

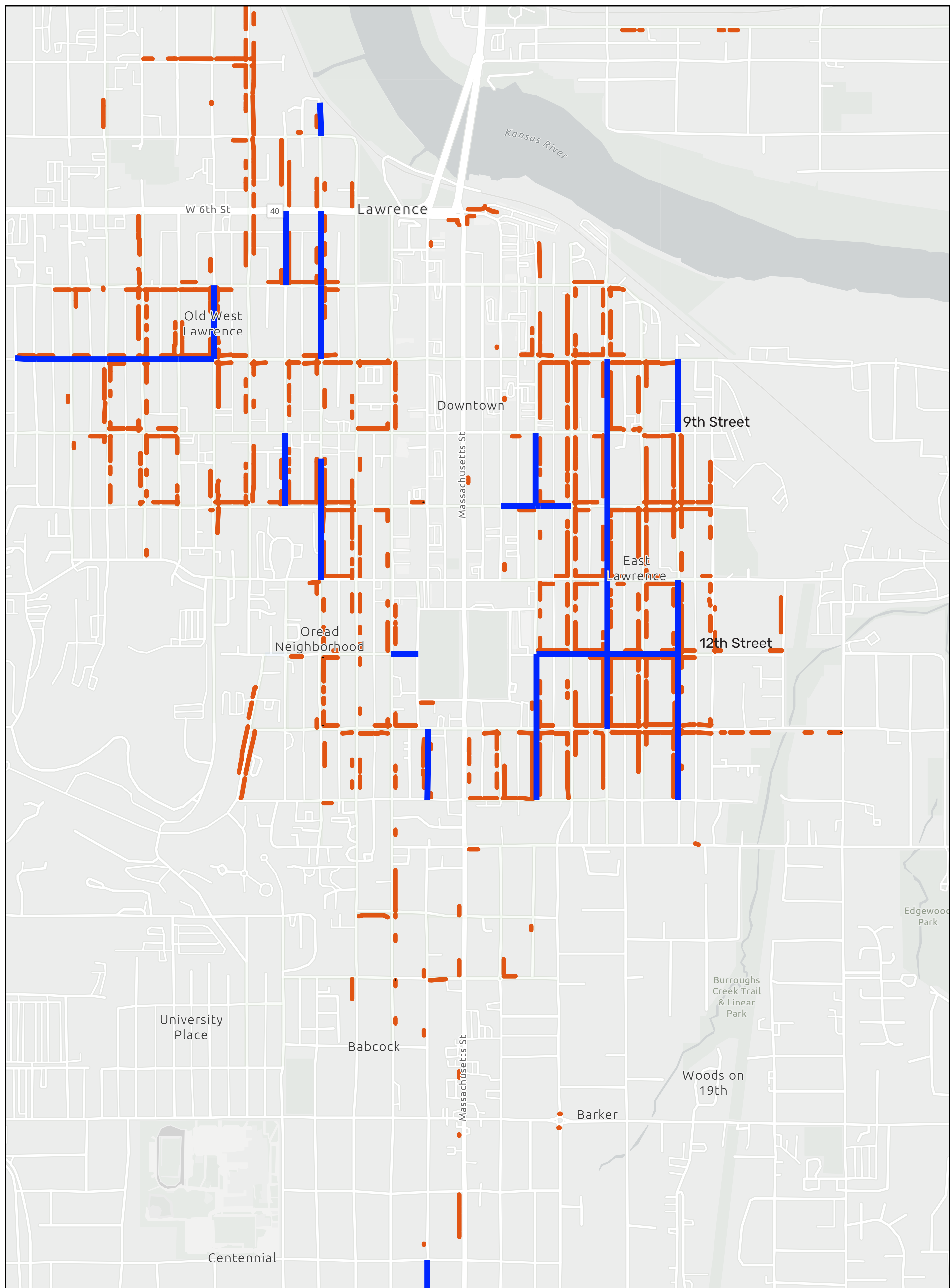


BRICK STREETS +

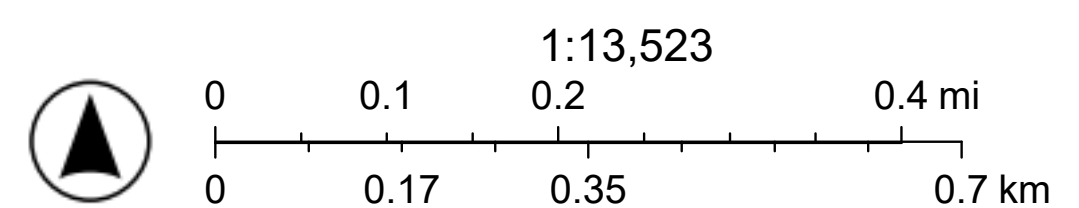
SIDEWALKS

OPEN HOUSE April 4, 2024

Existing Conditions



 Brick Streets
 Brick Sidewalks



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



Sidewalk Improvement Program

Kansas state statute identifies **the property owner** as the responsible party for sidewalk repairs and maintenance.



