

RESOLUTION NO. 7522

**A RESOLUTION OF THE CITY OF LAWRENCE, KANSAS,
REVISING THE NEIGHBORHOOD TRAFFIC MANAGEMENT
PROGRAM AND REPEALING RESOLUTION NO. 7272.**

WHEREAS, on December 4, 2018, the Governing Body of the City of Lawrence, Kansas, adopted Resolution No. 7272, establishing the Neighborhood Traffic Management Program; and

WHEREAS, the Governing Body now wishes to revise the Neighborhood Traffic Management Program.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE, KANSAS:

SECTION 1: The Governing Body hereby revises the Neighborhood Traffic Management Program("Program") (the documents constituting the revision are affixed hereto as Exhibits A through E and are incorporated herein by reference as if set forth in full). The Governing Body hereby gives notice that it shall retain complete discretion over the funding accorded the Program in any given year and that nothing set forth herein shall be construed to impose upon the City any a duty to achieve or to perform any specific action or plan set forth in the Program.

SECTION 2. Resolution No. 7272 is hereby repealed in its entirety, it being the intent of the Governing Body that this resolution supersede it.

ADOPTED by the Governing Body of the City of Lawrence, Kansas, this 19th day of March, 2024.

APPROVED:



Nathan Littlejohn III
Mayor

ATTEST:



Sherri Friedemann
City Clerk



APPROVED AS TO FORM:



Toni R. Wheeler
City Attorney

City of Lawrence, Kansas, Neighborhood Traffic Management Program

SECTION 1: SHORT TITLE.

This program shall be known as the “Neighborhood Traffic Management Program”.

SECTION 2: INTRODUCTION.

The Neighborhood Traffic Management Program is a comprehensive program designed specifically to improve the environment and quality of life in Lawrence’s existing neighborhoods through driver awareness, management and control of traffic on neighborhood streets. The program will address the 5Es of transportation planning (**Engineering, Enforcement, Education, Encouragement, and Evaluation**).

SECTION 3: GOALS.

The goals of the program supports the current City of Lawrence Strategic plan. The program goals include:

- Improve or maintain existing neighborhood environments, cohesion, and integrity through traffic management.
- Promote safe, comfortable, and efficient travel within neighborhoods for all modes of transportation.
- Provide acceptable levels of accessibility for local traffic, minimize unwanted traffic, and promote adherence to posted speed limits.
- Encourage opportunities for active transportation.

SECTION 4: PROGRAM OVERVIEW

Each year staff will develop a work plan to support the proposed budget request. The plan may include efforts such as:

- Community-wide education, encouragement and/or enforcement campaigns.
- Reviewing and recommending changes to current regulations that impact traffic operations.
- Purchasing equipment for data collection (vehicle speed & volume counters).
- Purchasing moveable engineering infrastructure (rubber speed humps, diverters, speed feedback signs, etc.) for temporary installation in neighborhoods to gauge effectiveness and to modify driver behavior.
- Construction of built environment improvements (speed humps, diverters, chicanes, median islands, pavement markings, improved neighborhood non-motorized crossings, traffic circles, permanent installation of speed feedback signs, other signs, etc.).
- Monitoring resident reports to the Traffic Safety Reporting Tool to evaluate potential locations for data collection and/or enforcement efforts.

SECTION 5A: NEIGHBORHOOD PROJECT TO EVALUATE AND IMPLEMENT TRAFFIC MANAGEMENT STRATEGIES

- Neighborhoods can apply for evaluation of traffic management strategies.
- City Staff will meet with project applicants and identified stakeholders at the beginning of the project to identify concerns, define scope and set measurable criteria for success.
- Data collection and evaluation to determine traffic management strategies to address concerns.

