



**BRICK STREETS + SIDEWALKS
POLICY SUBCOMMITTEE
MEETING #2**

OVERVIEW

Goal: Develop a Brick Streets and Brick Sidewalks Policy to be implemented City-wide

- * Policy developed by staff, with the guidance from this subcommittee and the public.
- * Staff to write a staff report with public engagement summary, history overview, and spec sheets + maps.

Timeline: Policy adopted in Fall 2024

- * Funding for sidewalk improvement in 2024 approved budget.

Responsibility of Subcommittee: Attend meetings and provide guidance.

- * Four planned subcommittee meetings (schedule TBD)
- * Assist spreading the word to your networks for public engagement activities

The Brick Streets + Sidewalks policy should reflect the community's values and priorities, as well as have attainable and practical implementation strategies for the City of Lawrence.

Sidewalk:

- Utilize Sidewalk Improvement Program and the ADA Transition Plan to determine conditions of existing sidewalks.
- Implement ADA / Public Right Of Way Accessibility Guidelines standards and recommendations.
- Develop specifications for new / redeveloped brick sidewalks.
- Consider state statute dictates maintenance of sidewalks be the responsibility of property owner.

Street:

- Develop design standards + specifications for new / redeveloped brick streets.
- Identify locations for brick street protection.
- Implement the Asset Management Program for brick street reconstruction.
- Consider limited funding for street projects.

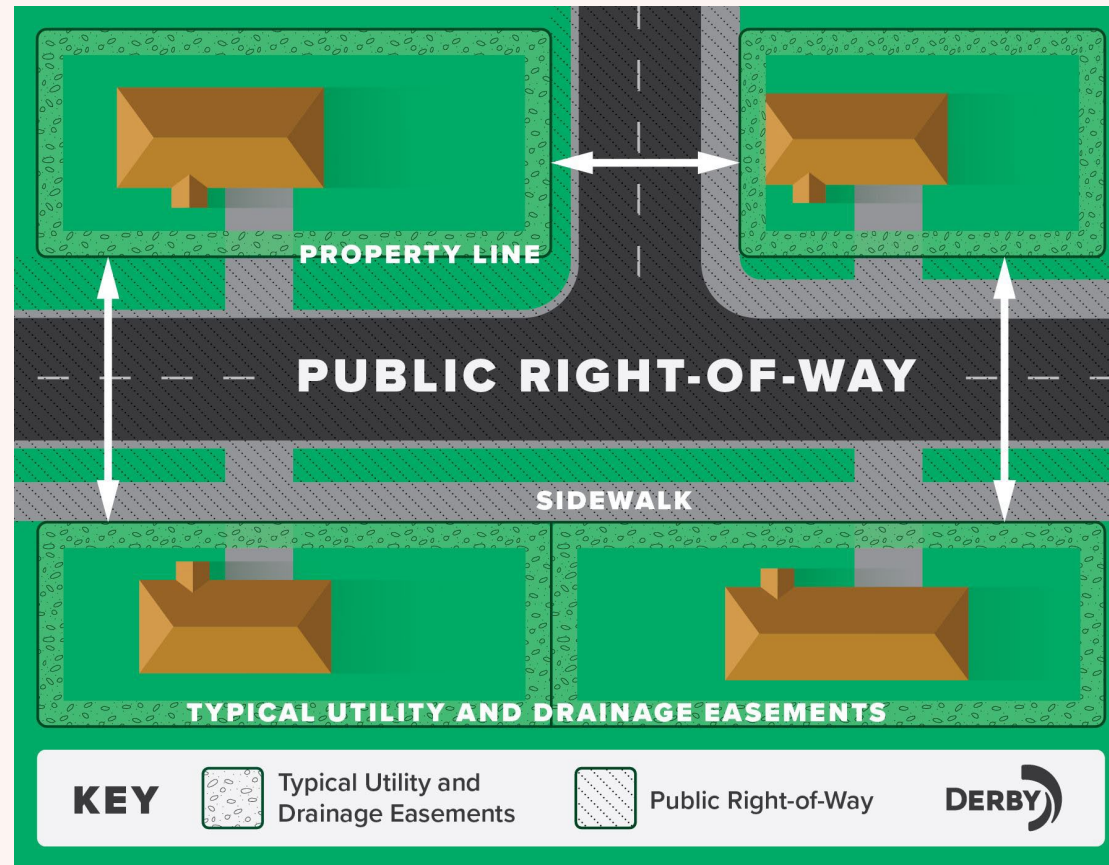
ACCESSIBILITY & PROWAG

ADA requires Transition Plans for State & Local Government in Facilities, Services, and Programs

PROWAG applies to pedestrian facilities in the right-of-way (i.e. crosswalks, sidewalks, ramps, etc.)

RIGHT – OF – WAY (ROW)

Public Rights of Way shall mean those areas of real property in which the City has a right-of-way interest, whether through purchase, dedication, or other means of acquisition. It shall include the area on, below, or above any present and future street, alley, avenue, road, highway, parkway, boulevard, or bridge, or other public way.



