up to the roundabout, the bicycle path disappeared in the land of traffic. He said he could see a problem going into that roundabout with a bicycle because some needed to give. He said regarding the roundabout at 19th and Barker, the cost was approximately a half million dollars and could have eliminated the entire thing by taking two 4 way stops out and leaving 19th

Street open and let side traffic drift in because there wasn't that much traffic and there wasn't today. He said for the return on their dollars, the roundabouts were killing this community. He didn't know the figure, but probably spend between 3 and 5 million dollars on roundabouts. He said he drove through those two roundabouts on Kasold between Peterson Road and the turnpike and he didn't think he ever met a vehicle at that location. He asked what they were trying to eliminate. The roundabout on Clinton Parkway toward the lake was a disaster and had to be rebuilt 2 or 3 times. He said regarding Wakarusa/Inverness intersection that he was talking with a business person in the area about the proposed roundabout at that intersection and the business person indicated that it wasn't needed and that the 4 way stop worked great. There wasn't that much side traffic from the east and west and the majority of traffic was north and south. He said he went through that area all the time and didn't have a problem. He said he could see a problem with a 2 lane roundabout. He said if turning left, a person needed to get into the left hand lane and if going straight ahead or turn right, a person needed to stay in the right hand lane. He said there would be people that pull up to that roundabout and be in the left hand lane and if they decided they wanted to go right, they would be cutting across the lane. He said signalization might be needed down the road, but wasn't needed now. He said if putting signalization in, have the side streets traffic activated. He said more thought was needed about this proposed roundabout because the City was spending too much money for what the city received in return on its investment.

Steve Rockers said on Prescott Drive and lived in his subdivision for approximately 20 years. He said roundabouts were a "no brainer." He said he had been very fortunate to not have been in an accident, but if he had a choice between being side swipe or a right angle, obviously, everyone would choose side swipe. He said anything that could be done to improve safety was important. He said as far as the timing of those intersection improvements, everyone hated construction zones, and anything that could be done to minimize the

construction zones it would be helpful. The best time to do the intersection improvement would be when the road was closed.

Schumm said part of the commentary was to build the road, but put in some pipes and figure out what to do later. If the City pursued that type of construction, he asked if there would be the option of putting in a roundabout or signalization at later date or did they not have the road width to do the roundabout and would only be able to do the signalization.

Cronin said in the future with improvements, either a roundabout or signalization could be done. He said putting in the conduit would be for a traffic signal. It would be very unlikely after putting conduit in for a traffic signal and if it was warranted 10 years down the road, they would more than likely put in those traffic signals. He said what they were doing at Bob Billings and George Williams with the upcoming interchange, a traffic signal would be put in. He said this was the time to do the roundabout if the City was going to do it. He said the conduit would only be serving the traffic signal. He said they would need a small amount of right-of-way or pedestrian easement for the sidewalks around the roundabout. Staff's conservative guess was about 1600 square feet total for the 4 quadrants. He said he wasn't an appraiser, but it could be \$10,000 to \$20,000 dollars total, but it could be a lot less than that. He said he didn't think there would be a significant impact to the roadway outside the existing 100 foot right-of-way. In the future, if they did come back and wanted to do a roundabout, it would be the same type process and they would have to acquire the easement or right-of-way, phase in a way that would impact traffic again and would take a significant amount of time to retro-fit the roundabout in the future as it would be to just put the roundabout in with the project. He said as far as staff's estimates, they had \$350,000 for the roundabout, \$500,000 for the signal. The cost of the roundabout at \$350,000 included pavement that would be put through the intersection. If they didn't put the roundabout in and put the pavement through the intersection then there was some cost. He said it wasn't the full \$350,000 that would be saved, but he didn't know the cost of the pavement

and could be around \$100,000 anyway. Again, there wouldn't be the \$350,000 savings because you're still putting pavement through the intersection.

Dever asked what Cronin meant about putting pavement through the intersection.

Cronin said if they didn't put in the roundabout, they would still replace the pavement in the intersection.

Dever said if a roundabout was put in, they wouldn't put pavement down where the roundabout was.

Cronin said not just that, but the roundabout cost included that pavement that would be there without a roundabout. He said the roundabout would be a little bit more pavement because of the center islands and splitter islands, but that included the full package.

Dever said it would be deducted from the cost of the construction of the road construction project and would be placed upon the burden of the cost of the roundabout.

Cronin said exactly.

Riordan asked if in the next 5 to 20 years, would those traffic patterns support the need for signalization at Inverness and Harvard.

Cronin said Harvard right now might warrant a signal, but he would need to discuss that with the City's Traffic Engineer. He said he couldn't project the future, but staff was very confident that both of those intersections would require improvements in the future. It was an area where staff thought there would be traffic growth.