- Thresholds for implementation and evaluation of temporary traffic management strategies:
 - For Local Streets - the 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 1000, or if two of the conditions are satisfied to 80% of the stated values.
 - For Collector Streets - the 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 3000, more than 50% of the frontage of the roadway consists of residential lots facing the roadway, or if two of the conditions are satisfied to 80% of the stated values.
- Implement temporary traffic management strategies
- Collect traffic data and public feedback to evaluate the effectiveness of the temporary traffic management strategies.
- Plan for installation of permanent traffic management infrastructure using program funding if it is supported by the evaluation of the temporary traffic management strategies.

SECTION 5B: MINOR PROJECT APPROVAL AND IMPLEMENTATION

- Requests for traffic calming on individual streets received from residents that would not qualify for the neighborhood project will be evaluated and prioritized for implementation based on available program budget and staff capacity.
- Requests for traffic calming will be received by Engineer of the Day, through the Traffic Safety Reporting Tool or through the Statement of Interest process.
- City Staff will meet with project applicants and identified stakeholders at the beginning of the project to identify concerns, define scope and set measurable criteria for success.
- Data collection and evaluation to determine traffic management strategies to address concerns.
- Thresholds for implementation and evaluation of temporary traffic management strategies:
 - For Local Streets - the 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 1000, or if two of the conditions are satisfied to 80% of the stated values.
 - For Collector Streets - the 85th percentile speed is 5mph or greater over the speed limit, the 24 hour two-way traffic volume is greater than 3000, more than 50% of the frontage of the roadway consists of residential lots facing the roadway, or if two of the conditions are satisfied to 80% of the stated values.
- Implement temporary traffic management strategies
- Collect traffic data and public feedback to evaluate the effectiveness of the temporary traffic management strategies.
- Assign priority points to rank the minor traffic calming projects to determine which projects will be constructed first with available funding using the following point system:
 - SPEED – 5 points will be assigned for each mile per hour that the 85th percentile speed exceeds the lawful speed limit.
 - VOLUME – 1 point will be assigned for every 100 vehicles per day on local streets; 1 point will be assigned for every 300 vehicles per day on collector streets.
 - CRASHES – 1 point will be assigned for each reported property damage crash along the project corridor(s) during the previous 3 years; 2 points will be assigned for each reported injury crash along the project corridor(s) during the previous 3 years; 5 points will be assigned for each reported fatal crash along the project corridor(s) during the previous 3 years.

- SIDEWALKS – 5 points will be assigned if there is not a continuous sidewalk along both sides of the project corridor(s); 10 points will be assigned if there is not a continuous sidewalk along either side of the project corridor(s).
- SCHOOL CROSSWALKS – 10 points will be assigned for each unprotected official school crosswalk that crosses the project corridor(s).
- PEDESTRIAN GENERATORS – 5 points will be assigned for each pedestrian generator such as a park, school or recreation center adjacent to the project corridor (s).
- Projects will be prioritized based on the total number of points and may be added to the priority list at any time.

SECTION 6: PROGRAM REPORTING

Analysis of the program will be conducted and presented to the Multi-modal Transportation Commission and City Commission on a yearly basis. Analysis may include the following items:

- Before and after speed and volume data
- Crash volume and severity
- Targeted before and after community survey results

SECTION 7: EXCEPTIONS.

The following items are handled through separate programs or policies and are not included in this program:

- Traffic Signals
- Placement of stop or yield signs
- Maintenance or installation of sidewalks
- Improvements on arterial streets

City of Lawrence, Kansas, Neighborhood Traffic Management Program Traffic Calming Project Process

Traffic calming is a set of measures implemented to reduce vehicle speeds and improve safety for pedestrians and cyclists in residential areas or places with a high volume of vulnerable road users. The request process for traffic calming measures typically involves several steps, and the decision to implement these measures depends on specific thresholds being met.