ACCESS BARRIERS



Category 1 – Less than 48” wide



Category 2 – The sidewalk has vertical separations



Category 3 – Horizontal separations

ACCESS BARRIERS



Category 4 – The sidewalk cross-slope exceeds 2%



Category 5 – Vegetation overgrowth and protrusions



Category 6 – Accessible sidewalk

COMMUNITY FEEDBACK

COMMUNITY FEEDBACK

A survey was available April 4 – April 19

176 responses were received

The survey asked respondents to rank a set of ten values from 1-10 to help [us] understand how they prioritize conflicting values. Results are as follows:

Priorities for Brick Sidewalks

1. **Safety**
2. **Accessibility**
3. **Sustainability**
4. Tradition
5. Charm
6. Uniqueness
7. Cost
8. Community
9. Equity
10. Efficiency

Priorities for Brick Streets

1. **Safety**
2. **Sustainability**
3. **Tradition**
4. Charm
5. Cost
6. Uniqueness
7. Accessibility
8. Community
9. Efficiency
10. Equity

COMMUNITY FEEDBACK - SIDEWALKS

Based on the value priorities of **Safety, Accessibility, and Sustainability**:

- The safe and comfortable movement of people is top priority for sidewalk design.
- A sidewalk network must work for people of all abilities and needs – whether that's people who use wheelchairs, canes, are visually impaired, use walkers, scooters, or push strollers.
- Standards should consider the lifetime of the materials used & reusing existing materials when possible. Setting standards that minimize the need for frequent repairs and maintenance.

8-80 Concept: Consider the needs of an 8 year old and an 80 year old when designing streetscapes & if both theoretical people can feel safe and comfortable then it is likely better for all members of the community.

COMMUNITY FEEDBACK - SIDEWALKS

Comments:

"I care most that as many Lawrencians as possible can use sidewalks that are safe and usable... I think it is more important that we have a vibrant, walkable community than that we prioritize brick sidewalks. Where we do have resources, grants, or private willingness to invest, brick sidewalks can be a great project to help create attractive, charming neighborhoods."

"I strongly don't want to lose these amazing features of Lawrence, but also realize that areas much be accessible for people with disabilities - it is a hard balance, but I'm certain it can be solved with creative thinking."

"The brick sidewalks are a part of the historic nature of Lawrence and should to be preserved. They do require more maintenance than concrete sidewalks, but can easily be repaired in small areas that need it."

"I really like the historical value and uniqueness of the brick sidewalks, but we still need to make sure the sidewalks are accessible for all. The part of history where only able bodied folks are considered in public decision making has no place in today's civic work."

COMMUNITY FEEDBACK - SIDEWALKS

Comments:

“Brick sidewalks add a lot of character to historic neighborhoods in Lawrence. They make our city special. If the bricks are properly installed and maintained, they can be accessible as well.”

“I get that brick sidewalks may be charming and reflect history, but we need to prioritize higher values of access and equity across our entire community.”

“Brick sidewalks in historic districts and in proximity to structures on historic registers must be preserved to preserve the context of the surrounding structures. They must be properly maintained to be safe for pedestrians.”

“Ensuring that any rebuilding of brick streets and sidewalks be done by or led by experts with a mind towards longevity.”

“If the sidewalks aren't safe and accessible, then they won't work. In terms of sustainability, they need to be constructed with this in mind for long term value.”

COMMUNITY FEEDBACK - STREETS

Based on the value priorities of **Safety, Sustainability, and Tradition**:

- The safe and comfortable movement of people and goods is top priority for street design.
- Standards should consider the lifetime of the materials used & reusing existing materials when possible. Setting standards that minimize the need for frequent repairs and maintenance.
- The history associated with brick streets is of high value and should be preserved.

Considering Tradition is ranked as a higher priority for brick streets than brick sidewalks we can discuss if there is a greater value in retention of brick streets versus brick sidewalks.

COMMUNITY FEEDBACK - STREETS

Comments:

“Brick streets are too expensive to install and maintain. As a community, we need to move beyond funding pavement charm and tradition and focus our paving resources on higher values like access and mobility for all. The historic homes will still make certain neighborhoods charming and of historical interest. “

“Brick streets help reduce speeds, made from durable and sustainable materials, enhance the historical neighborhood setting, and contribute to the beauty of the city”

“Brick streets look nice, but have lower functionality. They are bad for bicycles, strollers, scooters, and really for cars as well. They look nice, but functionality should be a higher priority.”

“I think brick Streets are a great way to reduce the speed of traffic. I never felt like I had cars speeding down our street.”

“All brick streets seem totally impractical and unattractive. However, brick intersections would add a touch of 'history'. That appeals to me for visual effect and because it can have a traffic calming effect. Connecting brick sidewalks through intersections also has a nice visual effect on the neighborhood.”

COMMUNITY FEEDBACK - STREETS

Comments:

“Brick streets, especially when paired with historic districts, are very unique and again convey the community's intentional connection to their community and its history. They are a natural speed deterrent in residential neighborhoods as well.”

“A bicycle trip down New York Street, among other streets, is a bone jarring, unpleasant experience. I can't imagine how a person in a wheelchair can access a car parked on the street, or cross the street to visit neighbors or a store. The days of people with mobility limitations being trapped in their own homes need to end.”

“Brick Street are a natural traffic calming technique. In neighborhoods they are brilliant at deterring through traffic, while also looking incredible.”

“Safety is my main expectation out of the built environment for transportation. I want the most functional and cost effective streets possible. History, tradition, and looks are nice but secondary.”

SHOUTOUT

“Just wanted an opportunity to say that I think asking members of the public to rank values is a GREAT way to do community engagement.