Riordan said so more likely than not at some time there would be a signal at Inverness and Harvard.

Cronin said yes.

Riordan said south of 15th between 15th & 23rd, he asked if there were streets that would likely be signalized also.

Corliss said he didn't know.

Riordan said the reason he asked was because between 6th & 23rd Streets there was a potential for many lights, more so than now. He said looking at that aspect would affect how he thought about this project.

Corliss said as they looked to the south once this project was done, whatever they decided at this intersection north, they believed their 15 projects would continue to work the Harvard intersection as far as pavement failure. As they looked south of Bob Billings Parkway, staff would probably look rigorously at the 18th Street intersection. A lot of that area to the west hasn't fully developed as far as the office park area. If it generated a lot more traffic that intersection was going to have a lot more need.

Dever as it stood that would be 4 stop lights in 1 mile.

Riordan said looking in the future that affected how he looked at this intersection. If they were going to develop to the south, based on what they had at that location, there would probably need to be stop lights to the south also. He said that was an awful lot of stop lights in a less than 2 mile segment.

Amyx said he was trying to anticipate what the build out to the west of Wakarusa Drive would look like. He said that was the reason for his guessing what the increase in traffic would be west on Legends.

Dever said there was a bunch of land at that location.

Amyx concurred. He said they were correcting an intersection that's had 7 accidents in the last several years.

David Woosley said there was a point when to signalize instead of having a roundabout, but he didn't think they would see that kind of traffic volume in Lawrence. He said as an example there was a 2 lane roundabout in Clearwater Florida that handled 50,000 cars a day and up to 20,000 pedestrians at spring break and that was just a 2 lane roundabout at that location. He said 50,000 cars per day were about what the City had at 23rd and Iowa today as far as the traffic volume.

Dever said Heather Hughes had asked if the land acquisition was within staff's estimate.

Cronin said it was a small portion of it. He said staff's estimate was about 1,600 square feet and would primarily be a pedestrian easement and wasn't a full right-of-way acquisition. He said it was a permanent pedestrian easement for the sidewalk. All of the roundabout itself would be within the existing right-of-way.

Dever said Cronin's estimate of \$350,000 versus \$500,000 for a traffic signal included all the same costs, acquisition of land and installation.

Cronin said correct.

Dever asked if Cronin did not account for the savings of the concrete not being placed. He said it was a decent size and might off-set the cost of land acquisition by not having to pour that concrete where the roundabout would be placed in the center.

Cronin said staff didn't look at that in that small detail.

Dever asked if Cronin knew what he was saying.

Cronin said yes.

Dever said staff was talking about \$350,000 right now and wanted to make sure that number was accurate and if there was truly a savings between a roundabout versus a stop light.

Cronin said traffic signals were around \$300,000 for the equipment, signals and poles. He said staff was anticipating the other additional costs would be for the widening of the side streets to put in the left turn lane and that was the difference with the \$500,000. He said there was \$300,000 on signals, \$200,000 for geometric improvements on side streets and was where staff got that figure from with the signal.

Dever said there were a lot of questions brought up that were pretty easily answered by staff. The one question he had was why they should do something now when it was not necessary based on traffic volume and was the only reason they wanted to. He said Wakarusa was in horrible shape and needed improvements. He said his suggestion originally was to put off this roundabout and do something else. He said the City Commission needed to decide

tonight if they were prepared to move forward so the roadway could be planned. He said he wasn't passionate about either one because he didn't see the need for the roundabout based on traffic patterns today.

Schumm asked if Dever saw the need for a traffic signal.

Dever said no. He said stop signs worked fine, but they couldn't build the road. He said the question was if they put in the signals then it cost \$150,000 more and would be spending more money either way. He said costs would go up. He said they were discussing deferring the cost of this roundabout and would likely go up when it was needed. He said he didn't know if they needed any new traffic control devices besides the stop signs. He said they needed to plan for the future, but with the change on Bob Billings, the neighborhood and the growth of the community, and the change in traffic patterns, all left him to believe they had to plan for something. He said he would hate to build this intersection and not have it function properly. He said his inclination was based on the fact that there would be 4 stop lights within a mile of each other. It seemed that wouldn't function very well especially if you hit all the lights. He said the roundabout could work and staff presented plenty of reasons why they should build a roundabout and was a compelling argument and agreed, but he just didn't know if they needed to spend the money now. Unfortunately, that was the road project they had and that was what he was asking in whether or not they wanted to plan for the future or just address what they needed and spend as little as money possible, get the intersection built, and make a decision down the road.