Step 1 - Project Identification

1. **Project Request:** Residents or neighborhood associations concerned about traffic safety issues on a local or collector residential street submit a Statement of Interest and Statements of Support to the Municipal Services & Operations Department to start the process of evaluating potential traffic calming projects for the Neighborhood Traffic Management Program.
2. **Meeting(s) With Stakeholders:** City staff will coordinate meeting with the applicant and potential stakeholders to define the project footprint, identify concerns, review available data and determine if additional data is required in order to evaluate the project.
3. **Project Evaluation:** City staff will collect additional data to assess the severity of the problem, if needed. This data may include traffic volume, vehicle speeds, crash history, and input from additional residents. Based on the data collected, a study is conducted to evaluate the current situation and identify whether speeding or other safety issues meet the thresholds in the Neighborhood Traffic Management Program Policy. These thresholds include criteria related to vehicle speed, traffic volume, crash history, sidewalks, school crosswalks, and pedestrian generators. If the project meets the thresholds, it will continue to the Project Scoping step. If the project does not meet the thresholds, the requestor will be notified that the project does not meet the thresholds for traffic calming treatments and the results and conclusions will be reported to the Multi-modal Transportation Commission.
4. **Project Scoping:** Based on the data and with consideration for traffic calming treatments to impact adjacent streets or blocks, City staff will identify the project as a Neighborhood Project or a Minor Project and then proceed to Project Implementation.

Step 2A - Project Implementation - Neighborhood Project

1. **Project Selection:** City staff will Select Neighborhood Project(s) based on support, available Program funding and staff capacity.
2. **Project Refinement:** City staff will perform a Public Survey to identify concerns, refine scope, set criteria for success and establish a stakeholder working group to collaborate with during the Project Implementation. If needed, additional data will be collected and used by City staff to develop traffic calming locations and treatment options.
3. **Recommendation:** City staff will present the traffic calming locations and treatment options to the public and the stakeholder working group to collect feedback and select a recommended option.

5. **Project Evaluation:** City staff will implement the Recommended Option using temporary devices and collect data with the temporary devices in place to evaluate the temporary devices against the criteria for success. The temporary devices will be in place for a maximum of 30 days to provide adequate time for the evaluation without requiring substantial maintenance efforts. If the project meets the criteria for success, it will proceed to the Public Engagement and Approval step. If the project does not meet the criteria for success, City Staff will evaluate if the project can be revised to meet the criteria. If it is determined that the project can be revised to meet the criteria, a second temporary installation will be implemented and evaluated. There will be a maximum of two temporary installations evaluated for each project. If the project cannot be revised to meet the criteria, the stakeholder working group will be notified that traffic calming does not adequately address the concerns and the results and conclusions will be reported to the Multi-modal Transportation Commission.
4. **Public Engagement & Approval:** City staff will develop a recommendation for permanent traffic calming devices based on the project evaluation. City staff will present the recommendation to the public and a public survey will be conducted to measure support for the project. City staff will present the recommendation and the results of the public survey to the Multi-modal Transportation Commission and the City Commission for approval to proceed with design of the permanent installations.
5. **Project Construction:** City staff will coordinate completing the design, preparing the construction documents, advertising the project for bids and completing construction of the permanent traffic calming devices.