The city should be engaging with the public on a value-basis on ALL of its public improvement projects. Keep at it!”

SUBCOMMITTEE FEEDBACK

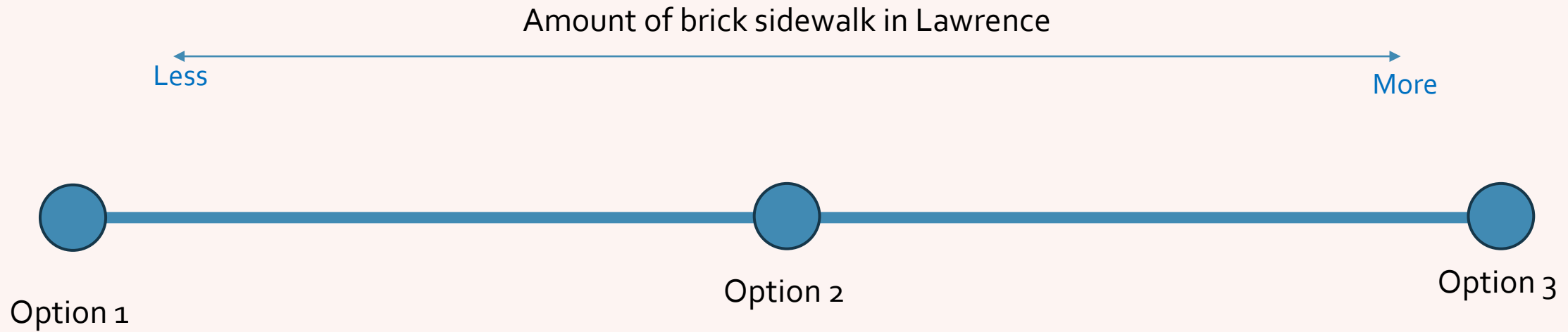
Refresh from the initial meeting values exercise:

Organization	Members	Values			
MMTC	Ed Aydelott	Charm	Community	Uniqueness	
LAN	Peggy Englehart	Safety	Charm	Cost	
LAN	John Pultz	Community	Uniqueness	Durability	
LAN	Haley Bruns	Safety	Charm	Cost	
LAN	Sacie Lambertson	Tradition	Durability	Community	
Independence Inc	Bob Mikesic	Independence	Safety	Sustainability	Reliability
LiveWell	Hilary Kass	Charm	Tradition	Uniqueness	
LiveWell					
KU	Alli Gerth				
HRC	Will Haynes	Historic	Color	Accessibility	

“Charm” was the most common value among subcommittee members, followed by a 3-way tie between Safety, Community, and Uniqueness

POLICY DIRECTION

POLICY DIRECTION - SIDEWALK



All options are built on the value priorities of **Safety, Accessibility, and Sustainability** identified by the community and include practical implementation strategies for the City of Lawrence.

POLICY DIRECTION - SIDEWALK

Option 1 of 3

Sidewalk standard material is concrete, brick accents encouraged in historic districts

When brick sidewalk is determined to not meet accessibility standards (PROWAG), policy would require property owners replace sidewalk with **concrete**.

- New development would use concrete for sidewalks.
- Improved consistency along paths.
- Encourages preventative maintenance of existing brick sidewalks.
- Bricks can still be used outside of the public walkway.