Schumm said when building stuff there was always a right time and a wrong time to do it. Right now to include in this project for the future was going to be much more economical now than 10 years down the road. He said for sure the way they had seen growth in the western part of the City, it was logical to believe the City was going to need some traffic handling facilities in the future. He said he thought it was a question of traffic signals or roundabout. He said stop signs worked fine right now, but what if that intersection end up at a level "D". Once at

that level, there were more rear end accidents, more frustrated drivers, speed ups and slow downs and people not paying attention. He said he didn't want to get to level "D." He said as far as he was concerned it would be a roundabout or traffic signals.

Riordan said he was struggling with this proposal for several reasons. Part of it was the fact that if you wait to do a roundabout later on, it was going to be the most expensive options and a big waste of money. He said they needed to have a concept of whether they wanted a roundabouts or traffic calming with lights. He said he was struggling with the fact that they would have so many lights in such a small period of time. He said he respected staff and when staff put together a report that said there was a 34% decrease in transit time, he had to believe that was true. He said when staff indicated said the City had a 34% decrease in crashes, the cost of land acquisition was less, and when staff stated there was an environmental reason behind this proposal, he said that was important. Almost as important was when there was a 50% increase in acceptance of a roundabout when they had actually maneuvered a roundabout. He said there was over a 60% decrease in resistance to this roundabout. He said when adding that all together with the safety issue whether it was one or two lane, it was a decrease in accidents and increase in safety. He said what it cost would be the money now, but what would it cost in the future if it was decided that roundabouts were the way to go. He said right now the roundabout wasn't needed, but in the future it would. When adding all those things up with staff's recommendations and the good comments from the citizens, it was difficult to go against the staff recommendations based on the findings of fact, as best they knew those facts.

Amyx said with the 7 accidents at that particular intersection, based on the numbers the City had right now, did that warrant constructing a traffic circle. He said Schumm mention that if they were planning a traffic circle, it should be done at the time of reconstruction. He said he questioned putting in the traffic circle at this time and suggested running the conduit at this time and plan on either signalization or some other traffic calming. He said at this point, based on

the traffic volume at that particular intersection, he did not see it happening. He said his recommendation was to prepare for signaling at that intersection.

Farmer said when this item was on the agenda a few weeks ago, there wasn't anyone in the world that was more against roundabouts than him. He said roundabouts were completely and utterly silly. He said when he was walking in those West Lawrence neighborhoods he heard a lot of people complaining about those roundabouts.

Dever said the roundabouts that the neighbors asked to be installed.

Farmer said correct, but he didn't have that history. As he was looking at that traffic count map trying to do his best transcendental meditation and futuristic planning, trying to figure out where all this traffic went. He said as far as the public comment on this particular issue, it seemed that to the folks that were against them roundabouts were a very emotional issue. He said he was eating crow right now and about ready to eat the biggest piece of humble pie. He said he told the City Manager that he would never vote for a roundabout, but there he was. He said it was really hard to argue with something that he felt the only question was, did they spend the money now or later and Riordan made the great point that they would spend more later. He respected Amyx's wishes to run the conduit, but he didn't think that was the kind of look that they wanted their progressive community to have. If the only question was if they should spend the money now or later, to him it seemed like a no brainer. He said he was ready to make a motion to proceed with a roundabout at Inverness and Wakarusa Drive.

Schumm said Farmer hit the nail on the head in that what was aesthetically better looking, stop lights or a nice landscaped roundabout on a brand new road. The roundabout at Kansas University has worked and served the university extremely well. He said roundabouts did work and people needed to learn how to use them. He said the roundabout at 19th and Barker worked great and traffic flowed nicely.

Farmer said it was an emotional issue for folks, but the roundabouts would be safer. He said he wanted to look at the data to make a more informed decision and he thought the data was going to tell him something else and that it would support his emotional view, but it didn't.

Riordan said based on information that he heard and agreeing with staff and their accuracy of their report he seconded the motion.

Moved by Farmer, seconded by Riordan, to direct staff to proceed with the roundabout at Wakarusa and Inverness as designed. Aye: Dever Farmer, Riordan and Schumm. Nay: Amyx. Motion carried.

E. PUBLIC COMMENT:

Alan Cowles said the Christmas lights that were up last year were spectacular and wanted to thank Corliss for his work on that and hoped they could have those lights again this year.

Corliss said it was Parks and Recreation staff.