Step 2B - Project Implementation - Minor Project

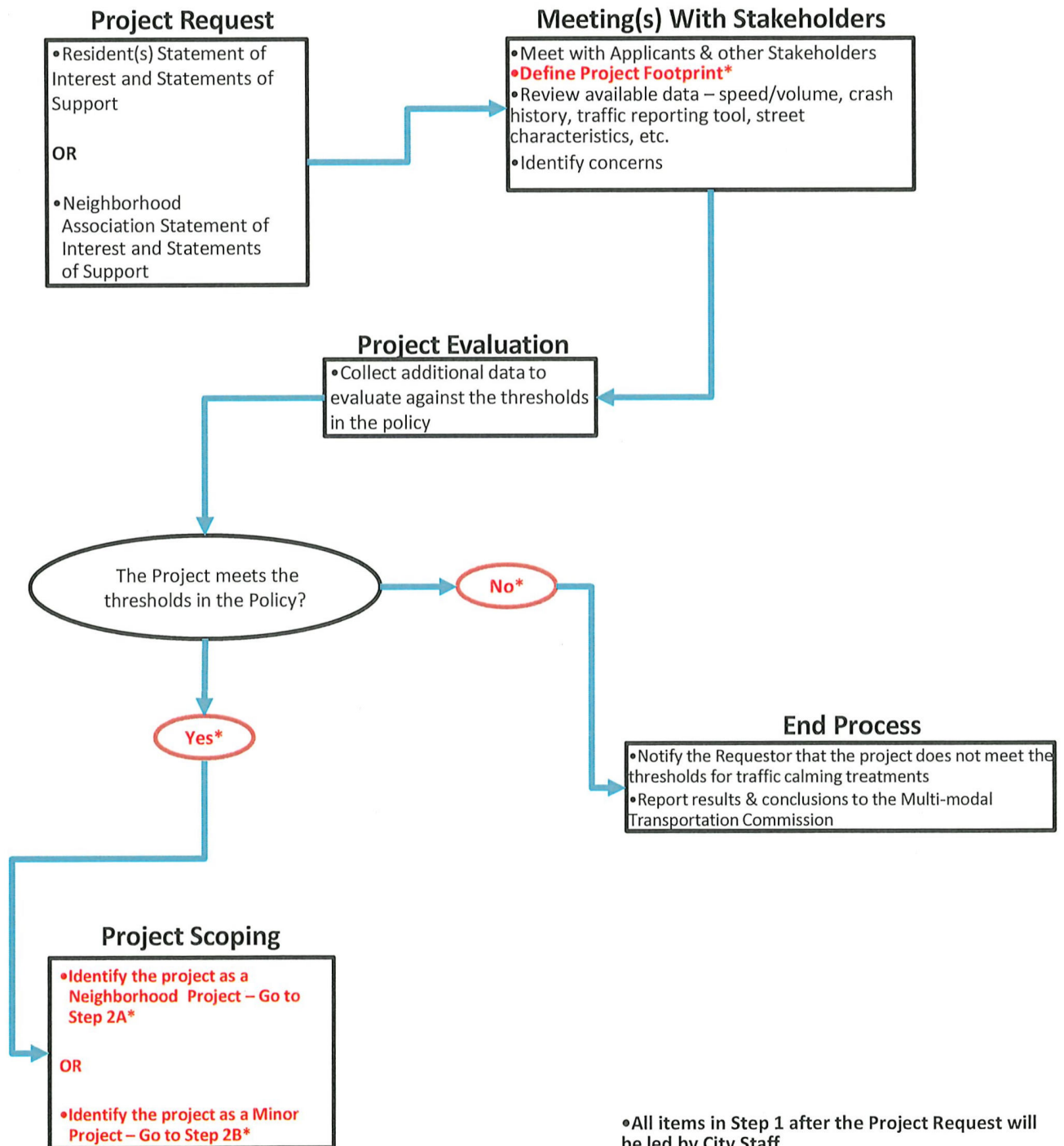
1. **Additional Data Collection & Evaluation:** City staff will collect additional data to determine locations and traffic calming treatments.
2. **Recommendation:** City staff will present the traffic calming locations and treatment options to the applicant, the identified stakeholders and the Multi-modal Transportation Commission to collect feedback and select a recommended option.
3. **Project Evaluation:** City staff will implement the Recommended Option using temporary devices and collect data with the temporary devices in place to evaluate the temporary devices against the criteria for success. The temporary devices will be in place for a maximum of 30 days to provide adequate time for the evaluation without requiring substantial maintenance efforts. If the project meets the criteria for success, it will proceed to the Public Engagement and Approval step. If the project does not meet the criteria for success, City Staff will evaluate if the project can be revised to meet the criteria. If it is determined that the project can be revised to meet the criteria, a second temporary installation will be implemented and evaluated. There will be a maximum of two temporary installations evaluated for each project. If the project cannot be revised to meet the criteria, the applicant and identified stakeholders will be notified that traffic calming does not adequately address the concerns and the results and conclusions will be reported to the Multi-modal Transportation Commission.