POLICY DIRECTION - SIDEWALK

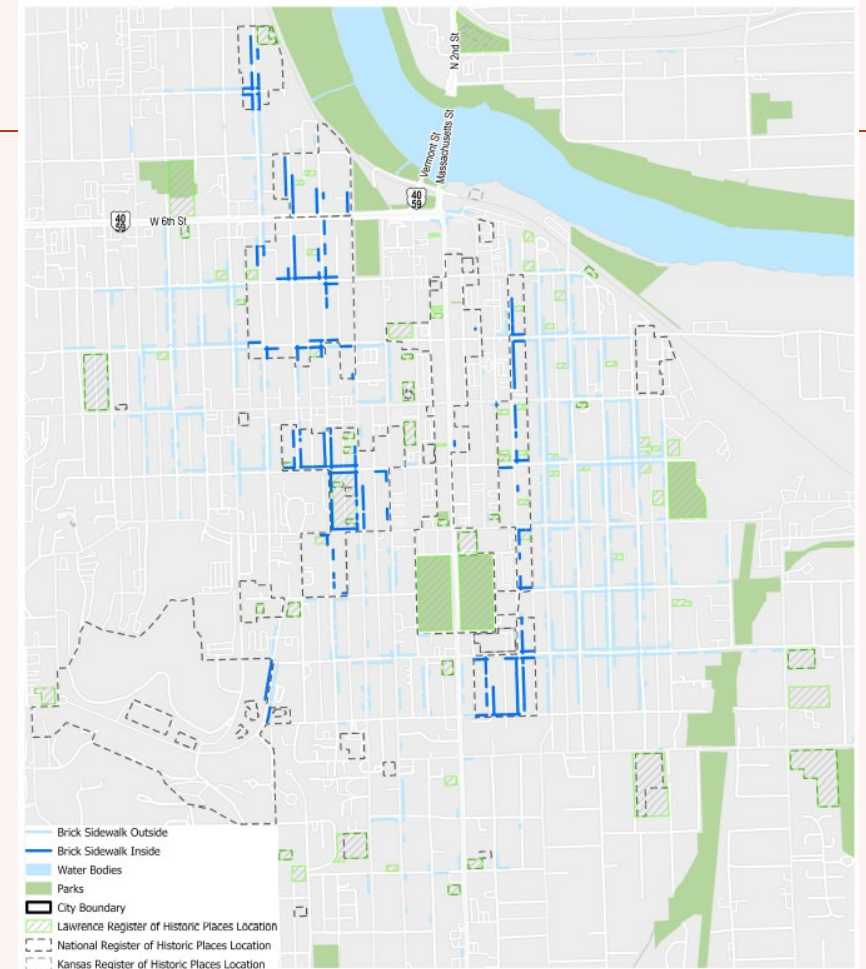
Option 2 of 3

Brick sidewalks permitted in local/ state/ national historic districts only.

When a brick sidewalk in a **historic district** is determined to not meet accessibility standards (PROWAG)... Property owner makes determination of whether to replace sidewalk with:

- concrete or
 - enhanced brick sidewalk specifications (specs TBD by policy)
- This would allow a property, in a historic district, which currently has concrete as their sidewalk material to choose to replace this material with enhanced brick sidewalk.
 - Concrete sidewalks in historic districts *could* have special design standards, e.g. border the walkway with bricks.
 - If the property is not in a historic district, they'd be required to replace with concrete.

Note: Enhanced brick sidewalk specifications will likely have increased cost due to 5' width, enhanced base, and additional safety requirements. Additional analysis needed to determine who pays the cost and/or how the cost is split amongst parties.



POLICY DIRECTION - SIDEWALK

Option 3 of 3

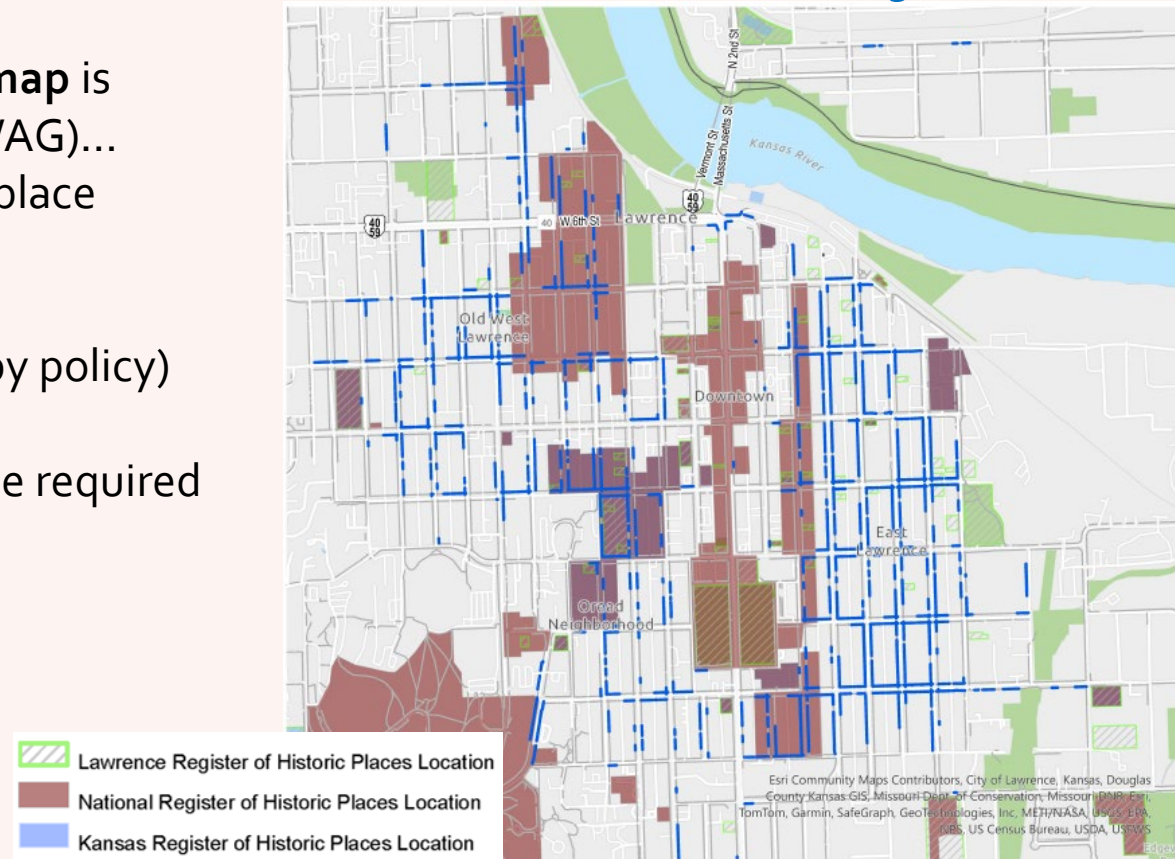
Brick sidewalks in historic districts + areas identified as permissive on policy map.
Map would be determined with assistance from Committee, HRC, MMTC and staff.

When a brick sidewalk in an **area identified by policy map** is determined to not meet accessibility standards (PROWAG)...
Property owner makes determination of whether to replace sidewalk with:

- concrete or
- enhanced brick sidewalk specifications (specs TBD by policy)

Properties outside of the policy map boundary would be required to replace with concrete.