The City of Lawrence created the Sidewalk Improvement Program which assists property owners in meeting their legal requirements (Kansas Statute and City Code) by helping identify and repair these hazards, as well as providing technical and financial assistance (where applicable).

The Sidewalk Improvement Program currently lacks policy direction on how to handle brick sidewalks. The Brick Streets and Sidewalks Policy will provide guidance on this matter.

The primary goal of the Sidewalk Improvement Program is to provide safe sidewalks for all Lawrence residents— from kids going to school, to older residents walking to the market, to walkers and joggers of all ages, and especially to our residents with disabilities— by eliminating tripping hazards.

Brick sidewalks, if not installed or maintained properly, can be major tripping hazards for our community and potentially limit the mobility of those using assistive walking devices like wheelchairs or walkers.



All sidewalks constructed in this City shall be constructed of Portland cement concrete or material approved by the City Commission in strict accordance with the specifications adopted by the commission and on file in the City Engineer's office **except if a brick sidewalk exists and the owner chooses, the walk may be reconstructed or repaired with brick.** No person shall construct any sidewalk in this City unless such sidewalk shall conform to the specifications... [above].

Chapter 16 of City Code

i.e. under current code - no new brick sidewalks are permitted unless the property has existing brick sidewalks.



Sidewalk Improvement Program



More information can be found at www.lawrenceks.org/sidewalk-improvement



Accessibility + ADA Compliance

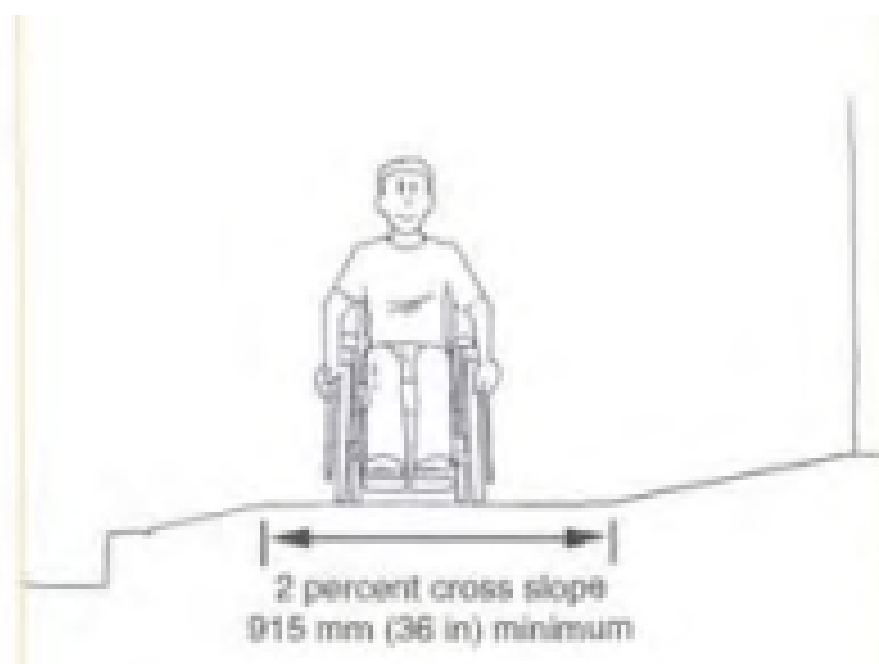
Sidewalks, like roadways, should be designed to serve all users. This includes children, older people, parents with strollers, pedestrians who have vision impairments, and people using wheelchairs and other assistive devices. Just as a roadway will not be designed for one type of vehicle, the design of sidewalks should not be limited to only a single type of pedestrian user.

ADA Compliance and Public Right-of-Way Accessibility Guidelines (PROWAG) outline standards for sidewalks to assure that users feel comfortable and safe.

These include but are not limited to:



PROBLEM Wheelchair users traveling on a sidewalk with a cross slope greater than 2% use more energy to offset the force of gravity that directs them towards the curb and into the street



GOOD DESIGN A level area at least 915 mm (36 in) wide improves access when the street elevation is lower than the building elevation

- 5-foot minimum clearance width;
- Pave sidewalks with smooth, durable material;
- Keep sidewalks in good condition, free from debris, cracks and rough surfaces;
- To the extent possible, have a maximum cross-slope of 1 inch of fall for every 4 feet of width (2% grade);
- Ensure driveway slopes do not encroach into the sidewalk; generally a 6-foot setback;

The Americans with Disability Act, a federal law enacted in 1990, has been instrumental in promoting accessibility over the past 30+ years. However, it's important to note that the law doesn't mandate immediate accessibility for all public infrastructure in all locations. Instead, it sets priorities and establishes design standards. This is where the ADA Transition Plan comes in, working towards a more accessible community in a strategic and resource-conscious manner over time.