4. **Public Engagement & Approval:** City staff will develop a recommendation for permanent traffic calming devices based on the evaluation. City staff will present the recommendation to the public and a public survey will be conducted to measure support for the project. City staff will rank Minor Traffic Calming Projects based on the priority point ranking criteria in the Neighborhood Traffic Management Program Policy. Projects will then be recommended for implementation by City staff based on the priority ranking, available program funding and staff capacity. City staff will present the recommendation and the results of the public survey to the Multi-modal Transportation Commission and the City Commission for approval to proceed with design of the permanent installations.
5. **Project Construction:** City staff will coordinate completing the design, preparing the construction documents, advertising the project for bids and completing construction of the permanent traffic calming devices.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

STEP 1 - PROJECT IDENTIFICATION

+ ALL PROJECTS +

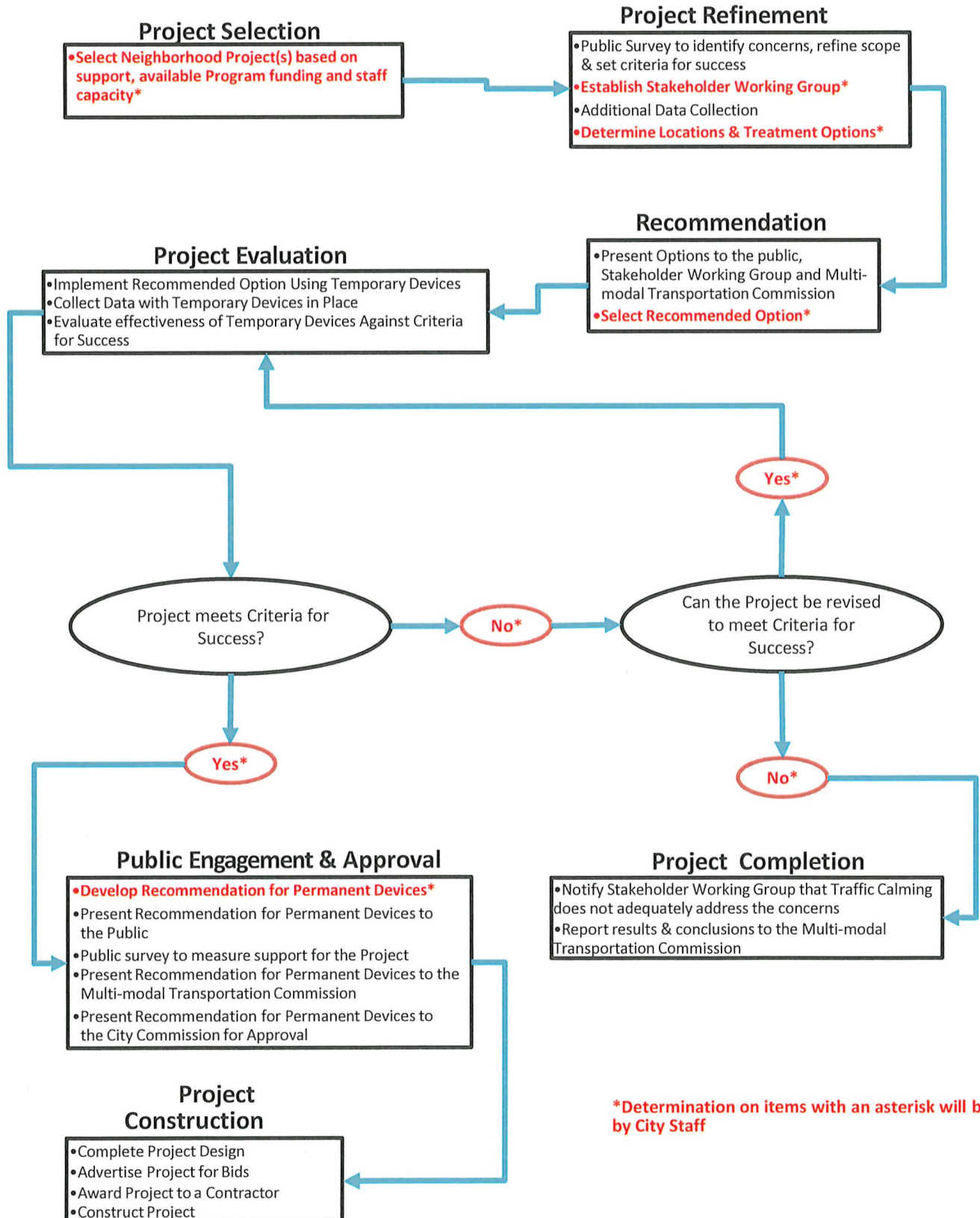


•All items in Step 1 after the Project Request will be led by City Staff
 *Determination on items with an asterisk will be by City Staff