Existing Conditions



POLICY DIRECTION - SIDEWALK

Questions for committee:

If option 1: Would we like to provide examples of brick decorated concrete sidewalk?

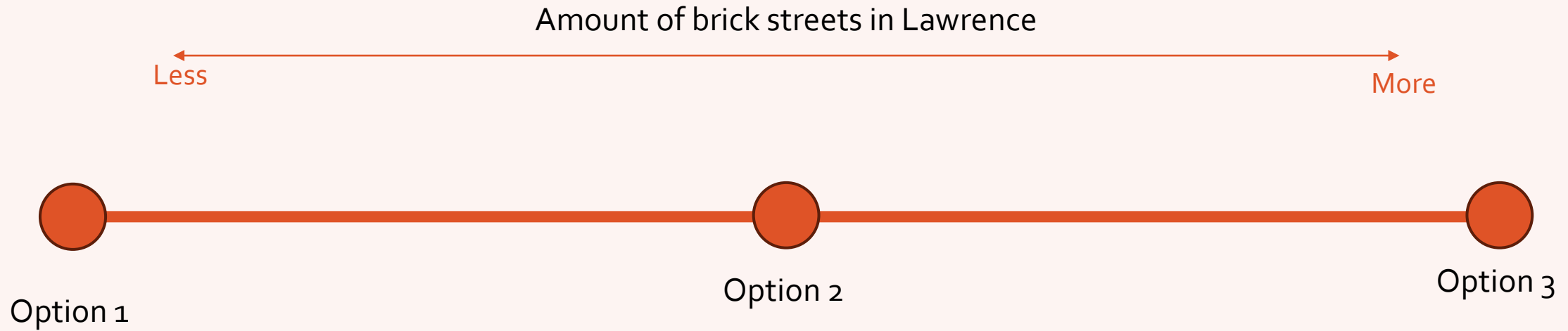
- i.e. bordering the concrete sidewalk, used for residential walkways, etc.
- are there other concrete enhancements to encourage? Dyed/ stamped/ engraved?

Option 2 / 3: Do we want to require properties in historic districts replace their sidewalk with brick?

- could enhance neighborhood feel / placemaking through a consistent material
- would remove material choice for property owners & could add cost.

Would we like to encourage the bricks removed from sidewalks be used for another community resource/ project or could they be used for brick street restoration?

POLICY DIRECTION - STREET



All options are built on the value priorities of **Safety, Sustainability, and Tradition** identified by the community and include practical implementation strategies for the City of Lawrence.

POLICY DIRECTION - STREET

Option 1 of 3

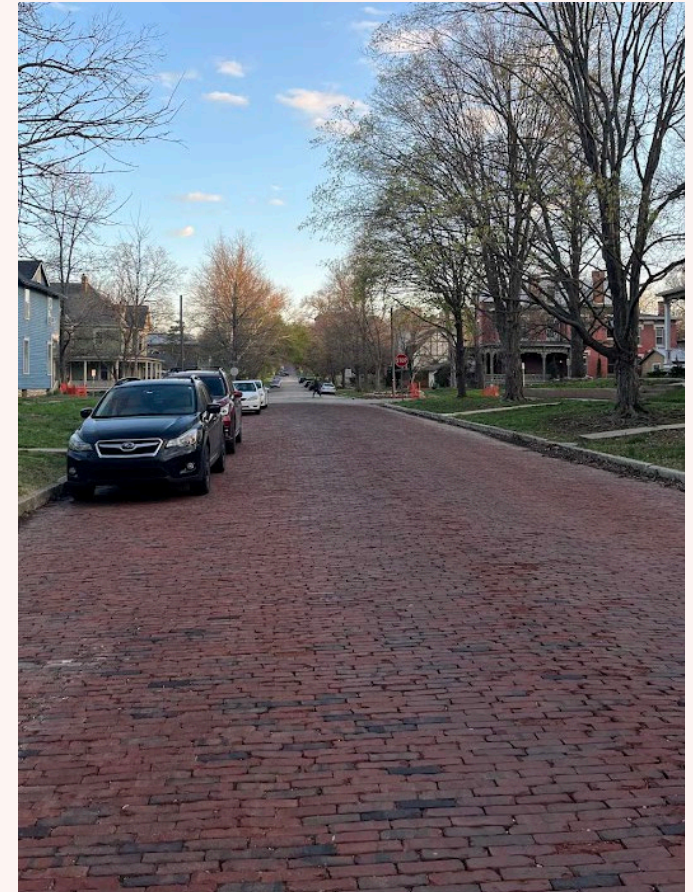
All brick streets in local/ state/ national historic districts to remain brick.

Existing brick streets in historic districts are recommended to be protected and preserved by the nomination paperwork associated with their local/ state/ national historic designation. This also aligns with the feedback received from the community regarding their value of tradition for brick streets.

- Historic District brick streets be prioritized for brick restoration.
- During entire block brick restoration efforts, limestone curbs will be preserved and replaced as supply allows.

For streets **outside** of historic districts:

- Streets in poor condition outside of district boundaries could be paved.
- Limestone curbs may be collected when street is paved for future use in historic areas.