The Brick Streets and Sidewalks policy can provide guidance on what design features a brick sidewalk would need in order to meet ADA standards.



Accessibility

More information can be found at www.lawrenceks.org/access



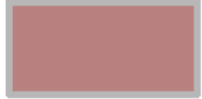
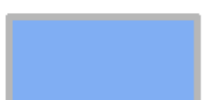

Historic Resources

Historic assets, like brick streets and brick sidewalks, are reminders of the past and can be character defining for particular neighborhoods.

A Historic Preservation Ordinance, Chapter 22 – Conservation of Historic Resources Code, has been enacted by the City of Lawrence to help protect and encourage the preservation of Lawrence’s historic and architectural resources. The Ordinance establishes the Historic Resources Commission (HRC) and calls for the establishment of local historic districts and local landmarks.

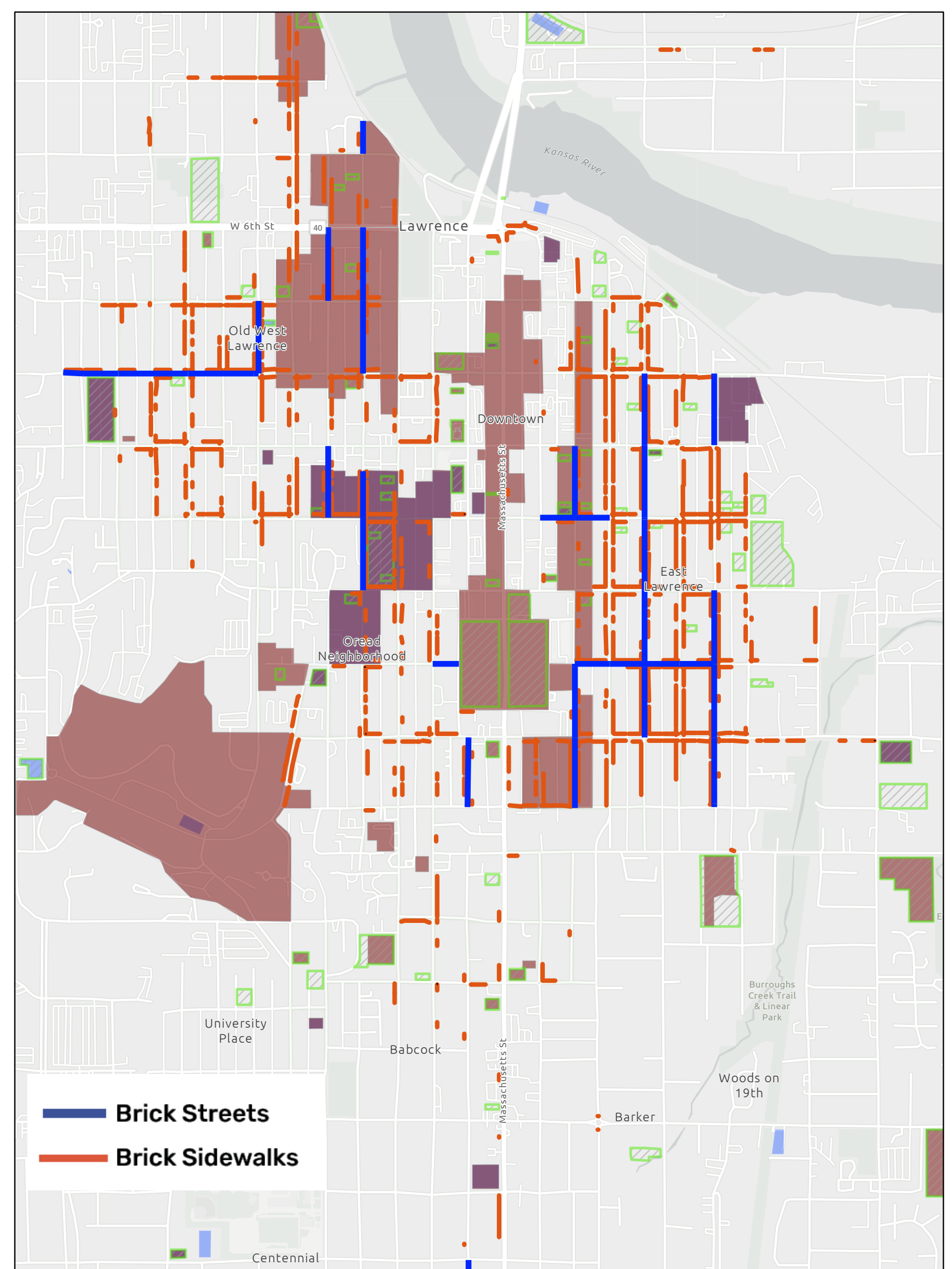
In addition to the City of Lawrence’s Historic Preservation Ordinance, the State of Kansas has adopted the Kansas Historic Preservation Act (K.S.A. 75-2715 – 75-2725) which provides for the protection of properties listed on the Register of Historic Kansas Places and the National Register of Historic Places. Currently, the City of Lawrence has entered into an agreement with the State Historic Preservation Officer for the HRC to conduct reviews required by this statute in Lawrence.

