

# Memorandum

## City of Lawrence

### Municipal Services and Operations Department

TO: Brick Streets and Sidewalks Subcommittee  
FROM: Cece Riley, Transportation Planner II  
SUBJECT: Brick Streets and Sidewalks Policy  
DATE: July 22, 2024

After review of public comment on the Draft Brick Streets and Sidewalks Policy, meeting with the Multimodal Transportation Commission and Historic Resources Commission, and having continued staff working group discussions – the following changes are recommended:

- Consider changing the name of the sidewalk map from “Brick Sidewalk Policy Applicability Map” to “Brick Sidewalk Permissive Map”
  - This better aligns with the purpose of the map to indicate which properties are permitted to choose brick or concrete for their public sidewalk material.
  - The change would be reflected throughout the policy & map title updated.
- Consider reviewing the area included in the Brick Sidewalk Permissive Map and expanding the footprint to include the Original Townsite Plat area.
  - Community concern for “losing” brick sidewalks outside of historic districts and overlay districts, especially east Lawrence and old west Lawrence.
  - The properties included in the original townsite plat + historic districts + UC Overlay Districts would provide coverage for these areas of concern & permit additional areas to be included when new districts are designated.
  - Staff believes adding the original townsite to the map may be operationally easier to implement the ADA Transition Plan – rather than waiting for Neighborhood Plans to adopt Overlays.
  - Historic Resources Commission had mixed suggestions for the spread of the mapped permissive area, but all members suggested it be widened.
- Consider clarifying the portion of Section 6.2 which discusses historic natural stone panels as follows:
  - Historically, bluestone, flagstone, or other types of natural stone slabs have also been used as pavers in the ROW as sidewalk. Those materials are **not recommended** for accessible public sidewalks and **are more appropriate for** use on private property. Where such material is used as a sidewalk in the public ROW and fails to meet PROWAG Standards, **the failing panel shall** be removed and replaced with brick or concrete sidewalks meeting PROWAG Standards. Owners of

property adjacent to such natural stone pavers are encouraged to use the historic materials for residential walkways and hardscaping on their respective properties. The City is not responsible for any damage to natural stone pavers located in the right of way.

- This change intends to clarify that if a segment of sidewalk is safe and meets pro汪 standards – it can remain. Regardless of the material
- Consider adding “when installed” to Section 6.3 to clarify that the 1/8” between bricks is the installation standard brick sidewalks are expected to meet.
  - Section 6.0 of the policy clarifies what standards the sidewalks are held to for the lifetime of the asset (PROWAG Standards and MSO Design Criteria)
  - Utilizing 1/8” as the installation/construction standard is found in other municipal policies and cited within the Brick Industry Association technical notes. This metric allows for the brick sidewalk to settle slightly and still meet PROWAG standards (1/4”). Utilizing stricter construction and installation standards is common practice in engineering and allows for some *tolerance* in the field.
  - Should a brick sidewalk be installed to 1/4" between bricks then any natural settling may cause the sidewalk to no longer be compliant and thus need to be reworked shortly after initial installation. This is not in line with the values prioritized by the community (safety, accessibility, sustainability).