POLICY DIRECTION - STREET

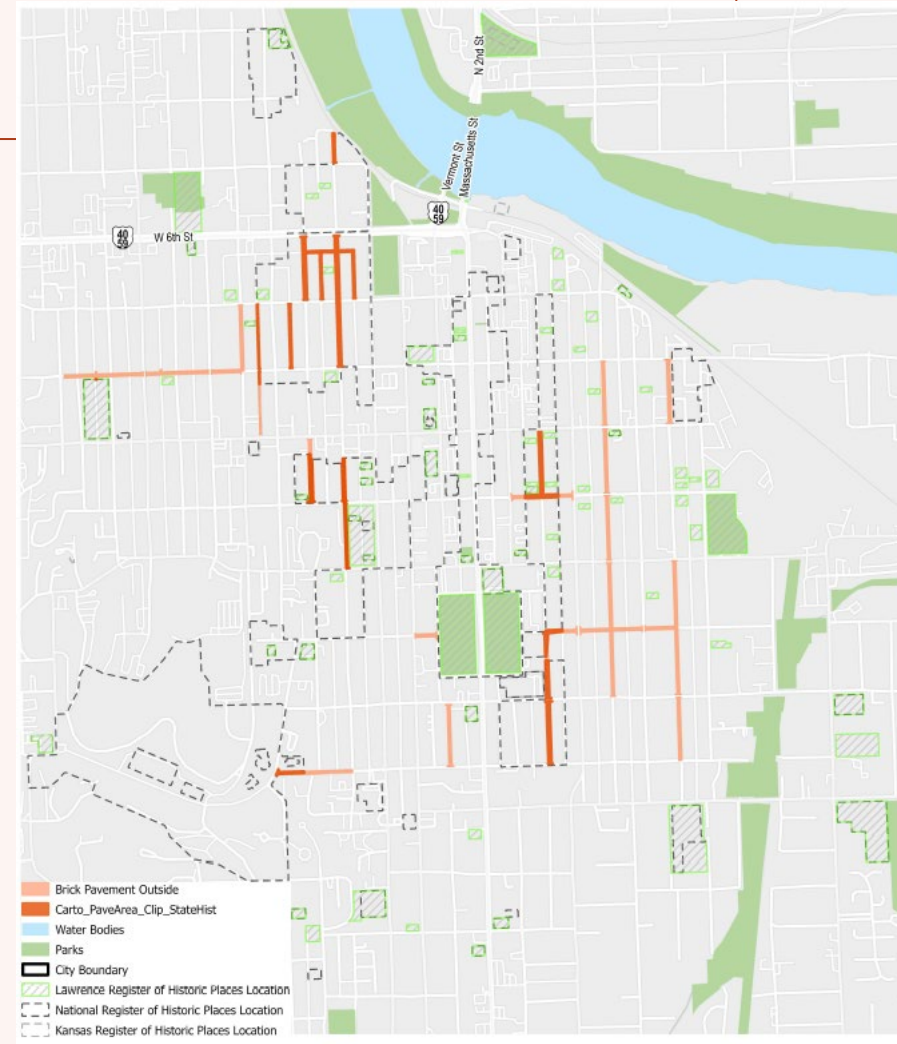
Option 2 of 3

All brick streets in historic districts & areas identified as protected on policy map to remain brick.

- Historic District brick streets be prioritized for brick restoration.
- During entire block brick restoration efforts, limestone curbs will be preserved and replaced as supply allows.

For streets **outside** of protected area:

- Streets in poor condition outside of district boundaries could be paved.
- Limestone curbs may be collected when street is paved for future use in historic areas.