There are three primary level of historic designation:

-  National
-  State
-  Local

Landmarks and historic districts may include structures, property, interiors of structures, objects, or landscape features.

These various levels of historic designation are associated with various levels of review and preservation. There are also multiple overlapping designations, as shown in the map to the right.

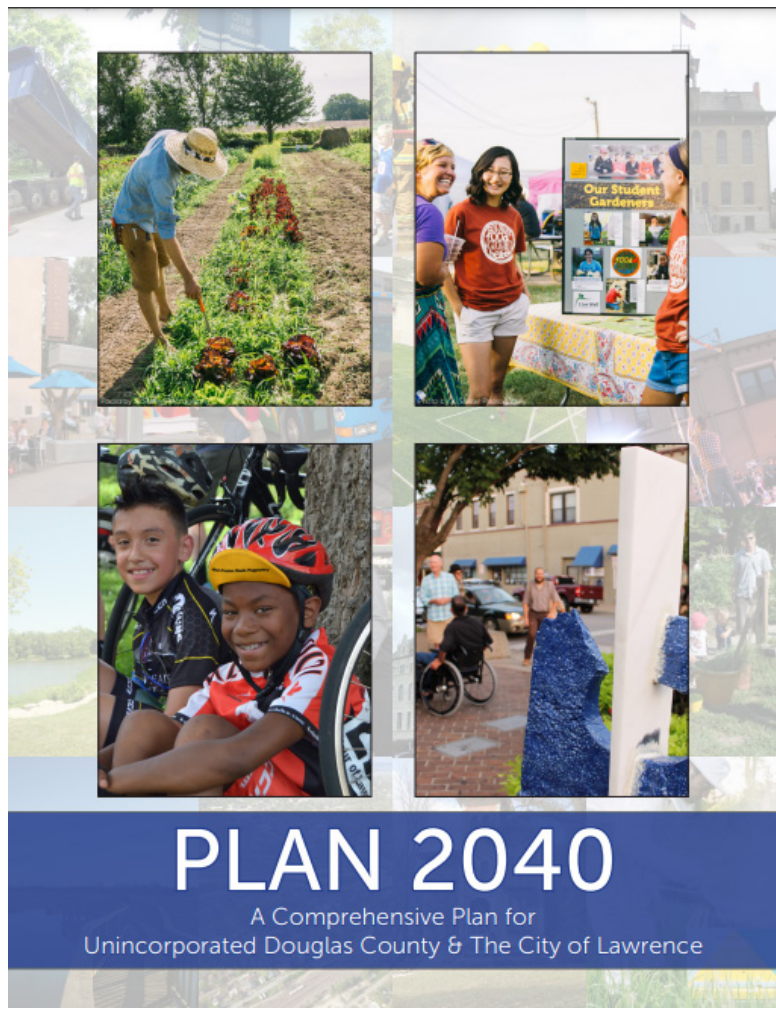


Historic Resources

More information can be found at www.lawrenceks.org/pds/historic_resources



City of Lawrence Adopted Plans



Lawrence Comprehensive Plan

The Comprehensive Plan provides a vision and expresses a community's desires about the future. It provides the foundation and framework for making future physical development and policy decisions. It is used as a policy guide that identifies the community's goals for directing future land use decisions.

Chapter 7, Community Resources states the following goal, "Protect and maintain publicly owned historic resources... **Maintain, protect, and restore existing brick streets, sidewalks,** and hitching posts within Lawrence."

Lawrence Strategic Plan

A Strategic Plan outlines a systematic process for moving toward a vision in a manner that involves the development and prioritization of strategic goals along with measurable strategies.

The Connected City outcome of the Strategic Plan states the following, "The City of Lawrence has well-maintained, functional, and efficient infrastructure, facilities, and other assets. **Connectivity supports accessible, sustainable methods for safely moving people** and information throughout the community and the region. Investment in these assets reflects the City's commitment to contribute to the well-being of all people."



Transportation 2050 Plan



Transportation 2050 (T2050) is the blueprint for our future transportation system; it is a vision for a healthy, safe, and efficient transportation system which adequately serves the metropolitan region. The plan identifies future transportation needs, investments, and improvement strategies for all forms of transportation (automobile, public transit, bicycle, pedestrian, etc.) necessary to meet the transportation needs of the region through 2050.

This plan identifies multimodal projects and strategies including, "City of Lawrence should **Establish Brick Sidewalk and Street Standards.**" and mentions "**brick sidewalks**, especially those in poor condition, can be difficult (if not impossible) to traverse for those with limited mobility."



Not all brick streets are created equal

Brick streets are seen in Lawrence in various conditions. The majority of historic brick streets in Lawrence were laid in the early 1900's. There are approximately 3.5 miles of remaining exposed brick streets as shown in the Existing Conditions poster. Below are a few locations of brick streets in various conditions.



1200 block of New York Street

- Asphalt surface milled off 20+ years ago
- The original bricks have seen considerable damage since the asphalt was removed
- Removing asphalt from brick streets is a costly and time consuming endeavor
- Determination was made that this is not a cost effective strategy for the City.



600 - 700 block of Ohio Street

- Redone in 2008; state grant paid for 80% of project.
- Brick streets don't get potholes like paved streets; generally there is less maintenance.
- Good fit aesthetically for historic neighborhoods.



900 - 1100 block of New York Street

- Redone in 2010; project cost approximately \$600,000 federal grant fully funded.
- Brick streets don't get potholes like paved streets; generally there is less maintenance.
- Good fit aesthetically for historic neighborhoods.



Pennsylvania and 12th Street intersection

- The street's pavement condition score (PCI) is in the failing range, requiring major reconstruction or resurfacing.
- There are no historic structures or markers on this block, nor is it in a historic district.
- The original bricks are in poor condition and have not been preserved.

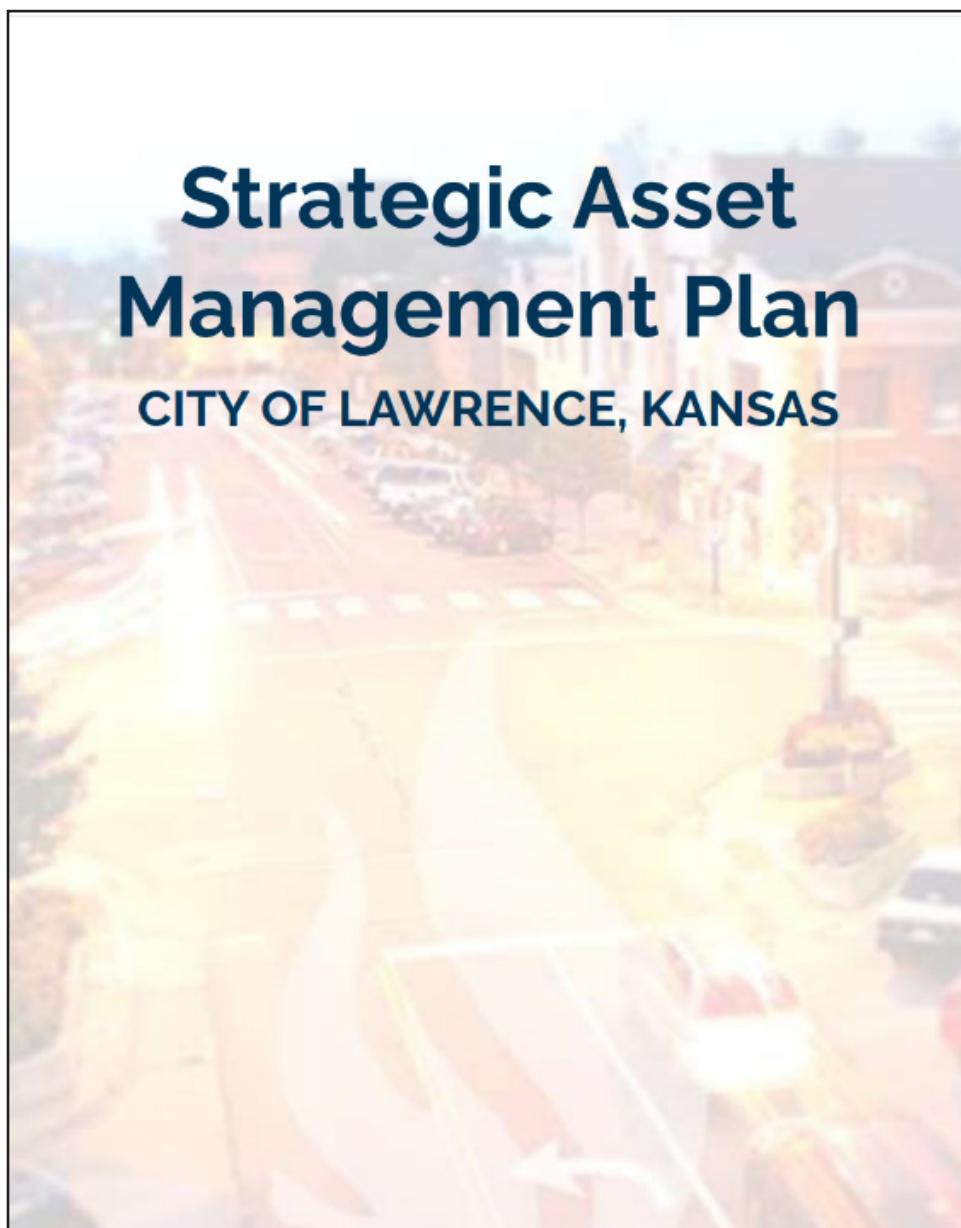
In addition to the visible brick streets in Lawrence, there are approximately 24 miles of streets which have historic brick as a sublayer and have been paved over. When these pavings occurred preservation of the brick sublayer was not prioritized, and thus we can not be certain what condition these covered brick streets are in. At this time the City has made the determination to prioritize maintaining the existing conditions of the streets in Lawrence. This policy will assist in determining if specific streets warrant further review.



Asset Management

Routine street maintenance improves the quality of the roads and extends the life cycle of the street network, protecting past and future investments.

Many of the brick streets in Lawrence are reaching the **end of their 100 year life cycle** and a decision must be made on what to do next and where to prioritize reconstruction or resurfacing.



Asset Management Policy: The City of Lawrence is committed to using asset management to assure that investment decisions for our assets are aligned with achieving the City's objectives and Strategic Plan outcomes at the lowest cost of ownership when possible.

Asset life cycle – The management of an asset over its lifespan, including but not limited to planning, funding, designing, requisitioning, creating, developing, constructing, installing, using, operating, maintaining, rehabilitating, replacing, and disposing.

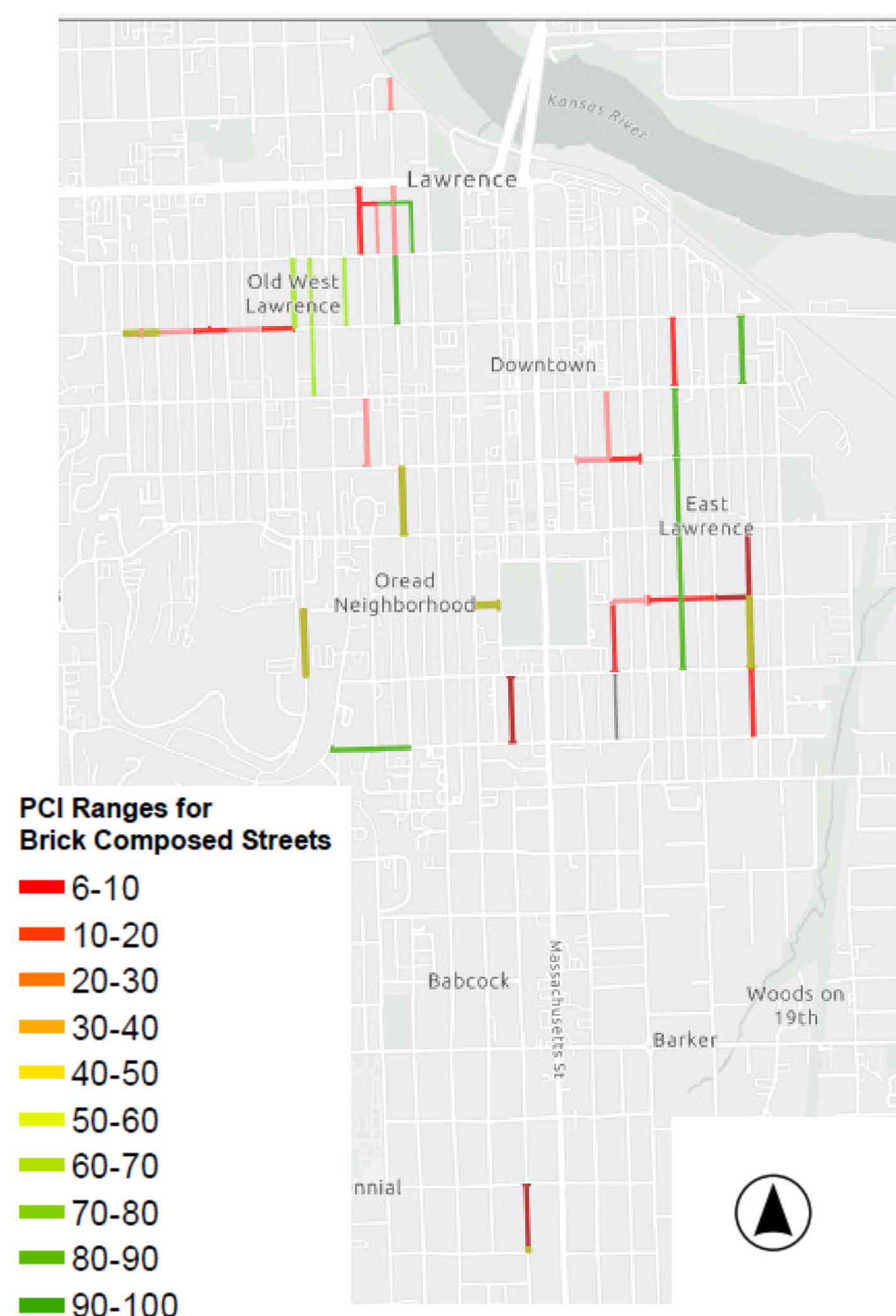
The maintenance needs of the current streets and transportation infrastructure outweighs the available dedicated resources.

While brick streets are associated with the long lifespan of the brick material, they also require special maintenance (i.e. snow plows, brick laying and patching techniques, etc.) and have a higher up front cost.

Considering the condition of many of the City's brick streets, a decision for how to best manage this asset must be made.

All streets in Lawrence are reviewed for their condition on a regular basis and mapped by their PCI (Pavement Condition Index). The PCI score of the streets indicates the general condition of the street.

Exposed Brick Street PCI Scores (2017 data)



Not all brick sidewalks are created equal

Brick sidewalks come in many varieties. Some are historic, others are newer. Some are laid in a concrete base, others are laid directly onto dirt. Some brick sidewalks are actually not bricks at all. The way that brick sidewalks are laid and the material used determines the cost of the project, as well as the durability of the sidewalk and how well a sidewalk meets ADA requirements. Below are some various styles of brick sidewalks found in Lawrence.



Historic Brick

- Sustainable choice considering ability to reuse existing materials.
- Retains historic character of area.
- Challenging considering ADA requirements, however herringbone is preferred.
- Settling bricks can create trip hazards.
- More difficult to snow shovel than standard concrete sidewalks.



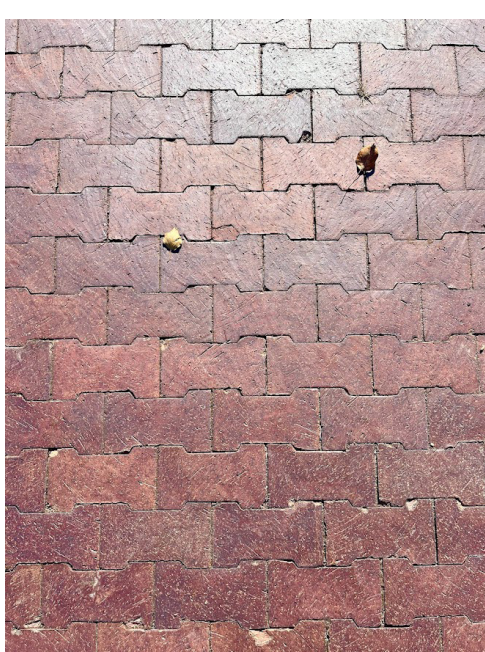
Brick Veneers inlay in concrete

- ADA compliance easier to accomplish.
- Can be used as a decorative feature to provide harmony with historic brick areas.
- More cost effective than full bricks laid in concrete.
- Less likely to be a trip hazard or settle.



Faux Brick stamped into dyed concrete

- ADA compliance easier to accomplish.
- The labor and materials needed to create a faux brick stamped concrete path are minimally different than standard concrete sidewalks.
- May not have the same character as historic bricks, but provides a compromise to grey flat concrete.
- The bumps and ridges, if too deep, can cause discomfort for those rolling across.



Interlocking Brick Pavers

- Requires new materials rather than using historic bricks.
- Provides a smooth surface, unlikely to have bricks pop out of place due to interlocking connection.
- Availability of material is unknown.