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

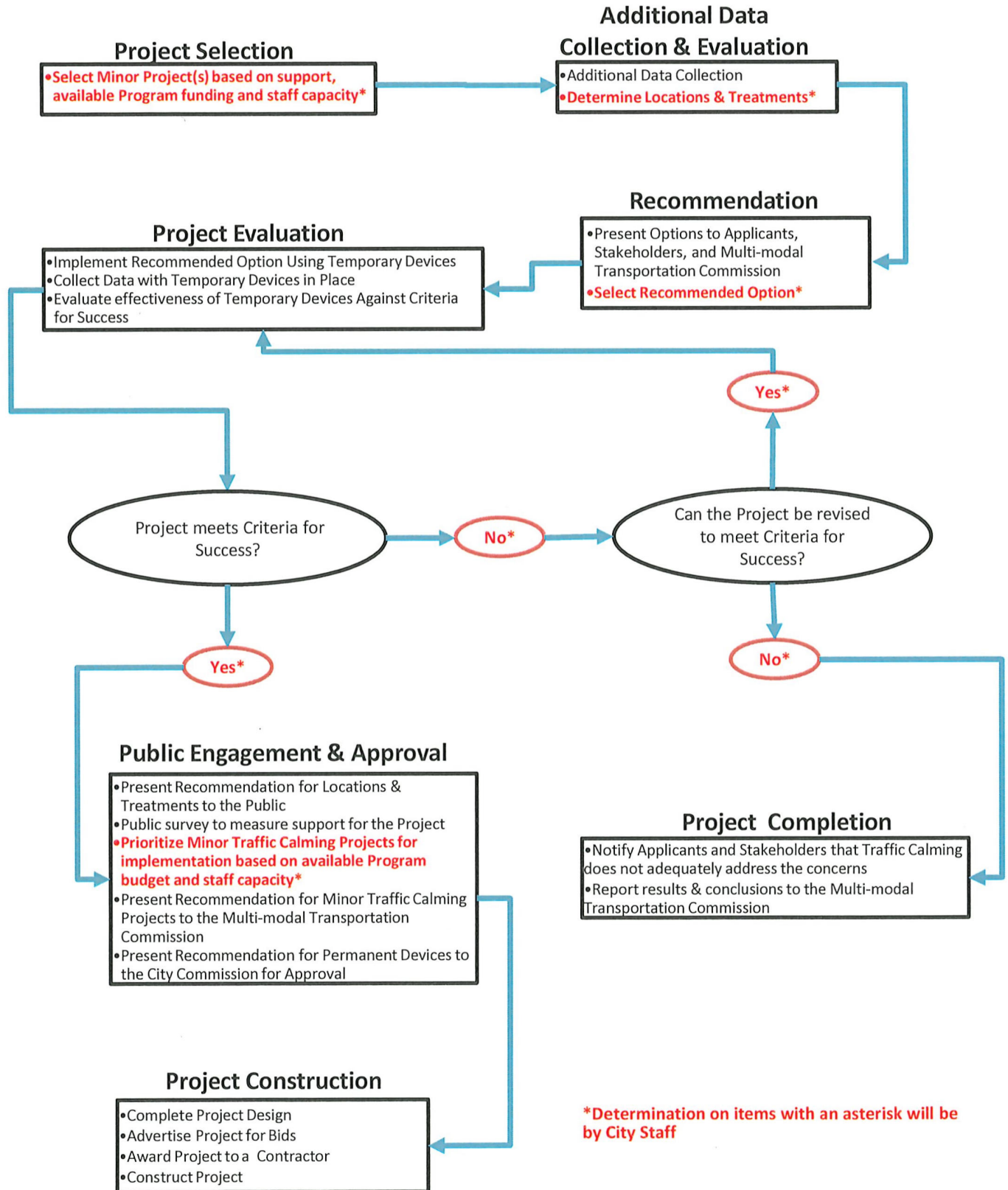
STEP 2A - PROJECT IMPLEMENTATION

+ NEIGHBORHOOD PROJECT +



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM STEP 2B - PROJECT IMPLEMENTATION

+ MINOR PROJECT +



STATEMENT OF INTEREST

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

The City of Lawrence is accepting statements of interest from neighborhoods and residents wishing to participate in the Neighborhood Traffic Management Program.

PLEASE COMPLETE THE FOLLOWING STATEMENT OF INTEREST AND RETURN TO DUSMITH@LAWRENCEKS.ORG.

CONTACT INFORMATION

Primary Contact Name(s):

Email:

Mailing Address:

Zip Code:

Phone Number:

PROBLEM LOCATION

Please describe the exact location(s) of concern within your community. The location should primarily be a residential street address, or range of addresses, intersection, or pedestrian crossing. To assist, you may include a map identifying the location(s), area(s) of concern, major streets within the area of concern, and any nearby schools, parks, community centers, churches, hospitals, etc. Please also include in your description other area streets that may be impacted (positively or negatively) by the installation of traffic calming devices at the location of your specific concern. **Note: The Neighborhood Traffic Management Program is intended for streets classified as "local" or "collector" only. Applications for "arterial" streets will not be considered for this program. Arterial streets are shown on this [map](#) in blue, red and green.**

The 2024 Neighborhood Traffic Management Program will consider neighborhood-wide projects and/or smaller projects that could be an individual street or block. Projects will be selected and implemented based on available program funding and staff capacity.

Location Description:

Please check this box if this application is from a registered neighborhood association within the City.

PROBLEM DEFINITION