POLICY DIRECTION - STREET

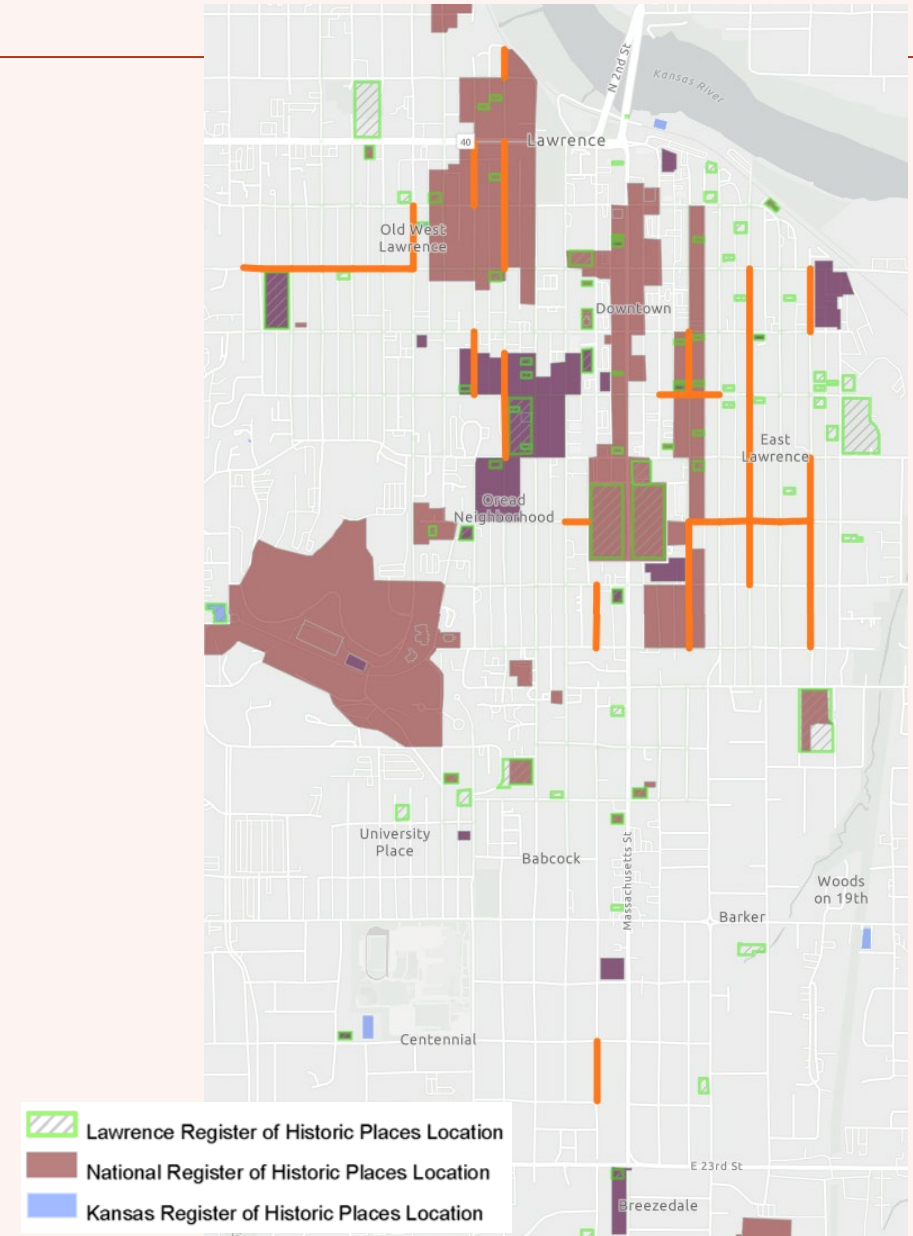
Option 3 of 3

All existing brick streets to remain brick.

Utilize Asset Management plan to identify which streets are prioritized for restoration.

The BS+S Subcommittee/ Community feedback/ HRC / MMTTC can provide preference for areas to be restored, however this guidance would be weighed against asset management best practice and PCI scores.

Existing Conditions



POLICY DIRECTION - STREET

Questions for committee:

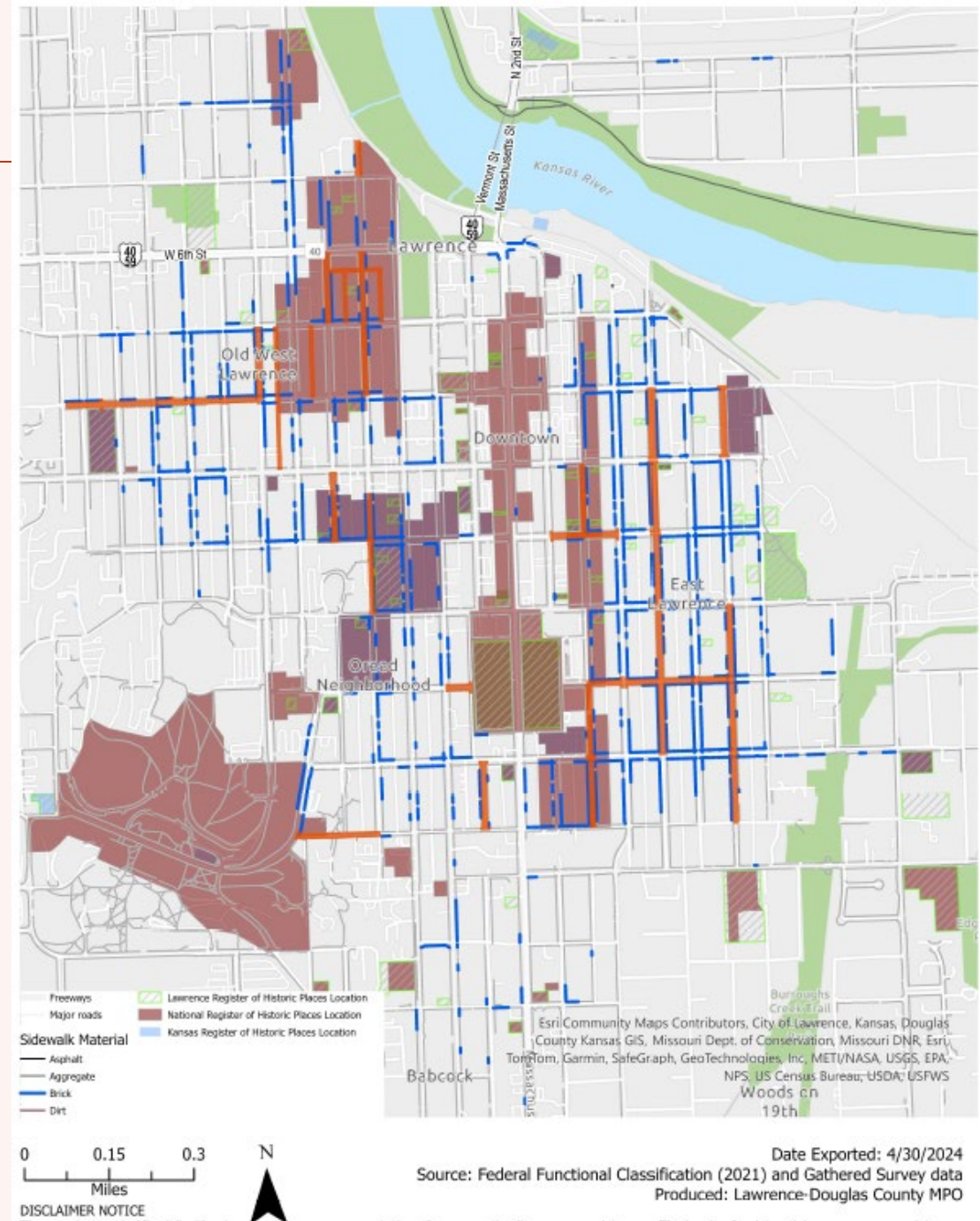
Option 1: Other than asset management program, how do we determine which brick streets are prioritized for restoration / seeking grant funds? By condition? By neighborhood interest level? By balancing what areas have already had recent improvements and prioritizing areas that haven't been fixed yet?