Joe Patterson said in regard to the rental inspection, he had been a landlord for about 30 years in Lawrence and recently had his inspections. He said his wife was informed by the inspector that the flush type dead bolts in their house and apartments were no longer legal and had to be replaced with indoor deadbolts. He said this house was built in the 1940's or 1960's, but most of those homes in his area had those types of deadbolts. He said Amyx had indicated it was part of the minimum housing code. He asked if it only applied to rental units and with all of the other homes around, it was perfectly legal. He said if it was illegal to have those in his apartments, he asked why they were selling those deadbolts in the hardware stores.

Dever said he would find out an answer.

Patterson said those rental homes should be grandfathered. He said if an intruder wanted in, it wasn't going to matter if it was an indoor deadbolt or a flush mount deadbolt. He said it created quite an expense because some apartment had two deadbolts at \$20.00 to \$30.00 a piece and it would add up.

Kris Adair, Wicked Broadband, said she wanted to ask for a fact based approach to their Public Incentive Review Committee Meeting. The City's consultant that was hired to analyze their project did not come back with an economic impact analysis and they would like to make sure that the City was following the procedures that were laid out in the request and would like to request that the City Commission ask the KU Small Business Development Center to provide that Economic Impact Analysis. She said if they had that Economic Impact Analysis provided that it would provide a fuller picture of the project and would be very beneficial for them to have at the PIRC meeting.

Dever said the city had received a request for this analysis and had spoken to the Small Business Development Center and tried to figure out if that was something they felt comfortable doing for the City. He said they indicated that it wasn't something they had done before, but if the Commission requested it as a good partner with the City that they would be happy perform that assessment. He said he wanted to get approval from the Commissioners and to ask to move forward if that was something that would be helpful. He said it would be helpful for PIRC to have some feedback from the outside on the economic impact of the Wicked Broadband Proposal. He said the Small Business Development Center stated that it was not their area of expertise.

Schumm said if it wasn't their level of expertise, were they capable of rendering a tangible answer that would be correct.

Dever said as someone who was often asked to do things, it was harder, but you could find the proper protocol to perform that analysis and the data, but it took more time.

Schumm said what they would be measuring was the cost benefit analysis.

Dever said an economic impact to the community of this type of presents of high speed internet.

Farmer said when asking someone to do something there was an element of taking more time, but would receive a more objective read on things because there wasn't precedent that needed to be followed. He said the more data the better and the more information to gather to have in the City's tool box the better off they would be. He said asking for the analysis by the Small Business Development Center was a good idea.

Schumm asked if the City's consultant not capable of performing that analysis or was it outside the scope.

Corliss said Britt Crum Cano, Economic Development Coordination, managed the City's cost benefit analysis. That cost benefit analysis tool was geared toward measuring the cost of the public incentives, the cost of the business coming to this community, how many more police officers and school teachers, all of those kinds of things that a business impacted the community and also looked at the benefits such as how many jobs were created, how much sales tax generated. The Wicked Broadband proposal didn't really fit into that type of model. The benefits were different and more of an economic benefit to individual users. He said they have had the technology consultant that prepared the City Commissions technology report look at this report. He said Springstead Financial Advisors that helped the City with a number of financial items would generally have the financial abilities. He said they had not done an economic impact analysis. He said all of this analysis was based on assumptions and all cost benefit analysis was based on assumption and would be part of the appropriate discussion and eventually City Commission discussion about the different assumptions that went with all of this.

Diane Stoddard, Assistant City Manager, said the technology consultant the City had probably could have done that type of analysis. She said when the City engaged that technology consultant at the beginning of June it was not decided by Wicked Fiber at that point, what neighborhoods they would choose. They only just did that on October 1st. She said that was a huge factor in trying to calculate what the economic impact analysis would be. The other factor would be what sort of market penetration Wicked Fiber had versus other internet options.

Those kinds of variables were probably something CTC would be able to comment on, but staff certainly didn't feel comfortable trying to provide those kinds of estimates.

Dever asked if the City would have to pay CTC for additional analysis.

Corliss said correct and the City provided funds to the KU Small Business Center. He said staff could work with the Business Center to prepare them to see if they were available to work on this analysis.

Dever said the KU Business Center told him that they were prepared to do whatever the City asked as a partner to the City.

F. FUTURE AGENDA ITEMS:

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

G: COMMISSION ITEMS:

There were no commission items.

H: CALENDAR:

David Corliss, City Manager, reviewed calendar items

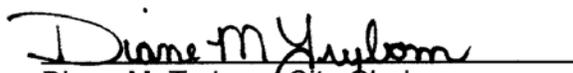
Moved by Amyx, seconded by Riordan, to adopt the 2014 City Commission Calendar

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 Farmer, to adjourn at 8:35 p.m. Motion carried unanimously.

MINUTES APPROVED BY THE CITY COMMISSION ON DECEMBER 17, 2013.


Diane M. Trybom (City Clerk)