Brick laid in concrete base

- ADA Compliance easier to accomplish.
- Ability to reuse historic bricks in a new modern way.
- The cost of labor and materials is considerably higher due to needing both a standard sidewalk to be laid as well as the brick within it.
- Can be used as a decorative feature to provide harmony with historic brick areas.



** Alternative concrete with brick accents **



- ADA Compliant.
- Uses historic brick outside the primary public lane of travel.
- Provides harmony with neighboring properties.



What's to come?

A Brick Streets and Sidewalk Policy will be developed with guidance from the Multimodal Transportation Commission (MMTC) Subcommittee and feedback from the public. This subcommittee is made up of volunteers from various stakeholder groups, including: Multiple neighborhood representatives, KU, LiveWell, Independence Inc., Historic Resources Commission, and MMTC.

The subcommittee is supported by staff with expertise in various divisions such as Asset Management, Transportation Planning and Engineering, ADA Compliance, Historic Resources, Forestry, MSO Field Crews, and Planning.

The policy will provide much needed guidance on where and how to maintain our City's brick streets and brick sidewalks. The goal is to have this policy drafted by the fall of 2024 in order to utilize the funding which was marked for sidewalks in the 2024 Capital Improvement Program (CIP).

Once staff have drafted the policy it will be available for public comment and more community engagement events will follow.

Keep an eye on the process and future engagement opportunities at

www.lawrenceks.org/brick



Conflicting values & feedback

As shown in the posters developed for this conversation on brick streets and brick sidewalks, there are a number of important aspects to consider. There may have to be compromises or trade-offs made in how brick streets and brick sidewalks are maintained, repaired, and the design standards they're held to as a part of this policy.

In order to best understand the values that each member of the community has and how those values should be prioritized, a survey has been created to assess what you feel are the most important things to consider as the policy is drafted.

Please pick up a paper survey or complete the online survey by April 19, 2024

Survey link found here:

<https://t.ly/MBL7V>

or

www.lawrenceks.org/brick

QR code:



Acknowledgment

Lawrence is fortunate to have such a rich history which you can see on the brick paths we walk and brick streets we drive on. Our community is bright, strong, and full of engaged neighbors who make the City a great place to live, work, learn, and play.

The topic of brick streets and brick sidewalks is one that many neighborhoods hold close & understandably feel very protective of. In 2021 a neighborhood advocacy group provided information and goals for the City in regards to preservation and restoration of brick streets - These aspirations are not lost in the work being done as a part of this new policy drafting process. We appreciate and value those voices and intend to utilize that information along with additional community feedback on this topic. Through this public process the City aims to develop a policy which reflects the community's values and priorities, and has attainable and practical implementation strategies for the City of Lawrence.



Brick Streets + Sidewalk Values

Each of these values could mean a multitude of things. Below is a list of value themes closely connected to brick streets and sidewalks and examples of what these values may mean in this discussion.

Accessibility People with limited mobility would be afforded the same ability to move throughout a space as an able-bodied person. This priority could allude to placing higher value on an accessible built environment.

Charm How a space feels, or the character of the area, generally positive feelings or memories. This priority could allude to placing higher value on maintaining the existing conditions of an area, or interest in altering the infrastructure to appear unique to an area.

Community What characteristics makes a place feel like you belong, ability to move throughout a space where you can connect with others. This priority would allude to placing higher value on connectivity within an area.

Cost The cost of materials, the effective management of assets, the entity responsible for payment. This priority would allude to placing higher value on how much a given project costs and concerns for who may be responsible for funding the project.

Efficiency Achieving maximum productivity, reducing wasted energy, resources, or time. This priority could allude to placing higher value on travel being quick and effective.

Equity The quality of being fair, the act of providing more resources to areas in more need. This priority could allude to placing higher value on insuring that all people, regardless of physical ability, are able to safely travel throughout a space and that those who are in more need are provided the tools they need to succeed.

Safety Being protected from or unlikely to cause danger, risk, or injury. This priority would allude to placing higher value on assuring that infrastructure is built to the highest safety standards and people feel comfortable moving throughout a space.

Sustainability Conscious use of limited resources, wanting materials to last a long time, reusing existing materials as much as possible, making choices now for the best impacts for future generations. This priority would allude to placing higher value on making choices based on existing conditions and reusing materials when possible, so long as they are of quality.

Tradition Interest in retaining what currently exists. This priority could allude to placing higher value on maintaining the existing conditions of an area, or altering the infrastructure to appear as if it were historical.

Uniqueness Recognizing the special characteristics of Lawrence as being the only one of its kind; unlike anything else. This priority could allude to placing higher value on maintaining the existing conditions of an area and allowing a multitude of materials.