Option 2: What streets initially come to mind for protection outside of historic districts? What rationale should be used?

Option 3: Are there any brick streets that would be better off paved? The City is unlikely to have enough stock of brick for restoring all exposed brick street – so infrastructure cost could go up. That is, unless sidewalk bricks become available through options 1 or 2

EXISTING CONDITIONS

- Brick Sidewalk
- Brick Streets
- Lawrence Register of Historic Places Location
- National Register of Historic Places Location
- Kansas Register of Historic Places Location



CALENDAR

THREE future meetings of this subcommittee

~~Meeting #1 – Intro (March 25, 2024)~~

~~Meeting #2 - what we heard
/policy direction (May 7, 2024)~~



Meeting #3 - review draft policy (First week in June)

Meeting #4 - finalize policy (Third week in July)

CALENDAR

Staff proposed public meetings & engagement activities

~~Open House – Community conversation on values (April 4, 2024 – Carnegie Building)~~

~~Values survey 15-days (April 4 – April 19)~~

Open House – Draft policy publication & education

(Last week in June – Library) Tentative June 20th

15-day Public Comment period

(following publication)

MMTC – Study Session

(July 1, 2024)

HRC - Review proposed policy, recommend map.

(July 18, 2024)

MMTC – Review proposed BS+S policy

(August 5, 2024)

City Commission – Recommend Approval of BS+S Policy

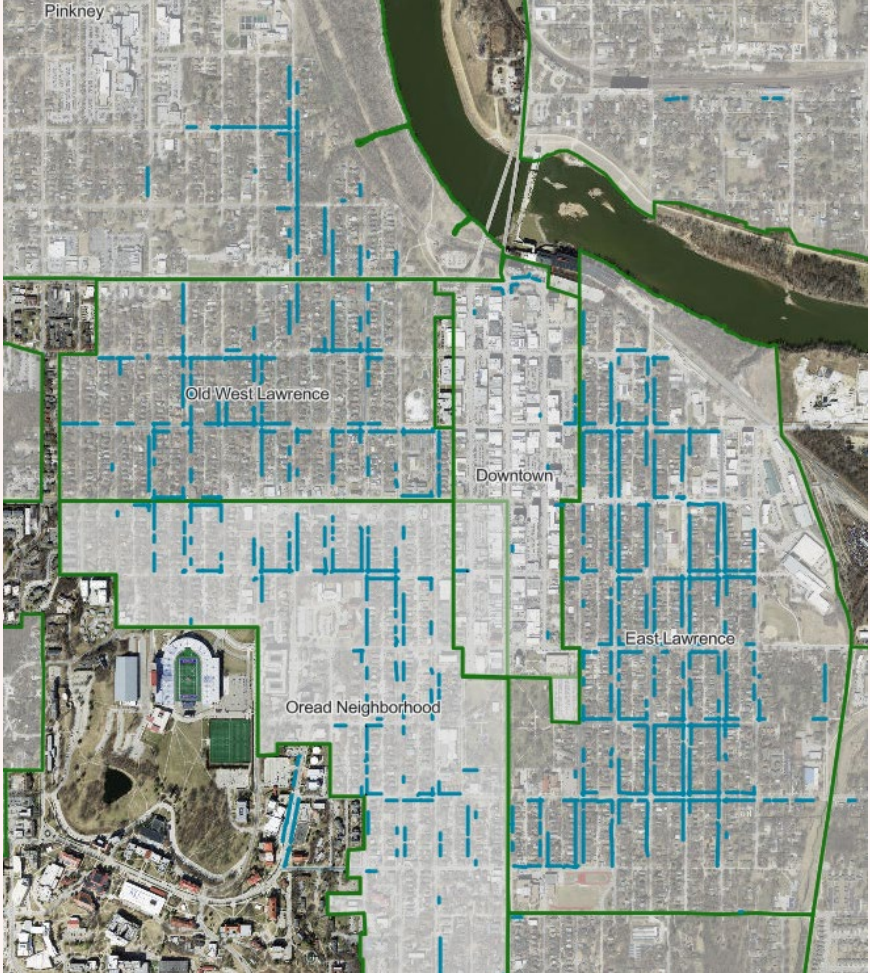
(August 20th or September 3rd)

THANK YOU

Visit www.lawrenceks.org/brick
to stay up-to-date + view
additional information

EXISTING CONDITIONS

BRICK SIDEWALKS



BRICK STREETS