Please describe your issues and concerns, providing as much specificity as possible regarding the nature of your concern (i.e., is it a concern of cars driving too fast? Too much traffic? Difficulty for pedestrians to cross the street? Drivers not yielding to pedestrians? Drivers not obeying traffic signs?) Please also provide details such as: what days and times of the day most frequently experience these issues.

Issues/Concerns:

QUESTIONS? Contact City of Lawrence Municipal Services & Operations at (785) 832-7800.

STATEMENT OF SUPPORT**NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM**

As part of the City of Lawrence Neighborhood Traffic Management Program, an indication of broad support from the likes of residents, property owners, and business owners within the identified area of concern is strongly suggested. The project will proceed through the evaluation process if sufficient support is documented, as determined by the City of Lawrence Municipal Services & Operations Department.

CONTACT/APPLICATION INFORMATION**Date:****Primary Applicant Name(s):****Phone Number:****Mailing Address:****Zip Code:****Email:**

AFTER COMPLETING THIS FORM, RETURN TO DUSMITH@LAWRENCEKS.ORG ALONG WITH COMPLETED SUPPORTER SIGNATURE FORMS.

| QUESTIONS? |

Contact City of Lawrence Municipal Services & Operations at (785) 832-7800.



SUPPORTER SIGNATURE FORM

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

As part of the City of Lawrence Neighborhood Traffic Management Program, an indication of broad support from the likes of residents, property owners, and business owners within the identified area of concern is strongly suggested. The project will proceed through the evaluation process if sufficient support is documented, as determined by the City of Lawrence Municipal Services & Operations Department.

I support a neighborhood traffic management project in: *(insert a description of the area of concern)*

Signature:

Address:

Phone Number:

Email: